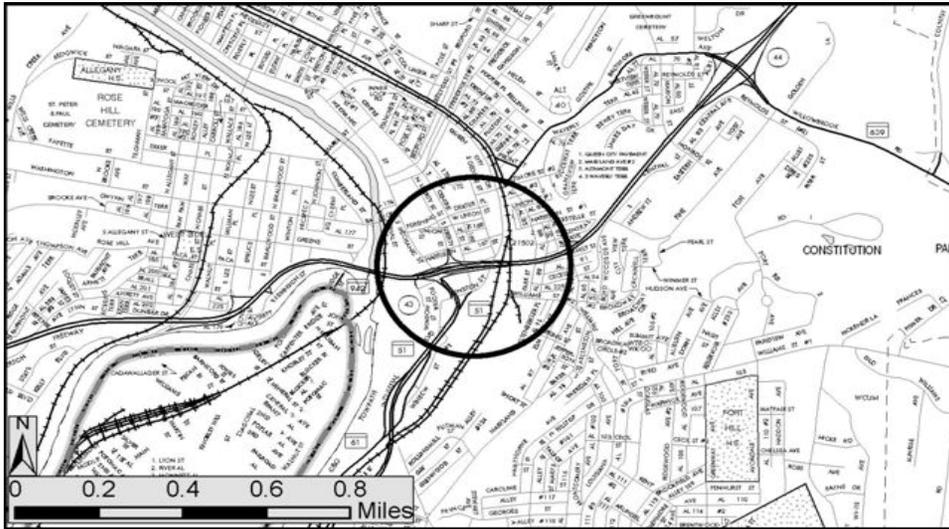




ALLEGANY COUNTY



PROJECT: I-68, National Freeway

DESCRIPTION: Rehabilitation of Bridge 01092 on MD 51 over CSX, Canal Parkway and Bridge 01096 on I-68 (Cumberland Thruway) over Wills Creek/CSX/Municipal Streets including ramps 01107, 01108, 01109, 01110, 01111 and 01112 which connect to the Cumberland Thruway Structure.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation including cleaning, painting, lighting, superstructure and substructure repairs.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: I-68 provides a critical link through Western Maryland. Maintaining these structures supports this east/west movement.

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	0	0	0	0	0	0	0	0	0	0
Construction	16,247	6,033	5,466	4,748	0	0	0	0	10,214	0
Total	16,247	6,033	5,466	4,748	0	0	0	0	10,214	0
Federal-Aid	15,914	5,965	5,263	4,686	0	0	0	0	9,949	0

CLASSIFICATION:

STATE - Interstate

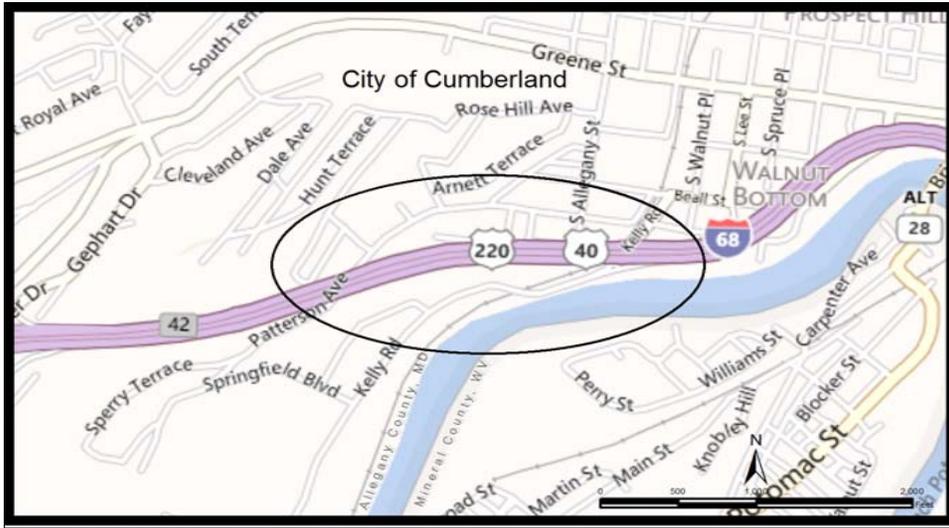
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 48,250

PROJECTED (2030) - 61,400



PROJECT: I-68, National Freeway

DESCRIPTION: Replace/rehabilitate Bridge deck 01102 over Kelly Road/Blvd. and CSXT and Bridge deck 01103 over Patterson Ave.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation including cleaning, painting, lighting, deck, superstructure and substructure repairs are required.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: I-68 provides a critical link through Western Maryland. Replacing this bridge supports this east/west connection for travel and goods movement.

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	526	526	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,215	1,787	6,424	3,004	0	0	0	0	9,428	0	
Total	11,741	2,313	6,424	3,004	0	0	0	0	9,428	0	
Federal-Aid	11,492	2,236	6,327	2,929	0	0	0	0	9,256	0	

CLASSIFICATION:

STATE - Interstate

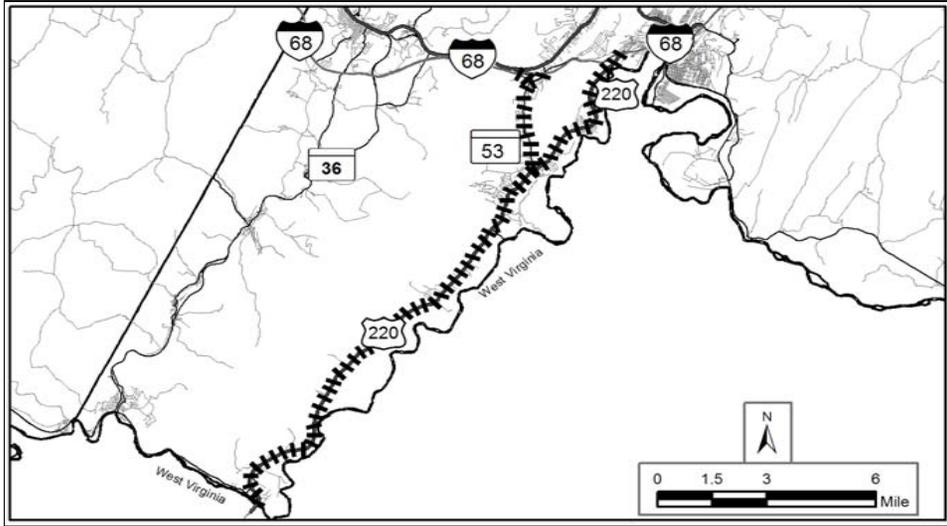
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 13,475

PROJECTED (2030) - 19,000



PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 from I-68, via MD 53, to the West Virginia State Line (15.0 miles). This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia.

JUSTIFICATION: Improvements along the US 220 South corridor would enhance accessibility and promote economic development in the Appalachian Region.

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 219, I-68 to Pennsylvania State Line (Garrett County - Line 2)

STATUS: Project Planning for Tier 2 will begin during current fiscal year. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$5.0 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	6,363	1,092	79	1,621	1,400	1,400	771	0	5,271	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	6,363	1,092	79	1,621	1,400	1,400	771	0	5,271	0
Federal-Aid	5,208	991	63	1,297	1,120	1,120	617	0	4,217	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 9,250 - 18,100

PROJECTED (2030) - 11,800 - 32,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4

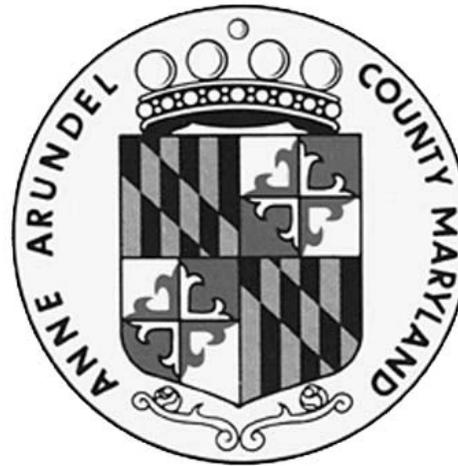
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
1		Cleaning and painting of bridges on MD 936, I 68 and MD 36	1,006	Completed
		<u>Commuter Action Improvements</u>		
2	MD 144	Ali Ghan Road; at Christie Road; ridesharing facilities	242	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
3		Various locations in Allegany County; resurface	5,848	FY 2014
4	MD 36	Mount Savage Road; south corporate limits of Mt. Savage to Jennings Run; safety and resurface	915	FY 2014
5	US 40 SC	National Pike; Fifteen Mile Creek Road to West Shipley Road; resurface	1,567	FY 2014
6	MD 51	Oldtown Road; west of Comerford Drive to Potomac River Bridge; safety and resurface (Transportation Infrastructure Investment Act of 2013)	2,517	FY 2014
7	I 68	National Freeway; at Orleans Road at Friendsville; climbing lane	962	FY 2014
		<u>Safety/Spot Improvement</u>		
8	I 68 EB	National Freeway; at US 220 interchange; improvement access to I 68	3,720	Under construction
9	MD 144	National Pike; I 68 to Prides Lane; guardrail	1,557	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

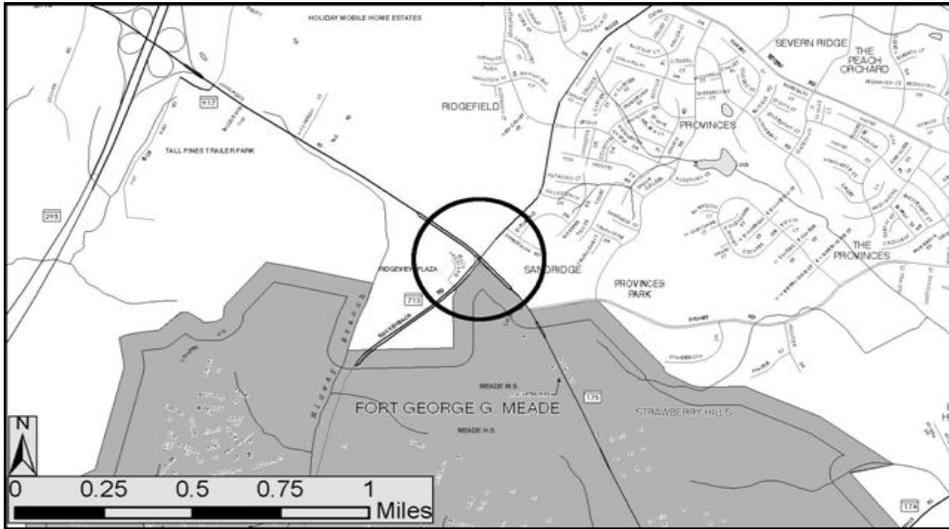
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
10		<p><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p>	198	FY 2014
		Amtrak Station Entryway Improvement		

SHA



ANNE ARUNDEL COUNTY



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements from west of MD 713 (Rockenbach Road/Ridge Road) to east of Disney Road/26th Street. (BRAC intersection improvement).

PURPOSE & NEED SUMMARY STATEMENT: The project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion.

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 175, at Mapes and Reece Roads (Line 2)
 MD 175, MD 295 to MD 170 (Line 8)
 BRAC Intersection Improvements near Fort Meade (Statewide Line 6)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

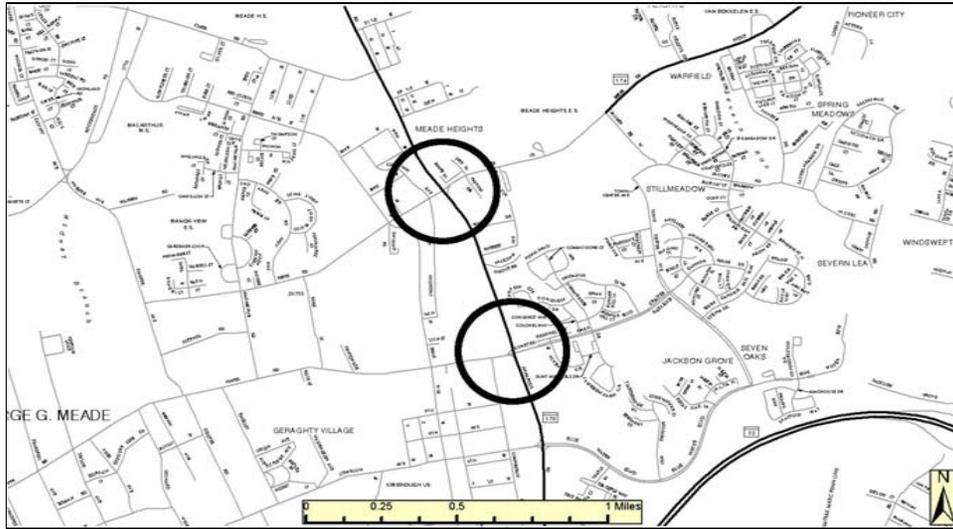
EXPLANATION: This project will relieve traffic congestion on this failing intersection as a result of the projected volumes resulting from BRAC expansion.

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	4,196	3,544	652	0	0	0	0	0	652	0	
Construction	8,771	6,186	2,585	0	0	0	0	0	2,585	0	
Total	12,967	9,730	3,237	0	0	0	0	0	3,237	0	
Federal-Aid	12,617	9,507	3,110	0	0	0	0	0	3,110	0	

CLASSIFICATION:
 STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial
STATE SYSTEM: Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2013) - 25,900
 PROJECTED (2030) - 65,700



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road (MD 174) (BRAC intersection improvement)

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion resulting from BRAC expansion at Fort Meade.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

- MD 175, MD 713 to Disney Road (Line 1)
- MD 175, MD 295 to MD 170 (Line 8)
- BRAC Intersection Improvements near Fort Meade (Statewide Line 6)

EXPLANATION: This project will relieve traffic congestion at these failing intersections, as a result of the projected volumes from BRAC.

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

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	7,249	1,153	2,131	1,830	1,830	305	0	0	6,096	0
Construction	14,200	0	0	7,155	7,045	0	0	0	14,200	0
Total	21,449	1,153	2,131	8,985	8,875	305	0	0	20,296	0
Federal-Aid	18,302	1,152	2,124	7,404	7,318	304	0	0	17,150	0

CLASSIFICATION:

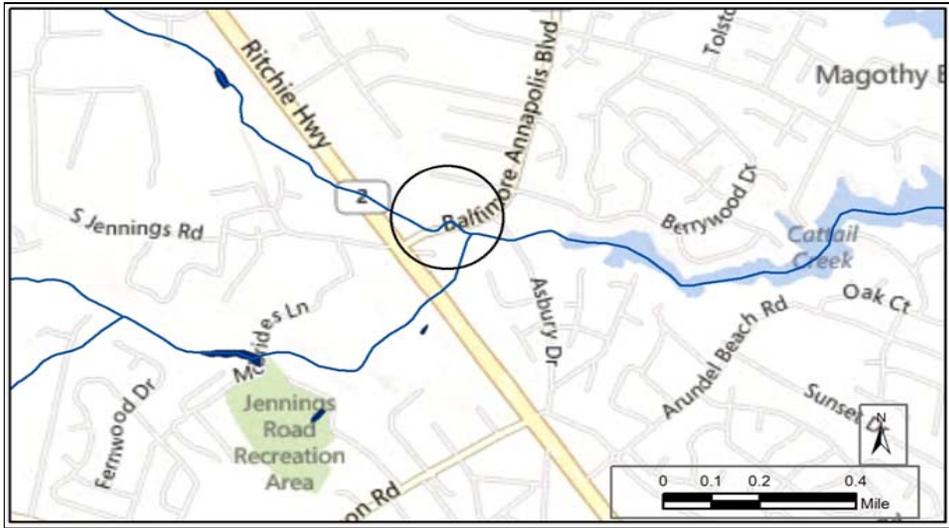
STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 24,700

PROJECTED (2030) - 65,700



PROJECT: MD 648, Baltimore Annapolis Boulevard

DESCRIPTION: Replace small structure 02080XX over Cattail Creek.

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing structure is structurally deficient.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

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	525	335	190	0	0	0	0	0	190	0
Right-of-way	332	17	172	143	0	0	0	0	315	0
Construction	904	13	759	132	0	0	0	0	891	0
Total	1,761	365	1,121	275	0	0	0	0	1,396	0
Federal-Aid	769	149	620	0	0	0	0	0	620	0

CLASSIFICATION:

STATE - Local

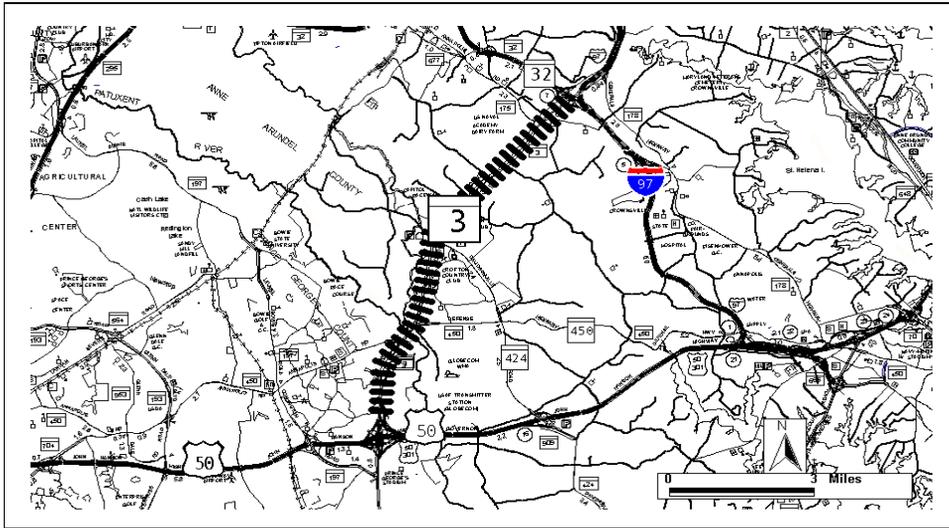
FEDERAL - Urban Local

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 7,800

PROJECTED (2030) - 9,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled 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:

- US 301, South Corridor Transportation Study (Prince George's County - Line 17)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 18)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 25)

STATUS: Project Planning 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	3,978	3,872	5	50	51	0	0	0	106	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,651	8,545	5	50	51	0	0	0	106	0	
Federal-Aid	2,785	2,710	4	35	36	0	0	0	75	0	

CLASSIFICATION:

STATE - Principal Arterial

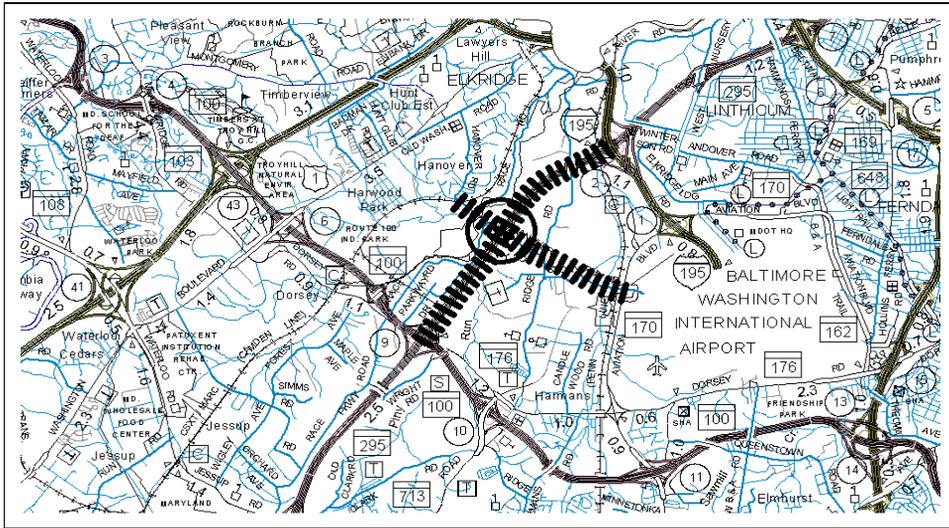
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 63,300 - 81,275

PROJECTED (2030) - 78,375 - 124,800



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

JUSTIFICATION: This project would help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

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 complete.

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	2,554	2,554	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	2,554	2,554	0	0	0	0	0	0	0	0	
Federal-Aid	2,043	2,043	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

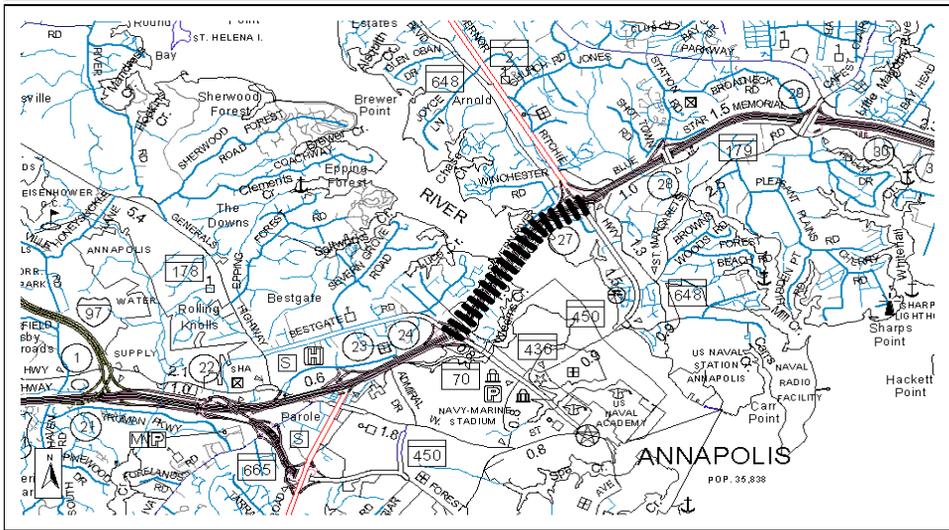
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 98,700

PROJECTED (2030) - 134,700



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge. (1.7 miles)

JUSTIFICATION: The approaches to the Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction during the evening peak period.

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: Feasibility Study complete. Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$2.0 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				FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	2,563	563	500	1,000	500	0	0	0	0	2,000	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	0	0	0	0	0	0	0	0	0	0	0
Total	2,563	563	500	1,000	500	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

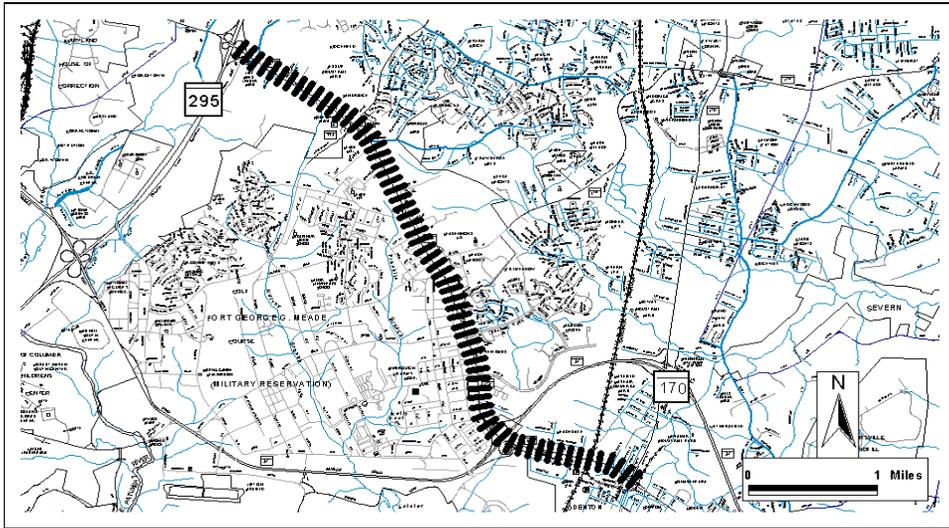
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 126,450

PROJECTED (2030) - 159,900



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycles and pedestrian accommodations will be provided where appropriate. (BRAC Related)

JUSTIFICATION: This project would address current and future congestion along MD 175 and will improve access to Fort Meade.

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 175, MD 713 to Disney Road (Line 1)
- MD 175, at Mapes and Reece Roads (Line 2)
- MD 198, MD 295 to MD 32 (Line 9)
- BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

STATUS: Partial Engineering underway. The Engineering shown is for the design of the MD 295 interchange. Right-of-Way for the MD 295 interchange to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$29.0 million to Right-of-Way 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	2,603	2,603	0	0	0	0	0	0	0	0
Engineering	8,519	2,828	1,000	1,000	1,000	2,691	0	0	5,691	0
Right-of-way	29,000	0	2,000	15,000	10,000	2,000	0	0	29,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	40,122	5,431	3,000	16,000	11,000	4,691	0	0	34,691	0
Federal-Aid	10,489	4,816	1,000	982	1,000	2,691	0	0	5,673	0

CLASSIFICATION:

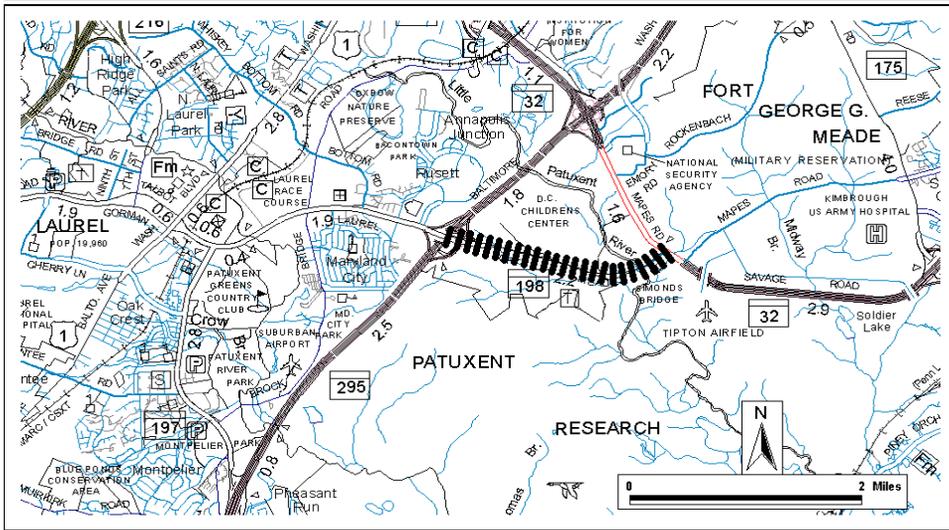
STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 24,700 - 38,000

PROJECTED (2030) - 54,300 - 82,200



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

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 175, MD 713 to Disney Road (Line 1)
- MD 175, at Mapes and Reece Roads (Line 2)
- MD 175, MD 295 to MD 170 (Line 8)
- BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

STATUS: Project Planning underway. County contributing up to \$3.5 million for the planning phase.

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	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

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 26,000

PROJECTED (2030) - 42,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1		West Nursery Road; over MD 295 (NB and SB); bridge rehabilitation	5,310	Completed
<u>Safety/Spot Improvement</u>				
2	MD 2	Solomon's Island Road; Jewel Road/MD 423; safety	1,421	Completed
3	MD 4	Southern MD Boulevard; various locations at MD 4 and MD 408 interchange; drainage improvements	544	Completed
4	MD 450	West Street; MD 2 to MD 435; ADA improvements	1,850	Completed
5	MD 648	Baltimore Annapolis Boulevard; Edgewood Road to Hammonds Lane; ADA improvements (ARRA PROJECT)	175	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
6		Functional Enhancement of SWM facilities along MD 4 in Anne Arundel County; SWM facilities improvements	407	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
7		At Various locations in Anne Arundel County; joint sealing	386	FY 2014
8		Various locations in Southern Anne Arundel County; mill/grind, patch and resurface pavement	10,482	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
9		Various locations in Northern Anne Arundel County; mill/grind, patch and resurface pavement	9,345	FY 2014
10		Various locations in Northern Anne Arundel County	7,929	FY 2014
11	MD 2	At MD 214; resurface	250	FY 2014
12	MD 100 EB	Howard County Line to MD 713; resurfacing (ARRA PROJECT)	795	Under construction
13	MD 450	Defense Highway; Housley Road to Generals Highway; resurface	742	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
14		11 Existing bridges on MD 295 and MD 100; clean and paint bridges	2,059	FY 2014
15		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	3,358	Under construction
16	MD 173	Fort Smallwood Road; bridge 02045 over Stoney Creek; clean paint bridge	2,085	Under construction
17	I 695	Baltimore Beltway; bridge over Patapsco River and Hammonds Ferry Road; clean and paint bridges	3,649	Under construction
<u>Safety/Spot Improvement</u>				
18		Crain Highway; Business 3 at 11th Avenue; landscape	73	Under construction
19	MD 2	Solomon's Island Road; at MD 255; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,719	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
20	MD 2	Solomon's Island Road; at Harwood Drive; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,200	FY 2014
21	MD 4 SB	At Lower Pindell Road; geometric improvements	453	Under construction
22	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements (ARRA PROJECT)	26	FY 2015
23	MD 424	Davidsonville Road; MD 3 to MD 450; sidewalks (Transportation Infrastructure Investment Act of 2013)	4,000	FY 2014
24	MD 710	East Ordnance Road; at VEIP entrance; geometric improvements	991	Under construction
<u>Community Safety and Enhancements</u>				
25	MD 450	West Street; Goodwill Store to MD 2; reconstruction (Funded for concepts only) (Transportation Infrastructure Investment Act of 2013)	300	FY 2015
26	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruct (Project on hold)		
<u>Streetscapes and Minor Reconstruction</u>				
27		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway
<u>Traffic Management</u>				
28		MD 450 and Severn River/Naval Academy Bridge; lighting	398	FY 2014
29		Signals along MD 2 and MD 710; reconstruct signals (ARRA PROJECT)	1,550	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Environmental Preservation</u>				
30	MD 70 NB	Rowe Boulevard; Taylor Avenue to Farragut Road; landscaping	79	Under construction
31	MD 450	Defense Highway; at Annapolis Shop; drainage improvements	256	Under construction
<u>Commuter Action Improvements</u>				
32	MD 4	Southern Maryland Boulevard; at MD 794; ridesharing facilities	1,127	FY 2014
33	MD 424	Davidsonville Road; US 50 south of interchange; ridesharing lot expansion	1,860	FY 2014
<u>Intersection Capacity Improvements</u>				
34	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	4,100	FY 2014
<u>Bicycle Retrofit</u>				
35	MD 170	Camp Meade Road; MD 648 to Andover Road; bicycle retrofit	1,900	FY 2014
<u>TMDL Compliance</u>				
36	MD 665	Aris T Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,487	FY 2015

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
37		South Shore Trail Phase II; Sappington Circle east to the Preserve at Severn Run Community; two mile 10' wide asphalt over stone base trail	1,645	FY 2015
<u>Environmental Mitigation</u>				
38		Rutland Road Fish Passage	856	FY 2014
39		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	Underway
40		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2014
41		North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation	650	Underway
<u>Congressional Earmarks</u>				
42		Construct Broadneck Peninsula Trail; construct trail (Earmark \$1.2 million; CO)	0	
43		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)	0	



BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
1		Pedestrian lighting in Baltimore City historic districts; install new street lighting in four historic districts; Landscaping and other scenic beautification (Baltimore City Project)	862	Completed
		<u>Congressional Earmarks</u>		
2		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark \$720,000; CO) (Complete) (Baltimore City Project)	0	
3		Morgan State University Transportation Center (Earmark \$500,000) (Complete)	0	
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
4		Baltimore Waterfront Promenade - Inner Harbor East	2,000	FY 2014
5		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2014
6		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	FY 2014
7		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path (Baltimore City Project)	554	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
8		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	Underway
<u>Historic Preservation (cont'd)</u>				
9		St. Paul Place and Preston Gardens	1,778	FY 2014
10		Historic Research along the US 40 Corridor; documentation of historic resources and neighborhoods in western section of the US 40 Corridor in Baltimore City	71	FY 2014
<u>Landscaping/Scenic Beautification/Mitigation</u>				
11		West Baltimore MARC Station Beautification	102	FY 2014
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
12		Bicycle Safety Education Program	45	FY 2014
<u>Congressional Earmarks</u>				
13		State Center intersection improvements in Baltimore City (Earmark \$0.8 million; PE) (Design) (Baltimore City Project)	0	
14		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark \$2.7 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium	0	
15		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO) (Baltimore City Project)	0	

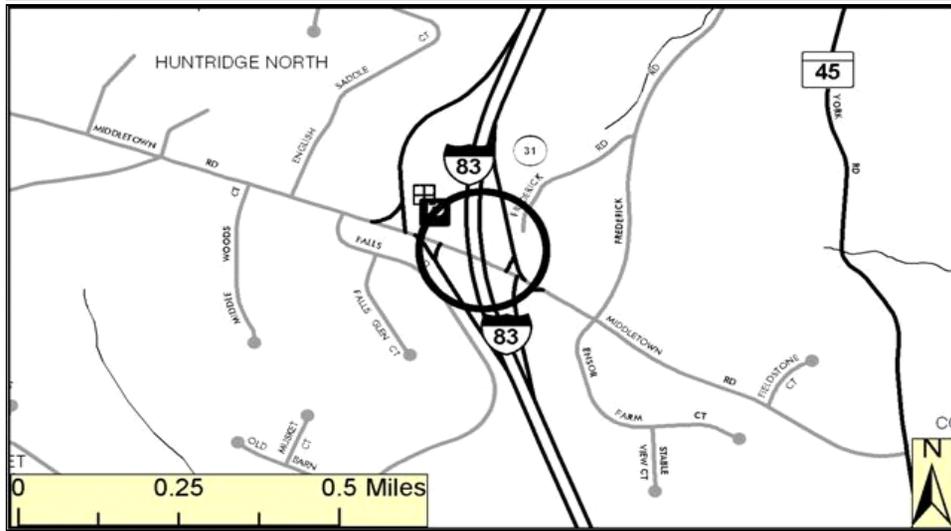
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
16		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO) (Baltimore City Project)	0	
17		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark \$2.32 million; CO) (Underway) (Baltimore City Project)	0	
18		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark \$1.52 million; CO) (Baltimore City Project)	0	
19		Canton Satellite Parking and Terminal; construction of fringe and corridor parking at the intersection (Earmark \$3.2 million; CO) (Baltimore City Project)	0	
20		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO) (Baltimore City Project)	0	
21		Construction of new Baltimore water taxi terminals at Fells Point (Complete) and at Pier 1 which is Constellation dock improvement (Earmark \$2 million; CO) (Baltimore City Project)	0	
22		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark \$3.2 million; CO) (Underway) (Baltimore City Project)	0	
23		Coppin State University; construct pedestrian bridge and garage (Earmark \$2.64 million; PE)	0	
24		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark \$2 million; CO) (Baltimore City Project) Sponsor: University of Maryland, Baltimore	0	
25		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO) (Baltimore City Project)	0	
26	US 1	East North Avenue; reconstruction (Earmark \$4 million) (Baltimore City Project)	0	



BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 03214 on Middletown Road over I-83

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and needs to be replaced. An additional lane is required to accommodate traffic volumes through the interchange during peak hours.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The Bridge serves as a major link along the Interstate 83 commuter freight route. The I-83 corridor links points in southern Pennsylvania to points in northern Baltimore County such as Hunt Valley, Towson and Baltimore City.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	893	893	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	6,227	3,949	2,278	0	0	0	0	0	2,278	0	0
Total	7,120	4,842	2,278	0	0	0	0	0	2,278	0	0
Federal-Aid	6,865	4,591	2,274	0	0	0	0	0	2,274	0	0

CLASSIFICATION:

STATE - Principal Arterial

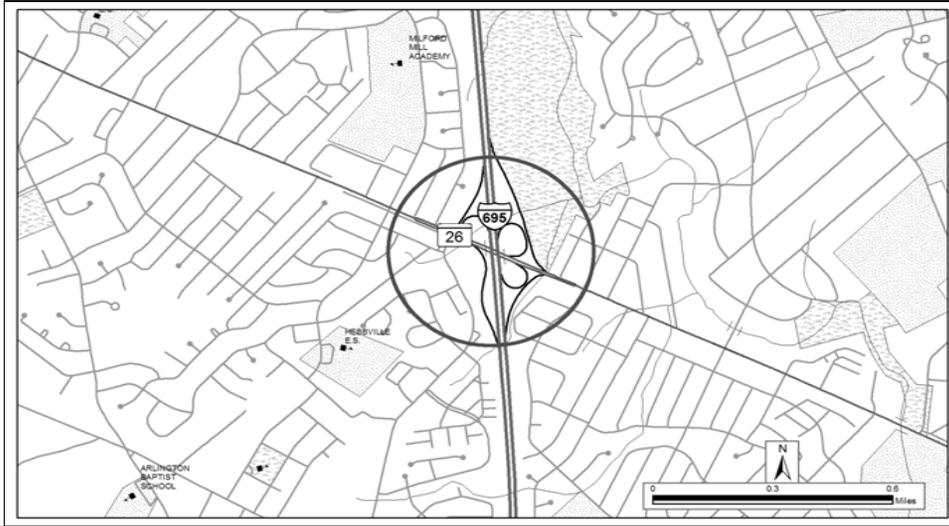
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 59,500 (I-83)
7,600 (Middletown Road)

PROJECTED (2030) - 73,000 (I-83)
9,300 (Middletown Road)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replaced Bridge 0313900 over MD 26 (Liberty Road). (ARRA Project)

PURPOSE & NEED SUMMARY STATEMENT: The I-695 bridge over MD 26 was nearing the end of its structural life and widening of the bridge was required to serve the future capacity needs of I-695.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

- I-695, MD 372 Bridge Replacement (Line 4)
- I-695, I-95 to MD 122 (Line 11)
- I-695, Noise Barrier rehabilitation (System Preservation Program)

EXPLANATION: The Baltimore Beltway bridge over MD 26 (Liberty Road) is nearing the end of its structural life. The new bridge will provide critical capacity needed for improved safety and operations on I-695, a vital emergency, freight carrier and connecting route for the Baltimore Region. Lengthening of the bridge deck will allow for pedestrian and bicycle accommodations along MD 26 (Liberty Road).

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	2,296	2,296	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	24,262	23,529	733	0	0	0	0	0	0	733	0
Total	26,558	25,825	733	0	0	0	0	0	0	733	0
Federal-Aid	25,716	25,052	664	0	0	0	0	0	0	664	0

CLASSIFICATION:

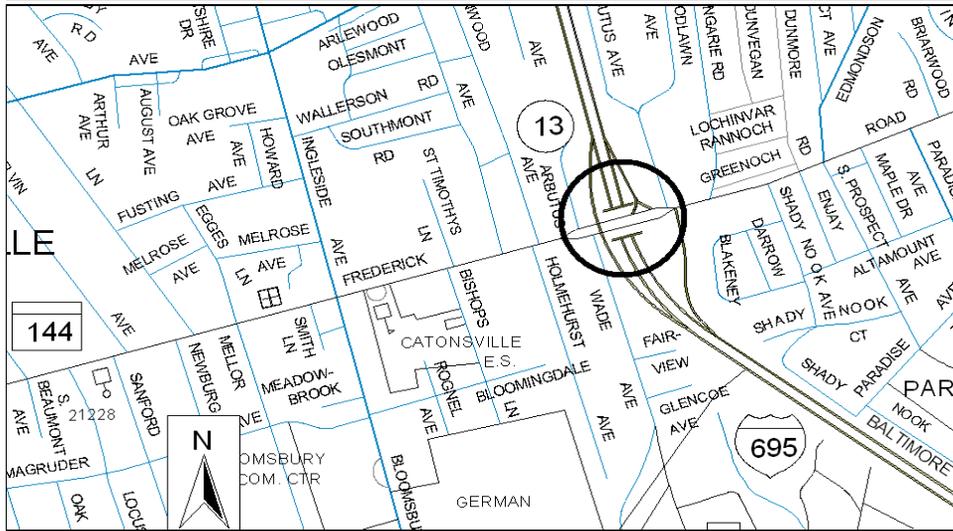
STATE - Principal Arterial
 FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 203,800

PROJECTED (2030) - 248,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0312100 MD 144 Bridge (Frederick Road) over I-695.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and widening of the bridge is required for future capacity improvements to I-695.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:
 I-695, MD 26 Bridge Replacement (Line 2)
 I-695, MD 372 Bridge Replacement (Line 4)
 I-695, I-95 to MD 122 (Line 11)

EXPLANATION: The MD 144 (Frederick Road) bridge is nearing the end of its structural life. The bridge serves as a major link connecting the Catonsville Community with Baltimore City. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety, operation and accommodate pedestrians and bicycles.

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	0	0	0	0	0	0	0	0	0	0
Construction	15,738	11,728	4,010	0	0	0	0	0	4,010	0
Total	15,738	11,728	4,010	0	0	0	0	0	4,010	0
Federal-Aid	15,613	11,603	4,010	0	0	0	0	0	4,010	0

CLASSIFICATION:

STATE - Principal Arterial

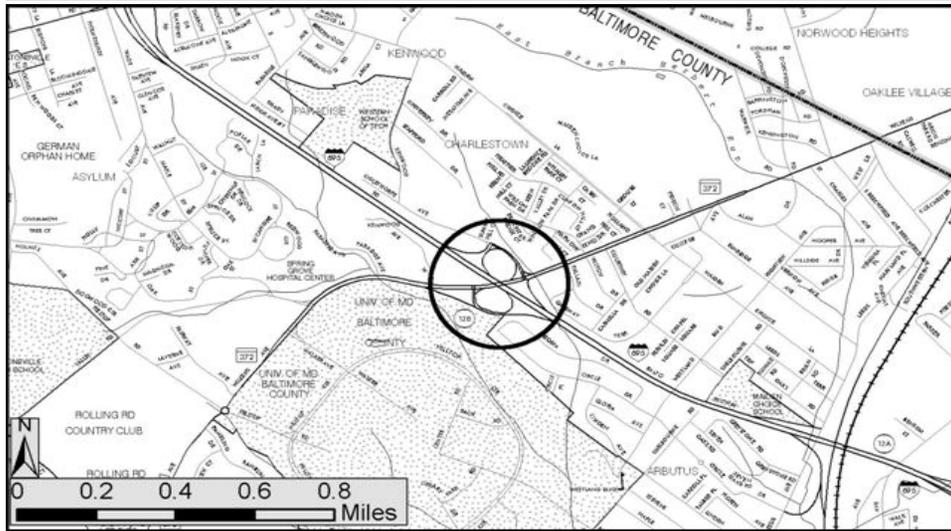
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 195,700

PROJECTED (2030) - 251,600



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0311905 on I-695 Inner Loop over MD 372 (Wilkins Ave.)

PURPOSE & NEED SUMMARY STATEMENT: This bridge is nearing the end of its structural life and widening is required for the future capacity needs of I-695.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-695, MD 26 Bridge Replacement (Line 2)
 I-695, MD 144 Bridge Replacement (Line 3)
 I-695, I-95 to MD 122 (Line 11)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The MD 372 (Wilkins Ave.) bridge is nearing the end of its structural life. The bridge serves as a major link for the Arbutus neighborhood and provides access to the UMBC Campus. The new bridge will also provide for future capacity improvements of I-695. The project will enhance safety, operations and accommodate pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	1,597	1,597	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	15,154	12,550	2,604	0	0	0	0	0	0	2,604	0
Total	16,751	14,147	2,604	0	0	0	0	0	0	2,604	0
Federal-Aid	16,325	13,721	2,604	0	0	0	0	0	0	2,604	0

CLASSIFICATION:

STATE - Principal Arterial

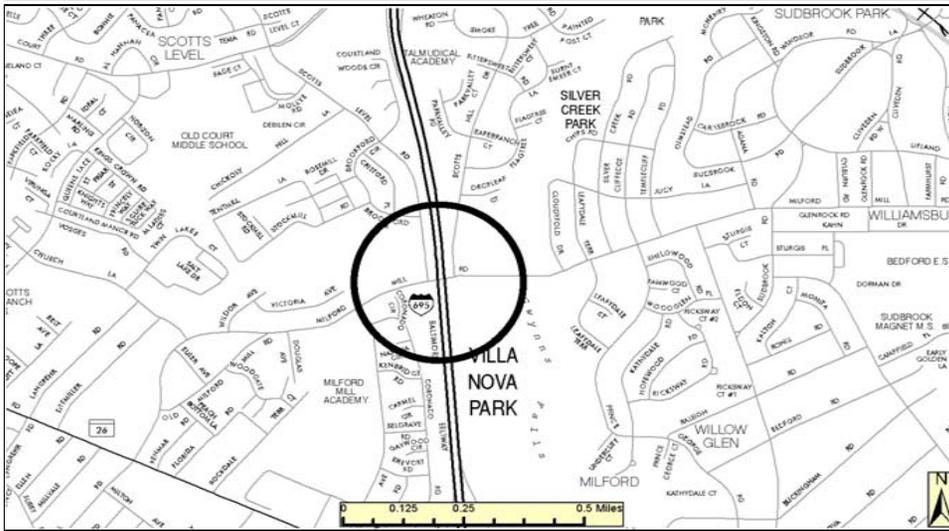
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 101,100

PROJECTED (2030) - 123,900



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 0314000 over Milford Mill Road.

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-695, MD 26 Bridge Replacement (Line 2)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community and provides access to I-795. The new bridge will also provide for future capacity improvements of I-695. The project will enhance safety and operations and accommodate pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$12.8 million is due to the addition of the I-695 inner loop noise wall replacement from Milford Mill Road to I-795.

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	1,246	1,246	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	30,287	16	5,195	10,846	9,602	4,628	0	0	30,271	0	
Total	31,533	1,262	5,195	10,846	9,602	4,628	0	0	30,271	0	
Federal-Aid	24,498	951	4,027	8,436	7,474	3,610	0	0	23,547	0	

CLASSIFICATION:

STATE - Principal Arterial

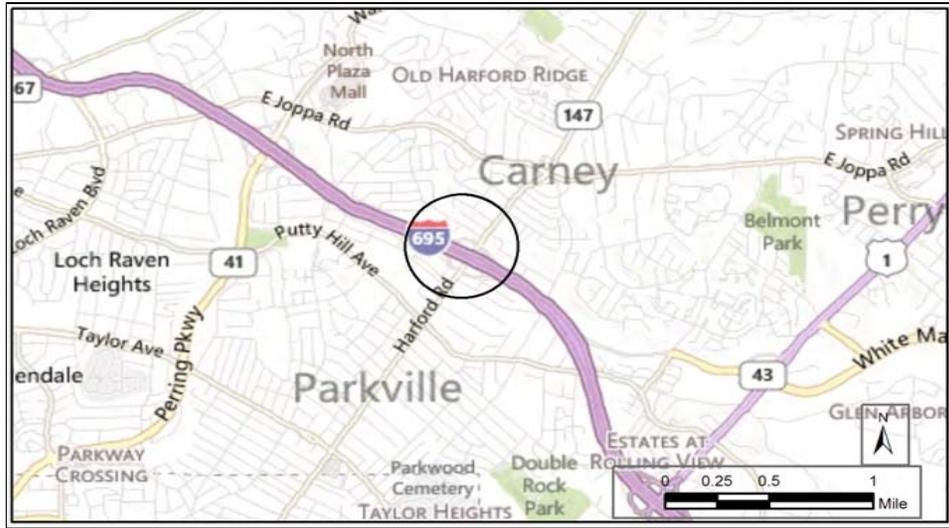
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 203,800

PROJECTED (2030) - 248,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project includes ramp reconfigurations on the Inner Loop of I-695 at the MD 147 (Harford Road) off ramps.

PURPOSE & NEED SUMMARY STATEMENT: The removal of the loop ramp will eliminate the existing weave maneuver along the Inner Loop of I-695, which in turn is expected to reduce crashes and delays within the existing weave 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:
 I-695, MD 41 to MD 147 (Line 9)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project includes geometric improvements that will improve safety and operations of the interchange. This interchange is a major access to the Parkville and Carney areas.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program. Added \$3.8 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									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,000	200	200	600	0	0	0	0	800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,811	0	0	3,532	279	0	0	0	3,811	0
Total	4,811	200	200	4,132	279	0	0	0	4,611	0
Federal-Aid	2,973	0	0	2,755	218	0	0	0	2,973	0

CLASSIFICATION:

STATE - Principal Arterial

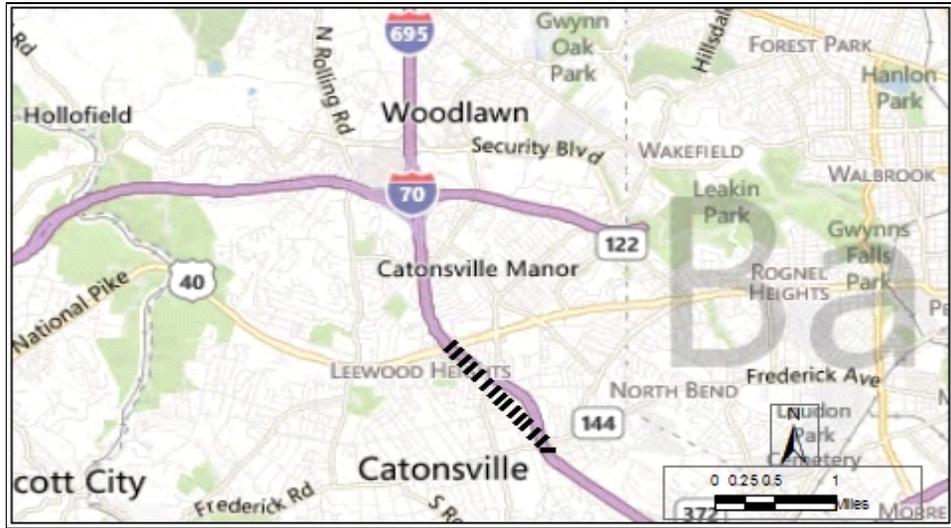
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 160,825

PROJECTED (2030) - 181,275



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve the mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also provide increased pavement width to accommodate for the ultimate section of the beltway.

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-695, MD 144 Bridge Replacement (Line 3)
 I-695, MD 372 Bridge Replacement (Line 4)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$85.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project on I-695 from I-95 to MD 122 (Line 11)

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	9,239	7,289	750	500	700	0	0	0	1,950	0
Right-of-way	2,326	2,326	0	0	0	0	0	0	0	0
Construction	85,549	0	0	0	18,219	25,189	25,981	16,160	85,549	0
Total	97,114	9,615	750	500	18,919	25,189	25,981	16,160	87,499	0
Federal-Aid	9,672	7,722	750	500	700	0	0	0	1,950	0

CLASSIFICATION:

STATE - Principal Arterial

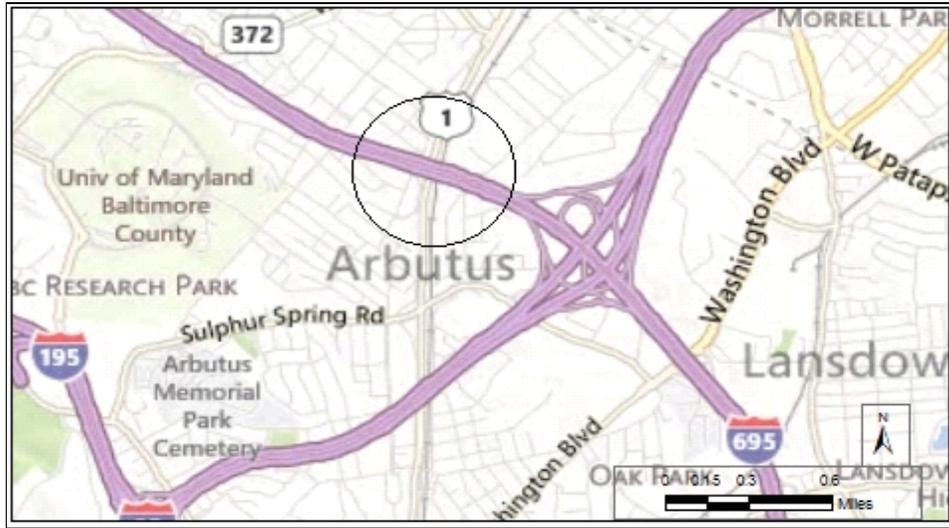
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 195,700

PROJECTED (2030) - 251,600



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of Bridge 0311305 on I-695 Inner Loop over Benson Ave. and Bridge 0311405 on I-695 Inner Loop over Leeds Ave, US 1, AMTRAK and Herbert Run. Realignment of I-695 Inner Loop Ramp from US 1 over Leeds Ave, and US 1 from Knecht Ave. to Linden Ave.

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-695, MD 144 Bridge Replacement (Line 3)
 I-695, MD 372 Bridge Replacement (Line 4)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$59.4 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									
	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	3,796	1,385	2,114	297	0	0	0	0	2,411	0
Right-of-way	791	10	781	0	0	0	0	0	781	0
Construction	59,380	0	0	9,976	21,258	18,907	9,239	0	59,380	0
Total	63,967	1,395	2,895	10,273	21,258	18,907	9,239	0	62,572	0
Federal-Aid	4,185	1,316	2,572	297	0	0	0	0	2,869	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 202,200
 4,500 (Leeds Ave. ramp)

PROJECTED (2030) - 247,800
 6,400 (Leeds Ave. ramp)



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

I-695, MD 147 Ramp Reconfigurations (Line 6)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$24.7 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project on I-695 from I-83 to I-95 (Line 12)

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	3,500	2,979	350	171	0	0	0	0	0	521	
Right-of-way	2,933	1,933	1,000	0	0	0	0	0	0	1,000	
Construction	24,700	0	5,000	7,000	7,000	5,700	0	0	0	24,700	
Total	31,133	4,912	6,350	7,171	7,000	5,700	0	0	0	26,221	
Federal-Aid	4,808	3,622	1,053	133	0	0	0	0	0	1,186	

CLASSIFICATION:

STATE - Principal Arterial

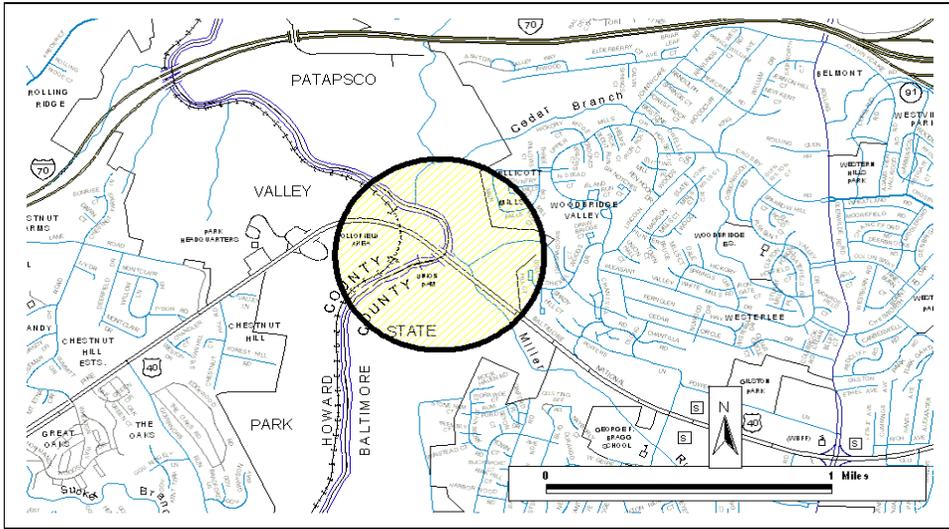
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 160,825

PROJECTED (2030) - 181,275



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replaced Bridge 0310900 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project rehabilitated the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a backup route for I-70. The bridge will be rehabilitated to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened 5' to provide for bicycle/pedestrian compatible shoulders.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$1.1 million is due to the need for stream and drainage repairs caused by tropical storm Sandy.

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	3,068	3,068	0	0	0	0	0	0	0	0	0
Right-of-way	61	61	0	0	0	0	0	0	0	0	0
Construction	17,432	16,747	685	0	0	0	0	0	0	685	0
Total	20,561	19,876	685	0	0	0	0	0	0	685	0
Federal-Aid	19,688	19,006	682	0	0	0	0	0	0	682	0

CLASSIFICATION:

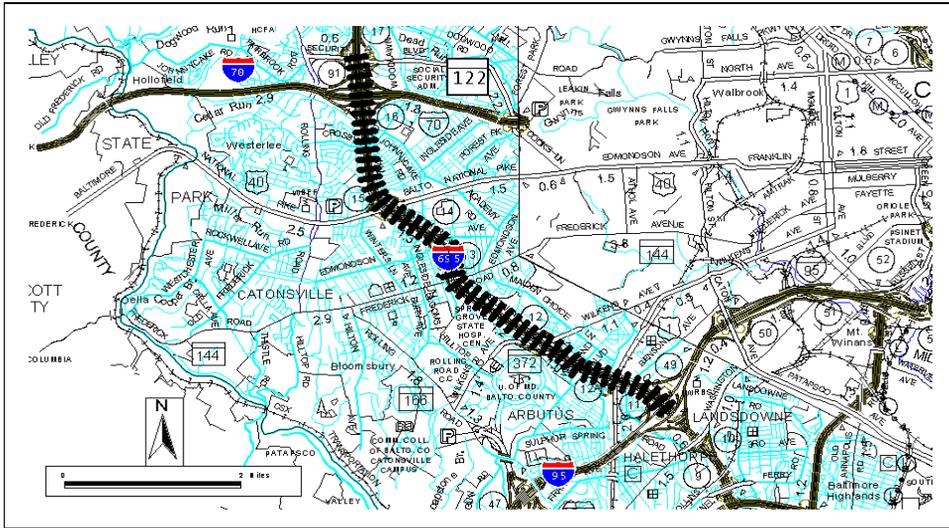
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 41,200

PROJECTED (2030) - 47,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.67 miles).

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-695, MD26 Bridge Replacement (Line 2)
 I-695, MD 144 Bridge Replacement (Line 3)
 I-695, MD 372 Bridge Replacement (Line 4)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved I-695 from South of US 40 to MD 144 to the Construction Program (Line 7).

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	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	6,669	6,669	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,095	8,095	0	0	0	0	0	0	0	0
Federal-Aid	4,669	4,669	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

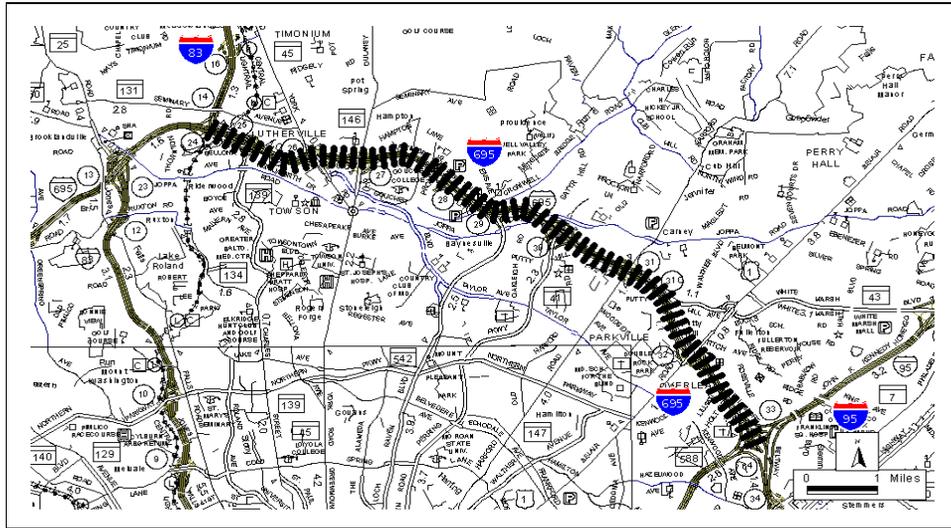
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 221,100

PROJECTED (2030) - 262,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) including the MD 139 (Charles Street) Interchange. (11.38 miles).

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-695, MD 144 Bridge Replacement (Line 3)
 I-695, MD 147 Ramp Reconfiguration (Line 6)
 I-695, MD 41 to MD 147 (Line 9)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved I-695 from MD 147 to MD 41 to the Construction Program (Line 9).

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	1,515	1,515	0	0	0	0	0	0	0	0	
Engineering	4,096	4,096	0	0	0	0	0	0	0	0	
Right-of-way	30	30	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,641	5,641	0	0	0	0	0	0	0	0	
Federal-Aid	3,952	3,952	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

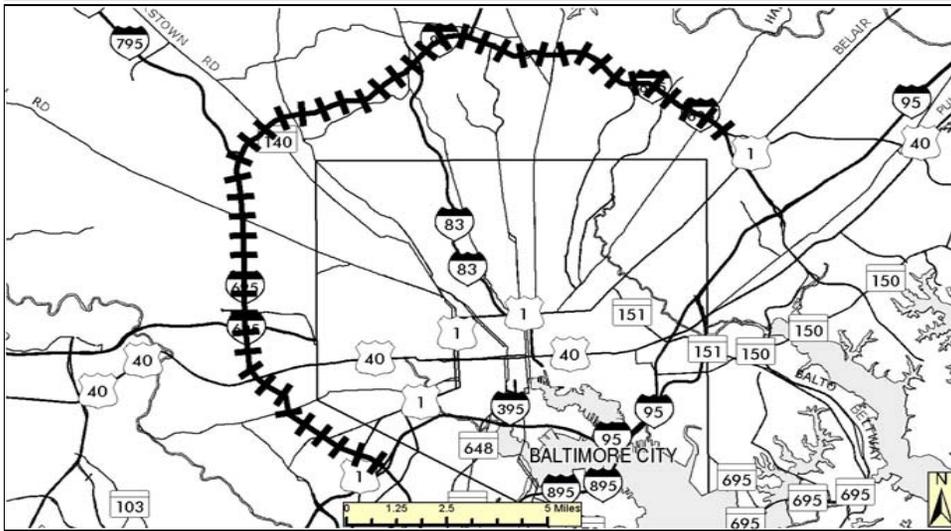
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 222,500

PROJECTED (2030) - 238,100



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Operational studies 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	10,000	0	400	3,000	4,000	2,600	0	0	10,000	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	10,000	0	400	3,000	4,000	2,600	0	0	10,000	0
Federal-Aid	7,000	0	280	2,100	2,800	1,820	0	0	7,000	0

CLASSIFICATION:

STATE - Principal Arterial

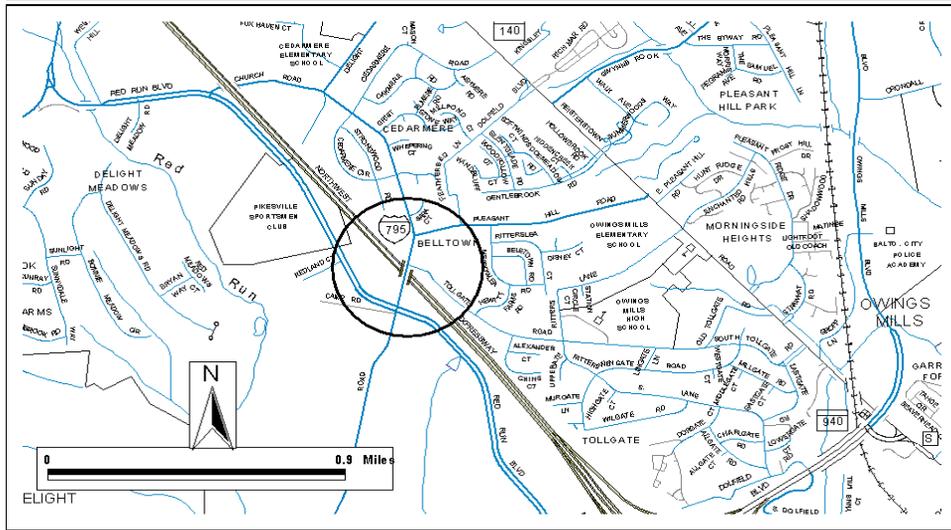
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 160,825 - 222,500

PROJECTED (2030) - 181,275 - 262,300



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 140, Garrison View to Owings Mill (Line 15)
 Owings Mill (TOD) (MTA Line 17)

STATUS: Project Planning underway. Baltimore County is contributing \$0.625 million towards 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	2,142	2,142	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	2,142	2,142	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

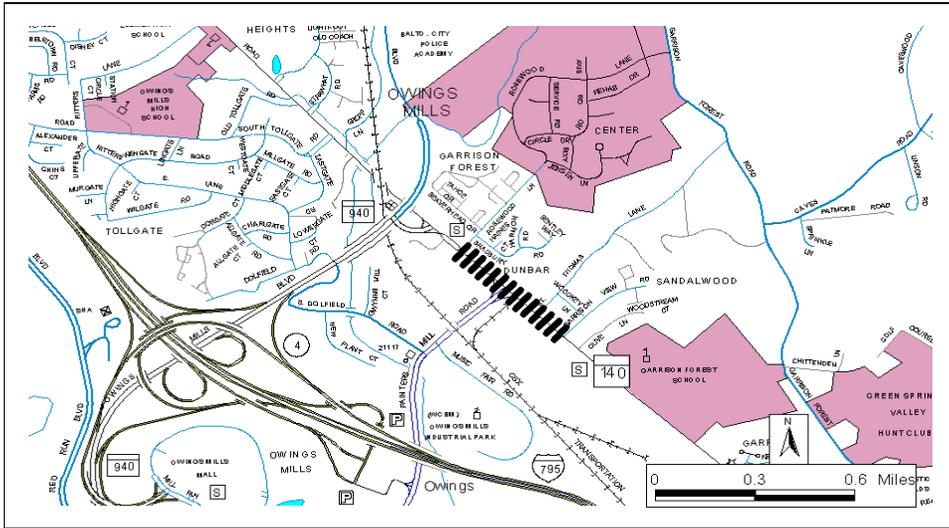
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 77,350

PROJECTED (2030) - 100,750



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

I-795, at Dolfield Road (Line 14)
 Transit Oriented Development at Owings Mills Metro Station (MTA Program Line 17)

STATUS: Engineering underway and Right-of-Way to begin during current fiscal year for a breakout project at Painters Mill Road.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$2.9 million to Right-of-Way 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	0	0	0	0	0	0	0	0	0	0
Engineering	3,592	2,610	400	582	0	0	0	0	982	0
Right-of-way	2,929	0	550	1,189	1,190	0	0	0	2,929	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,521	2,610	950	1,771	1,190	0	0	0	3,911	0
Federal-Aid	1,100	150	400	550	0	0	0	0	950	0

CLASSIFICATION:

STATE - Principal Arterial

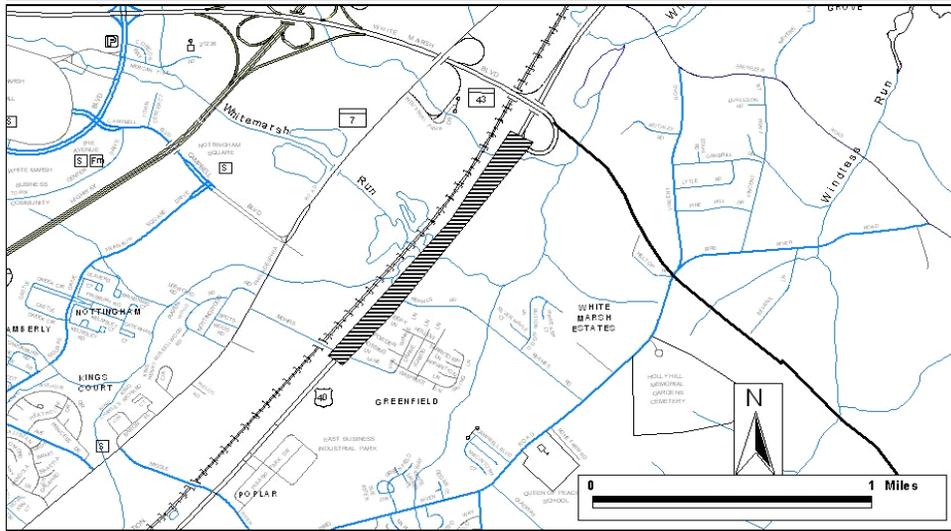
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 39,600 (MD 140)

PROJECTED (2030) - 49,600 (MD 140)



PROJECT: US 40, Pulaski Highway

DESCRIPTION: This project will include improvements along US 40 from Middle River Road to MD 43 and is consistent with local corridor plans that promote mixed-use development along US 40 within the White Marsh/ Nottingham area of Baltimore County. The US 40 and Mohr's Lane intersection improvements, required for the extension of the County's Campbell Boulevard project are included within the project limits. (1.86 miles).

JUSTIFICATION: This project will provide improved safety and traffic operations along with beautification of this segment of the 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:

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. The County is contributing \$360K towards Engineering for US 40 at Mohr's Lane. 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 ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,913	309	1,203	401	0	0	0	0	1,604	0
Right-of-way	8,000	0	3,000	2,000	3,000	0	0	0	8,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,913	309	4,203	2,401	3,000	0	0	0	9,604	0
Federal-Aid	9,900	296	4,203	2,401	3,000	0	0	0	9,604	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 34,900

PROJECTED (2030) - 50,700

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 26	Liberty Road; Powells Run Road to Offutt Road; resurface	2,925	Completed
2	US 40	Baltimore National Pike; I 695 to Baltimore City Line; resurface	4,856	Completed
3	MD 146	Dulaney Valley Road; Towson roundabout to I 695; resurface	1,923	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4	MD 147	Harford Road; over Tributary to Little Gunpowder Falls; box culverts	201	Completed
<u>Safety/Spot Improvement</u>				
5		Various locations - Phase 2; drainage improvement	464	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
6		Various locations in Baltimore County west of I 83; resurface	5,552	FY 2014
7		Various locations in Baltimore County east of I 83; resurface	5,199	Under construction
8		Interstate patching at various locations in Baltimore County	6,612	Under construction
9	MD 26	Liberty Road; I 695 to Baltimore City/County Line; resurface	4,339	Under construction
10	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	5,341	FY 2015

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	MD 45	York Road; Stevenson Lane to Towsontown Boulevard; resurface	1,314	Under construction
12	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering)	124	PE Underway
13	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface	2,746	FY 2014
14	I 83 NB	Harrisonburg Expressway; Timonium Road to Shawan Road; safety and resurface (Transportation Infrastructure Investment Act of 2013)	4,997	FY 2014
15	I 83 SB	Harrisburg Expressway; Shawan Road to I 695; safety and resurface (Transportation Infrastructure Investment Act of 2013)	6,306	FY 2014
16	MD 131	Seminary Avenue; MD 45 to Bridge over I 83; resurface	2,116	FY 2014
17	MD 131	Seminary Avenue; MD 25 to Bridge over I 83; resurface	2,831	FY 2014
18	MD 150	Eastern Avenue; North Point Boulevard to Diamond Point Road; safety and resurface (Transportation Infrastructure Investment Act of 2013)	2,242	FY 2014
19	MD 157	Merritt Boulevard; Peninsula Expressway to Wise Avenue; resurface	5,310	FY 2014
20	I 195	Metropolitan Boulevard; Park and Ride to bridge over Francis Avenue; resurface	3,663	FY 2014
21	I 695	Baltimore Beltway; MD 122 to MD 26; resurface	4,865	FY 2014
22	I 695	Baltimore Beltway; MD 45 to Providence Road including numerous ramps; resurface	4,791	FY 2014
23	MD 695	Baltimore Beltway (outerloop); west of MD 7 to MD 150; resurface	5,295	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
24	I 795	Northwest Expressway; I 695 to CSX Railroad overpass southern portion; resurface	3,812	Under construction
25	I 795	Northwest Expressway; I 695 to CSX Railroad overpass northern portion; resurface	5,442	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
26		7 Existing bridges on I 695, MD 7, MD 695 and MD 702; clean and paint bridges	2,002	FY 2014
27		Existing bridges at various locations on I 695, MD 166, MD 702 and MD 695A; clean and paint bridges	841	FY 2014
28		Cleaning and painting of 8 existing bridges in I 83, I 695, and MD 158	2,187	Under construction
29	I 70	Bridge 0322903 and 0322904 over Patapsco River and CSX Transportation; clean and paint bridges	2,466	Under construction
30	I 83	Bridge 03203 over I 695 and MTA Light Rail; clean and paint bridge	1,701	FY 2014
31	MD 140	Westminster Pike; bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	6,073	FY 2014
32	MD 145	Paper Mill Road; bridge 03376 over Gunpowder Falls; clean/paint bridge	2,098	Under construction
33	MD 150	Eastern Boulevard; bridge 03095 over MD 700; bridge rehabilitation	3,847	Under construction
34	MD 695	Baltimore Beltway; bridges 0323805, 0323806 over Amtrak and Back River; clean and paint	3,578	Under construction
<u>Safety/Spot Improvement</u>				
35	MD 7	Philadelphia Road; at Hospital Drive; safety	1,535	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
36	MD 45	York Road; Ridgely Road to Beaver Dam Run; ADA improvements	150	Under construction
37	MD 140	Reisterstown Road; Naylor's Lane to I 695; ADA improvements	150	Under construction
38	MD 150	Eastern Avenue; west of Lariat Road to Bowleys Quarters Road; ADA improvements	110	FY 2014
39	MD 150	Eastern Avenue; Old Eastern Avenue to Bennett Road; ADA improvements	180	FY 2014
40	MD 648	Old Annapolis Road; Baltimore City Line to Anne Arundel County Line; ADA improvements	400	FY 2014
41	I 695	Baltimore Beltway; at Double Rock Stream restoration from Townhouses to west of US 1; drainage improvement (Phase 1,2)	554	FY 2014
42	I 695	Baltimore Beltway; southeast loop at I 695 and MD 147; drainage improvement (This project is a split funded project with the Enhancement Program)	219	Under construction
43	I 695	Providence Road and I 795; lighting	3,611	Under construction
44	I 795	Northwest Expressway; Owings Mills Metro station to MD 140; traffic barrier	1,047	Under construction
<u>Community Safety and Enhancements</u>				
45	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only)	2,200	FY 2015
46	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; pedestrian improvements (Project on hold)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
47	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; roadway reconstruction (Project on hold)		
48	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; urban reconstruct (Project on hold)		
<u>Traffic Management</u>				
49		I 83 at Timonium Road and I 695 at Edmondson Avenue; lighting	990	Under construction
50	I 83	Harrisburg Expressway; I 83 and Padonia Road; lighting	3,432	FY 2015
51	I 83	At Shawan Road; lighting	1,668	Under construction
52	I 695	Baltimore Beltway; at Hollins Ferry Road/Washington Boulevard; lighting	4,004	FY 2014
<u>Environmental Preservation</u>				
53		I 695 to Mountain Road; landscape	514	FY 2014
<u>Commuter Action Improvements</u>				
54	MD 166	Rolling Road; I 95 at MD 166; ridesharing facility	356	FY 2014
55	MD 439	Old York Road; I 83 at MD 439 East of Interchange; ridesharing facility	1,099	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Intersection Capacity Improvements</u>				
56	MD 26	Liberty Road; Wards Chapel Road; widen MD 26 to provide a second through lane	1,422	Under construction
57	MD 30	Hanover Pike; at MD 91; widen to two lanes in southbound direction	2,124	Under construction
58	MD 146	Jarrettsville Pike; at MD 145; geometric improvements	3,009	FY 2014
59	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering)	739	PE Underway
<u>Truck Weight</u>				
60	I 83	Harrisburg Expressway; improvements at Parkton Weigh Station	3,090	Under construction
<u>TMDL Compliance</u>				
61		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	1,716	FY 2014
<u>Enhancements</u>				
<u>Historic Preservation</u>				
62		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	Underway
<u>Environmental Mitigation</u>				
63		Storm Water Management mitigation Southeast loop at I 695 and MD 147 (This project is a split funded project with Environmental Preservation)	322	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
64		<p align="center"><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> <p>Hampton National Historic Site</p>	897	FY 2014

SHA



CALVERT COUNTY



PROJECT: MD 261, Willows Road

DESCRIPTION: Replace Bridge 0401101 over Fishing Creek. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing structure is structurally deficient. MD 261 is an important north-south link in Calvert County.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$7.6 million is due to the need for additional Right-of-Way and utilities associated with increasing the final bridge height. The final SHA cost may decrease pending Right-of-way donations.

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	1,281	1,281	0	0	0	0	0	0	0	0
Right-of-way	4,919	246	2,951	1,722	0	0	0	0	4,673	0
Construction	10,524	156	3,262	5,126	1,980	0	0	0	10,368	0
Total	16,724	1,683	6,213	6,848	1,980	0	0	0	15,041	0
Federal-Aid	13,772	1,319	5,258	5,650	1,545	0	0	0	12,453	0

CLASSIFICATION:

STATE - Urban Minor Arterial

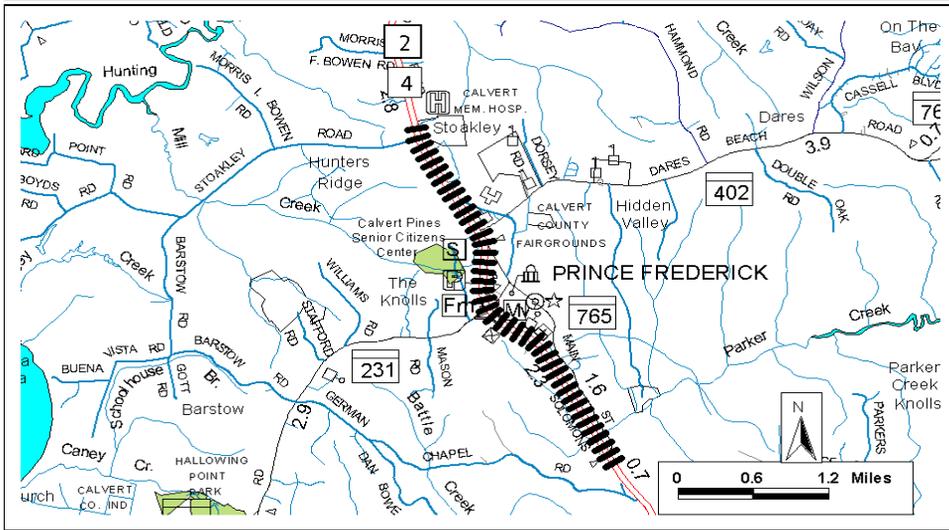
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 15,875

PROJECTED (2030) - 23,150



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, excluding the MD 231 intersection, to a 6 lane divided highway with auxiliary lanes (3.29 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided.

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

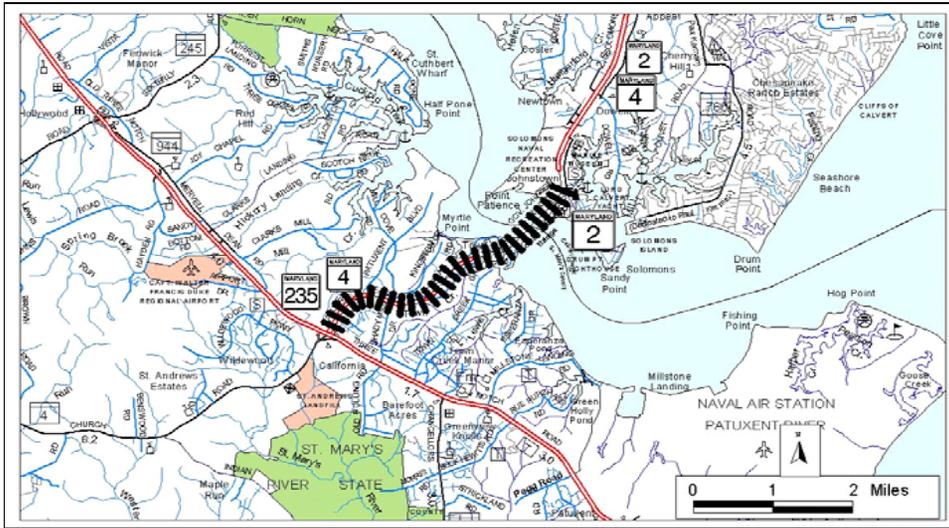
ASSOCIATED IMPROVEMENTS:
 Prince Frederick Boulevard (County Project)

STATUS: Engineering underway and Right-of-Way to begin during current fiscal year for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$13.3 million to Right-of-Way 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	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	4,477	1,752	750	850	1,125	0	0	0	2,725	0
Right-of-way	13,929	644	1,000	7,500	3,800	985	0	0	13,285	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,378	4,368	1,750	8,350	4,925	985	0	0	16,010	0
Federal-Aid	4,373	1,648	750	850	1,125	0	0	0	2,725	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2013) - 50,000
 PROJECTED (2030) - 83,600



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing 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:

STATUS: Project Planning underway for the entire segment. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$10.0 million to Engineering for the design of the bridge and \$5.0 million to Engineering for the design of interim improvements along the corridor 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	5,016	3,969	208	419	420	0	0	0	0	1,047	0
Engineering	15,000	0	1,875	3,750	3,750	3,750	1,875	0	0	15,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,016	3,969	2,083	4,169	4,170	3,750	1,875	0	0	16,047	0
Federal-Aid	4,152	3,105	208	419	420	0	0	0	0	1,047	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 30,300

PROJECTED (2030) - 35,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

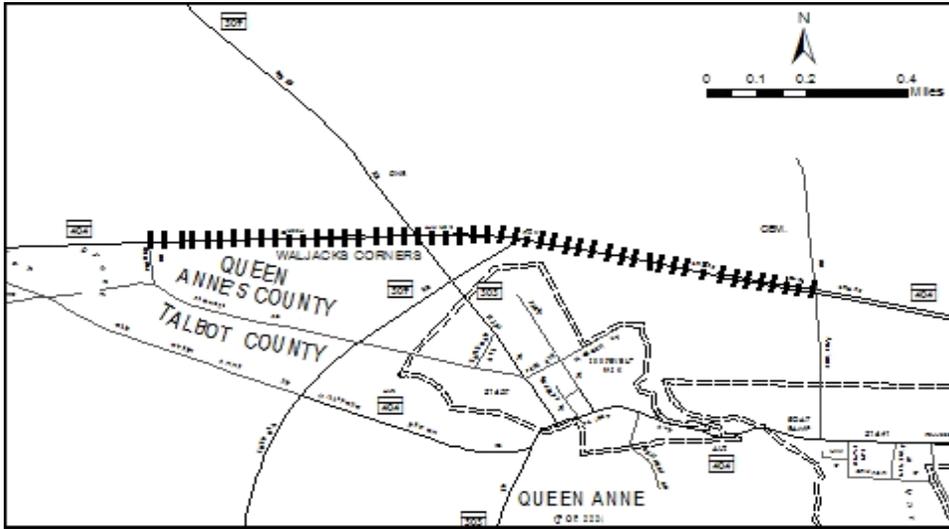
STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
1		Various locations in Calvert County; resurface	7,994	FY 2014
		<u>Safety/Spot Improvement</u>		
2		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Charles and St. Mary's Counties)	260	Under construction
		<u>Community Safety and Enhancements</u>		
3	MD 231	Church Street; MD 2/4 to MD 765A, MD 756A from King George Way to 300 feet north of Main Street; intersection improvement/roadway reconstruction (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015
4	MD 760/765	Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); urban reconstruct (Project on hold)		

SHA



CAROLINE COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.09 miles). Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$42.0 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project of MD 404 from US 50 to MD 404 Business (Line 5).

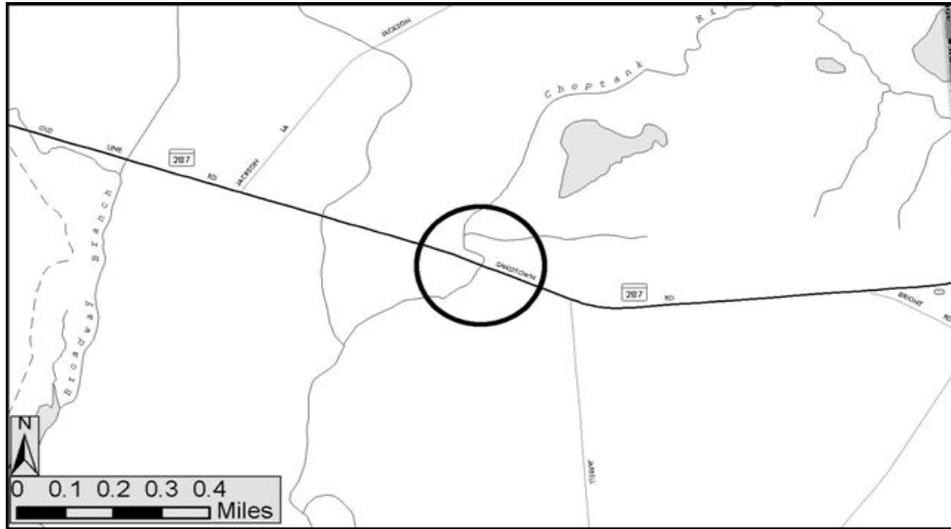
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,017	2,267	500	250	0	0	0	0	0	750	0
Right-of-way	4,798	65	4,305	428	0	0	0	0	0	4,733	0
Construction	42,024	0	3,257	11,889	14,376	12,502	0	0	0	42,024	0
Total	49,839	2,332	8,062	12,567	14,376	12,502	0	0	0	47,507	0
Federal-Aid	39,992	2,052	4,534	2,895	8,864	11,199	10,448	0	0	37,940	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 16,100
 PROJECTED (2030) - 24,900



PROJECT: MD 287, Sandtown Road

DESCRIPTION: Replace Bridge 5002 over the Choptank 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	1,461	1,461	0	0	0	0	0	0	0	0	0
Right-of-way	171	171	0	0	0	0	0	0	0	0	0
Construction	4,454	4,154	300	0	0	0	0	0	0	300	0
Total	6,086	5,786	300	0	0	0	0	0	0	300	0
Federal-Aid	5,145	4,845	300	0	0	0	0	0	0	300	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Major Collector

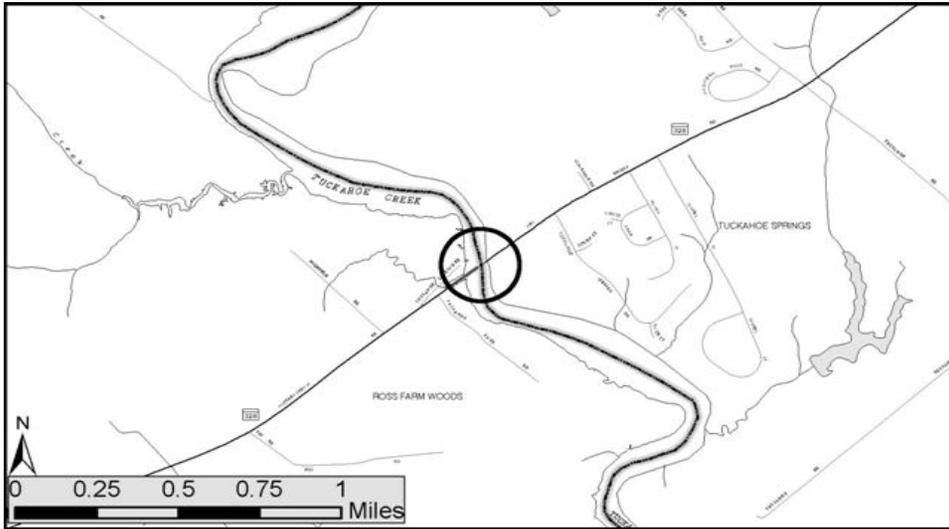
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 2,625

PROJECTED (2030) - 3,150



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replaced Bridge 5012 over Tuckahoe Creek. The new bridge was built on a parallel alignment. Shoulders will accommodate bicycles and pedestrians.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing bridge was structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	1,646	1,646	0	0	0	0	0	0	0	0	0
Right-of-way	1,064	1,064	0	0	0	0	0	0	0	0	0
Construction	14,247	14,247	0	0	0	0	0	0	0	0	0
Total	16,957	16,957	0	0	0	0	0	0	0	0	0
Federal-Aid	16,238	16,238	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

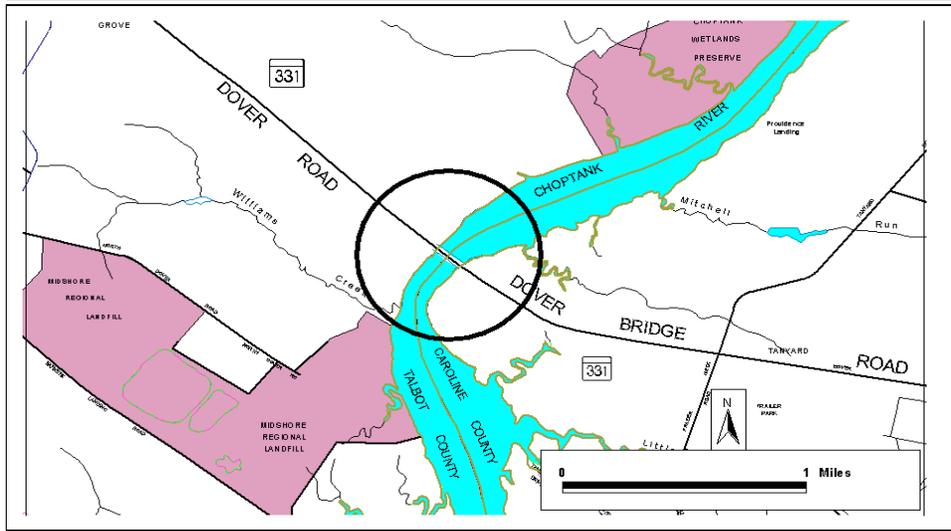
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 7,025

PROJECTED (2030) - 9,850



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway and will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that affected commerce and emergency services in Caroline and Talbot counties. This bridge is 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$53.4 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									
	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	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	636	10	626	0	0	0	0	0	626	0
Construction	53,442	0	3,736	18,999	19,538	11,169	0	0	53,442	0
Total	56,337	2,269	4,362	18,999	19,538	11,169	0	0	54,068	0
Federal-Aid	43,660	1,350	776	11,531	12,700	11,251	6,052	0	42,310	0

CLASSIFICATION:

STATE - Minor Arterial

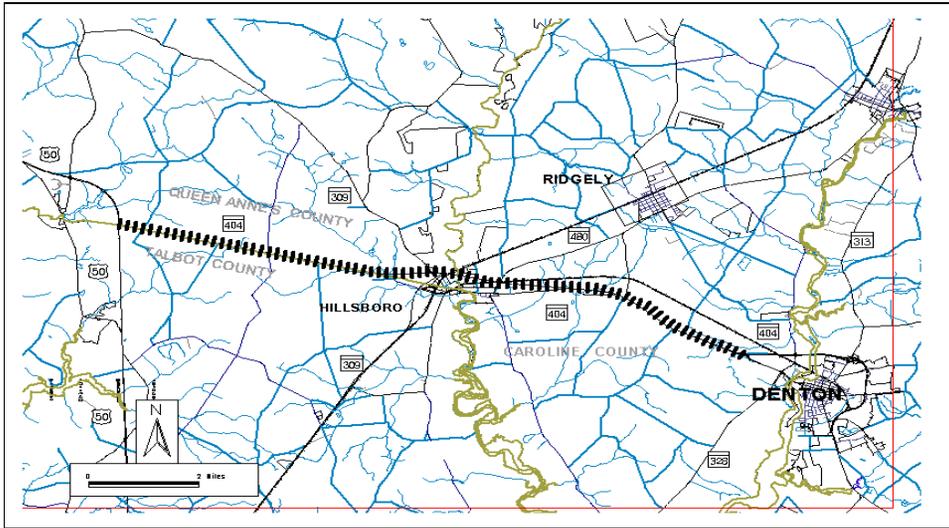
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 16,000

PROJECTED (2030) - 21,100



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety 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:
 US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Line 1).

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	559	559	0	0	0	0	0	0	0	0
Engineering	4,883	4,883	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	5,442	5,442	0	0	0	0	0	0	0	0
Federal-Aid	3,809	3,809	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 20,625
 24,775 (Summer)

PROJECTED (2030) - 28,500
 33,450 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		Various Locations in Caroline County; resurface	3,006	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
2	MD 313	Reliance Road; Bridge 0502200 over Marshyhope Creek; bridge rehabilitation	2,882	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
3		Various locations in Caroline County; patch and resurface	4,251	Under construction
4	MD 404	Shore Highway; Sennett Road to the Delaware State Line; resurface	2,313	Under construction
5	MD 404 Bus	Gay Street; 7th Street to 1st Street; resurface	537	FY 2014
6	MD 480	Main Street; from Cedar Lane to MD 313; resurfacing	573	FY 2014
		<u>Bridge Replacement/Rehabilitation</u>		
7	MD 328	New Bridge Road; bridge over Tuckahoe Creek; mitigation	355	Under construction
		<u>Safety/Spot Improvement</u>		
8	MD 16	Harmony Road; Williston Lake Sluice Gate replacement; drainage improvement	255	FY 2014
9	MD 619 B	Legion Road; 5th Street to MD 404; sidewalk improvements	80	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
10		<p><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p>	976	FY 2014
		<p>Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton</p>		



CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Streetscape). Bicycle and pedestrian facilities will be provided (1.58 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues, particularly at intersections.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This is the county's top priority for neighborhood conservation. This project would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program. Added \$20.1 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,711	2,207	465	39	0	0	0	0	0	504	0
Right-of-way	715	0	174	232	232	77	0	0	0	715	0
Construction	20,096	0	0	2,058	8,479	6,177	3,382	0	20,096	0	0
Total	23,522	2,207	639	2,329	8,711	6,254	3,382	0	21,315	0	0
Federal-Aid	2,563	1,548	558	216	181	60	0	0	1,015	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

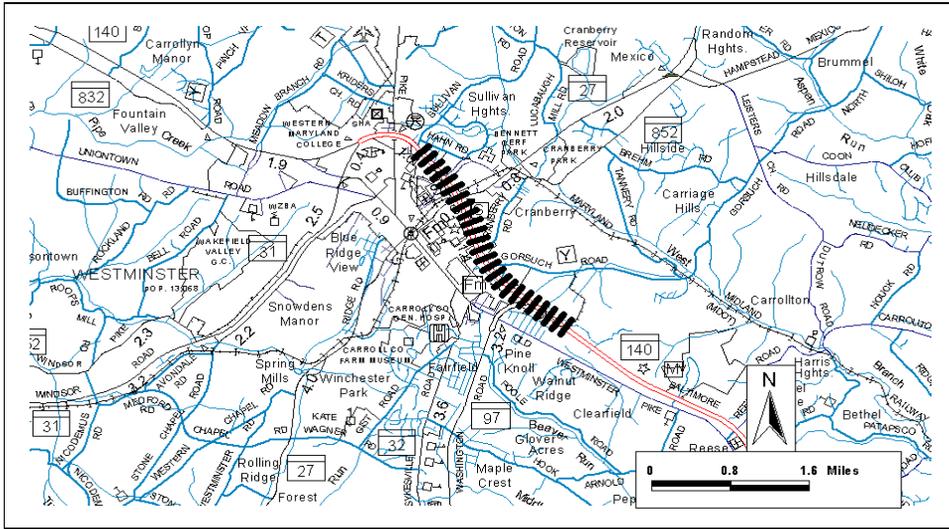
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 19,000

PROJECTED (2030) - 24,650



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster (2.46 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area of Westminster.

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 complete.

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								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	1,432	1,432	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	1,432	1,432	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

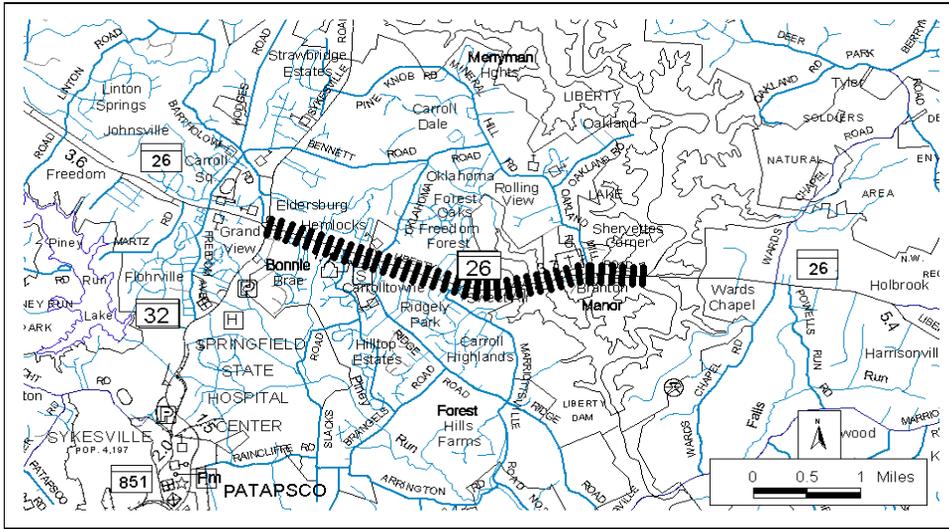
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 50,000 - 61,000

PROJECTED (2030) - 63,900 - 82,600



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project would improve operations and safety along this segment of MD 26.

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. County and State split planning cost and County contributing \$1.0 million towards engineering cost. 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	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	290	290	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	290	290	0	0	0	0	0	0	0	0
Federal-Aid	203	203	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 27,475 - 36,300

PROJECTED (2030) - 28,400 - 41,400

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 140	Baltimore Boulevard; MD 91 to Market Street; guardrail	898	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various locations in Carroll County; resurface	10,501	FY 2014
3	MD 140	Baltimore Boulevard; west of Sandymount Road to west of MD 91; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,203	FY 2014
4	MD 140	Baltimore Boulevard; west of Sandymount Road to Market Street; resurface	4,403	Under construction
		<u>Safety/Spot Improvement</u>		
5	MD 30 BU	Main Street; near West Street; drainage improvement	284	FY 2014
6	MD 97	Littlestown Pike; at Stone Road; intersection reconstruct	3,300	Under construction
7	MD 808 A	South Main Street; Hood Street to Station Circle; ADA improvements	521	FY 2014
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
8		Finksburg Industrial Park Stormwater Management Facility	761	FY 2014
9		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	933	FY 2014

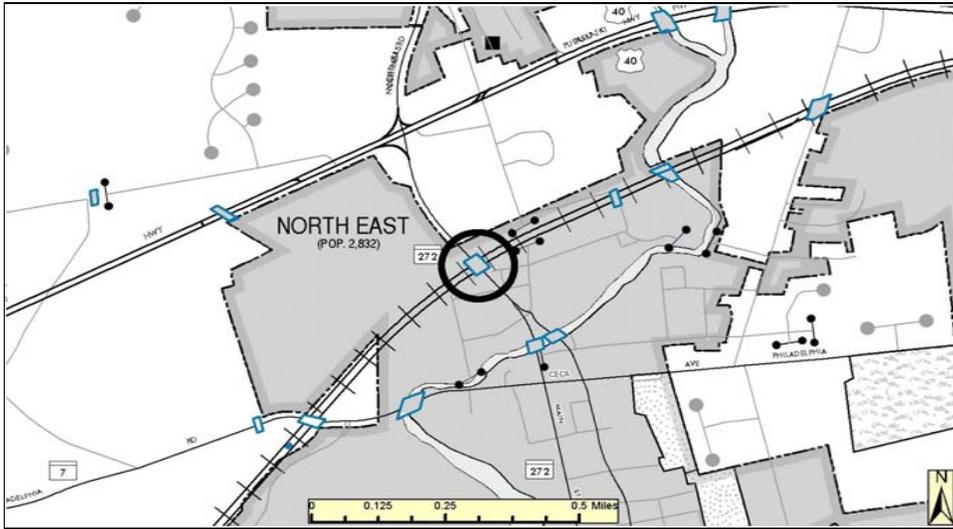
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
10		<p><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p>	454	Underway
		<p>Westminster High School Stormwater Management Facility; construction of a stormwater management facility to treat stormwater from portions of MD 97 to MD 32.</p>		



CECIL COUNTY



PROJECT: MD 272, Mauldin Ave

DESCRIPTION: Replace Bridge 7036 over Amtrak. Shoulders and sidewalks 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient and functionally obsolete. The new bridge will have sidewalks for pedestrians and wide shoulders for bicycles.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$1.0 million is due to the need for additional right-of-way not included in the initial estimate.

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	1,975	1,975	0	0	0	0	0	0	0	0
Right-of-way	1,194	50	597	547	0	0	0	0	1,144	0
Construction	12,665	81	2,146	5,892	4,546	0	0	0	12,584	0
Total	15,834	2,106	2,743	6,439	4,546	0	0	0	13,728	0
Federal-Aid	12,351	1,642	2,140	5,023	3,546	0	0	0	10,709	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 23,675

PROJECTED (2030) - 37,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Locations in Cecil County; resurface	3,290	Completed
2	MD 279	Elkton Newark Road; Elkton Municipality Limits at Belle Hill Road to the Delaware State Line; resurface	1,527	Completed
<u>Safety/Spot Improvement</u>				
3	US 40	Pulaski Highway; MD 222 to Delaware State Line; guardrail	2,494	Completed
<u>Intersection Capacity Improvements</u>				
4	MD 781	Delancy Road; north of US 40 to Suburban Drive; geometric improvements	623	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
5		Various locations in Cecil County; patch and resurface	3,350	FY 2014
6	US 1	Rising Sun Bypass; MD 273A to the Pennsylvania State Line; resurface	1,100	FY 2015
7	US 40	Pulaski Highway; structure 7021 over Big Elk Creek to Delaware State Line; resurface	3,409	Under construction
8	MD 222	Perryville Road; US 40 to I 95; resurface	1,194	FY 2014
9	MD 282	Main Street; Western Corporate Town Limit of Cecilton to MD 213; resurface	566	Under construction

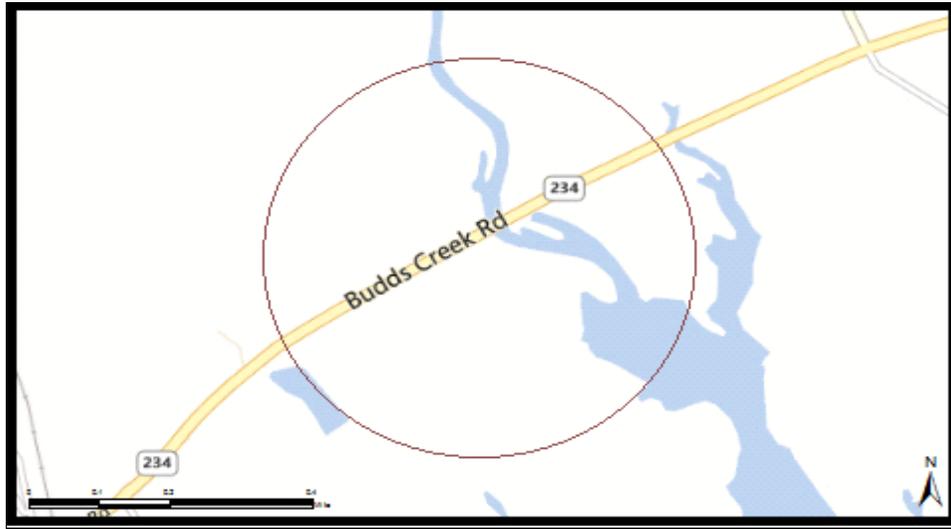
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Years 2014 and 2015 (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
10		7 existing bridges on US 1, US 40, MD 222 and MD 272; clean and paint bridges	1,315	FY 2014
		<u>C.H.A.R.T. Projects</u>		
11		CHART DMS Deployment in Cecil County	102	FY 2014
		<u>Truck Weight</u>		
12	US 301	Blue Star Memorial Highway; at MD 299; CCTV cameras at Cecilton Weigh Station	327	FY 2014
		<u>TMDL Compliance</u>		
13		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	858	FY 2014



CHARLES COUNTY



PROJECT: MD 234, Budds Creek Road

DESCRIPTION: Replace the temporary bridge over Allens Fresh Run.

PURPOSE & NEED SUMMARY STATEMENT: The original bridge was damaged during hurricane Lee in 2011. A temporary bridge was put in place in the fall of 2011 to reopen MD 234 to traffic. This new bridge will replace the temporary bridge.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: MD 234 provides a critical east west link in the State roadway system. Widening and reconstructing this structure supports this movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

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 ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,285	1,285	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,456	11	2,285	160	0	0	0	0	2,445	0	0
Total	3,741	1,296	2,285	160	0	0	0	0	2,445	0	0
Federal-Aid	3,476	1,032	2,284	160	0	0	0	0	2,444	0	0

CLASSIFICATION:

STATE - Rural Minor Arterial

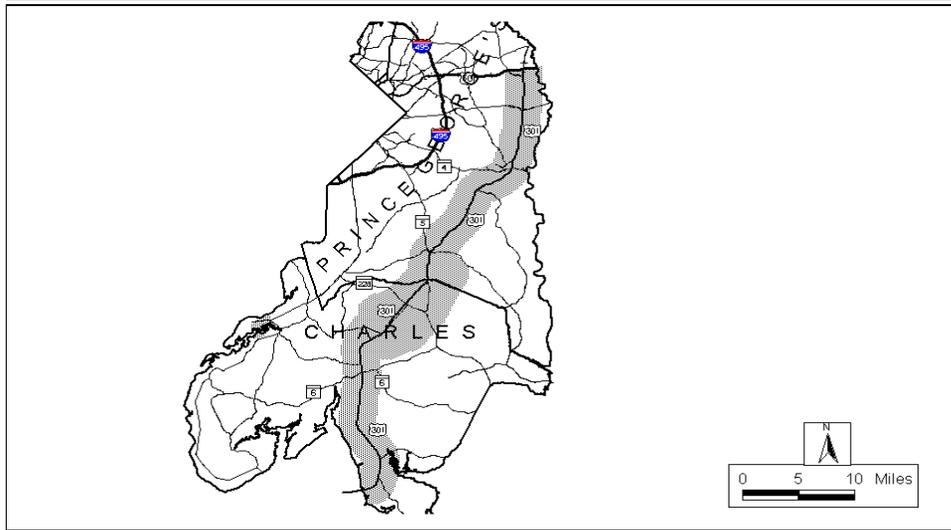
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 7,500

PROJECTED (2030) - 10,500



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

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 301, Waldorf Area Project (Line 3)
- Southern Maryland Mass Transportation Analysis (MTA)
- MD 3, US 50 to MD 32 (Prince George's Line 12)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Prince George's Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 15)

STATUS: Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	10,743	10,743	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,018	4,000	2,651	3,000	3,000	3,000	0	15,651	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	71,412	55,761	4,000	2,651	3,000	3,000	3,000	0	15,651	0	
Federal-Aid	7,520	7,520	0	0	0	0	0	0	0	0	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

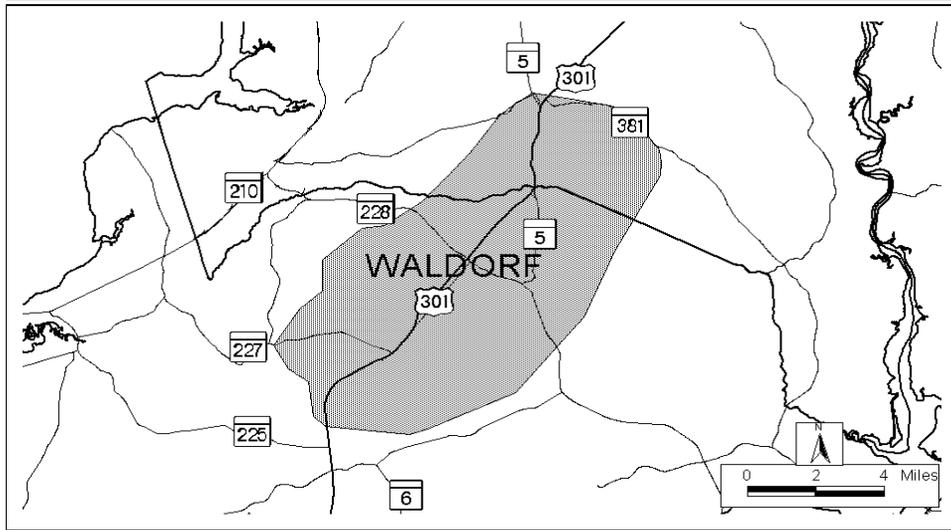
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 19,850(Charles) - 91,100 (Prince George's)
 PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade US 301 through Waldorf and grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

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 301, South Corridor Transportation Study (Line 2)
- Southern Maryland Mass Transportation Analysis (MTA)
- MD 5, US 301 to I-95/I-495 (Prince George's Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 15)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$5.0 million to Planning 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	16,262	9,638	300	1,581	1,581	1,581	1,581	0	6,624	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	16,262	9,638	300	1,581	1,581	1,581	1,581	0	6,624	0	
Federal-Aid	8,617	7,041	252	1,000	324	0	0	0	1,576	0	

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 62,100 (Charles) - 91,000 (Prince George's)
PROJECTED (2030) - 75,000 (Charles) - 114,300 (Prince George's)

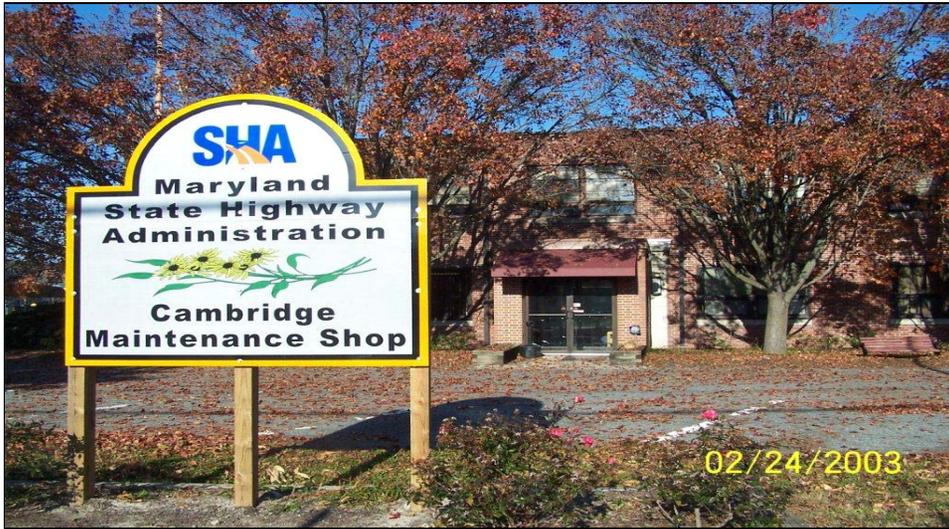
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 6	Charles Street; US 301 to Somerset Street; ADA improvements (ARRA PROJECT)	293	Completed
2	US 301	Crain Highway; Mitchell Road to Billingsley Road; guardrail	874	Completed
<u>Environmental Preservation</u>				
3	MD 5	Leonardtown Road; exit ramp from MD 231; wetland restoration and creation	1,185	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
4		Various locations in Charles County; resurface	8,577	FY 2014
5		Various locations in Charles County; resurface	4,978	Under construction
<u>Safety/Spot Improvement</u>				
6		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	Under construction
7	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2014
8	MD 6	Charles Street; Haldane Drive to MD 488 westbound; ADA improvements	115	Under construction
<u>Community Safety and Enhancements</u>				
9	MD 5 BUS	Leonardtown Road; at MD 925 (Old Washington Road); geometric improvement/pedestrian improvement (Transportation Infrastructure Investment Act of 2013)	738	FY 2014



DORCHESTER COUNTY



PROJECT: Maintenance Facility in Cambridge

DESCRIPTION: Replacement of the maintenance facility in Cambridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing shop does not meet the current needs of the shop to maintain the roads in Cambridge and Dorchester 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:

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing shop does not meet the current needs to maintain the roads in Cambridge and Dorchester County.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$1.2 million is due to a revised estimate for HVAC, electrical systems and other building upgrades.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input 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	1,920	738	1,182	0	0	0	0	0	1,182	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,946	0	0	6,973	6,973	0	0	0	13,946	0
Total	15,866	738	1,182	6,973	6,973	0	0	0	15,128	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - NA

FEDERAL - NA

STATE SYSTEM: NA

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - NA

PROJECTED (2030) - NA

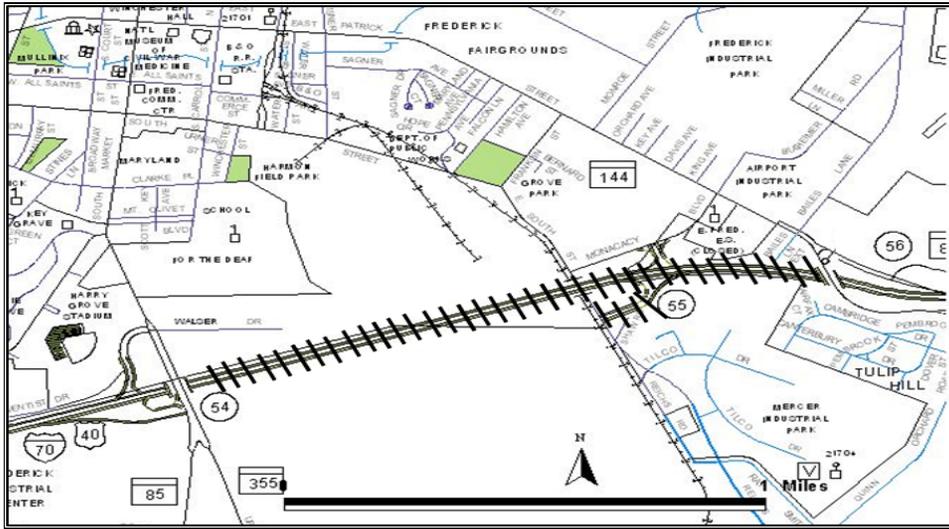
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<p><u>Fiscal Years 2014 and 2015</u></p> <p><u>Resurface/Rehabilitate</u></p>		
1		Various locations in Dorchester County; resurface	3,681	Under construction
		<p><u>Community Safety and Enhancements</u></p>		
2	MD 16	Church Creek Road; in Church Creek; drainage improvement/roadway construct/pedestrian improvement (Project on hold)		
		<p><u>Enhancements</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p>		
3		Harriet Tubman Underground Railroad Visitor Center	9,724	FY 2014



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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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	3,042	2,760	282	0	0	0	0	0	282	0	
Construction	42,052	38,659	3,393	0	0	0	0	0	3,393	0	
Total	45,094	41,419	3,675	0	0	0	0	0	3,675	0	
Federal-Aid	44,159	40,558	3,601	0	0	0	0	0	3,601	0	

CLASSIFICATION:

STATE - Principal Arterial

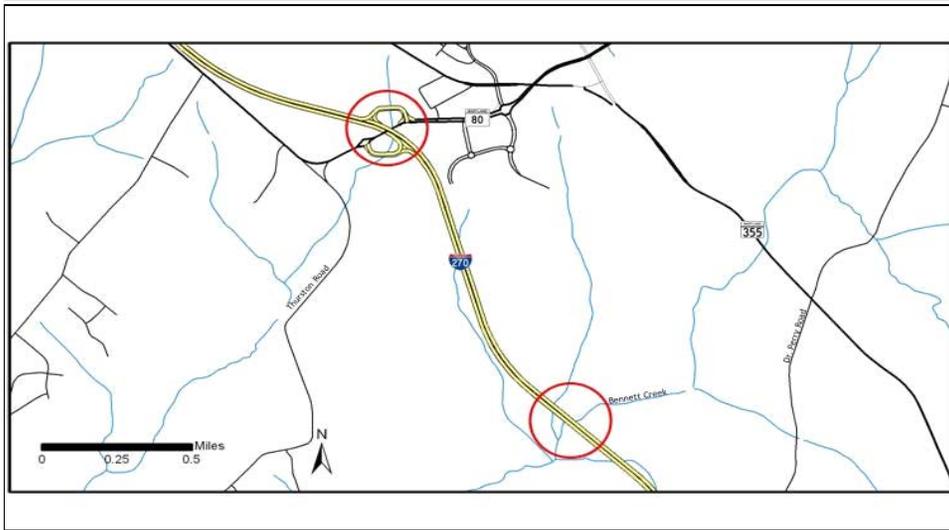
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 84,850

PROJECTED (2030) - 102,900



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replaced decks and widen 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....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	9,225	9,225	0	0	0	0	0	0	0	0
Total	11,001	11,001	0	0	0	0	0	0	0	0
Federal-Aid	10,512	10,512	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Rural Interstate

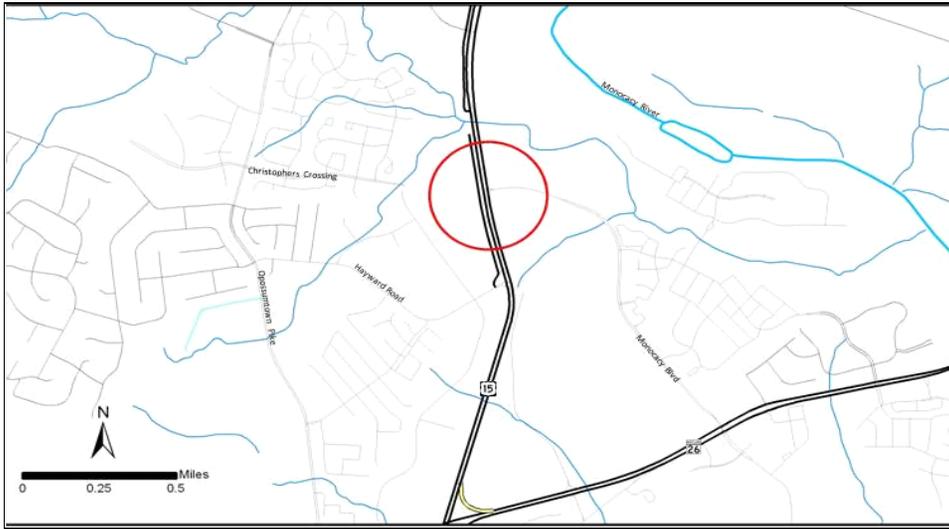
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. The County is providing \$2.0 million to proceed with engineering. The City has also committed \$2.0 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 \$13.4 million to Right-of-Way and \$67.5 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									
	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	472	472	0	0	0	0	0	0	0	0
Engineering	1,803	950	324	337	192	0	0	0	853	0
Right-of-way	13,386	0	3,748	6,425	3,213	0	0	0	13,386	0
Construction	67,465	0	0	7,098	10,544	12,986	12,986	12,986	56,600	10,865
Total	83,126	1,422	4,072	13,860	13,949	12,986	12,986	12,986	70,839	10,865
Federal-Aid	1,217	542	323	335	17	0	0	0	675	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

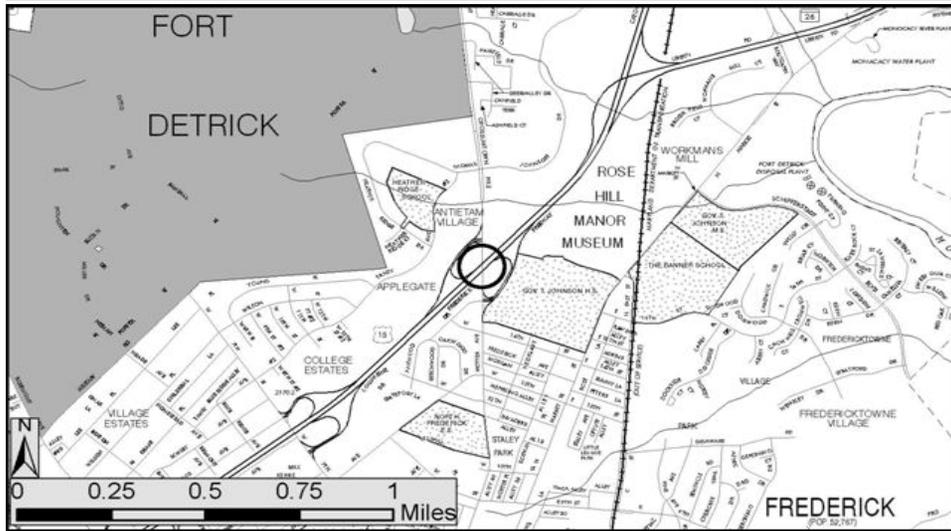
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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: None.

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	1,251	1,251	0	0	0	0	0	0	0	0	0
Right-of-way	961	961	0	0	0	0	0	0	0	0	0
Construction	12,071	7,798	3,312	961	0	0	0	0	0	4,273	0
Total	14,283	10,010	3,312	961	0	0	0	0	0	4,273	0
Federal-Aid	13,611	9,342	3,308	961	0	0	0	0	0	4,269	0

CLASSIFICATION:

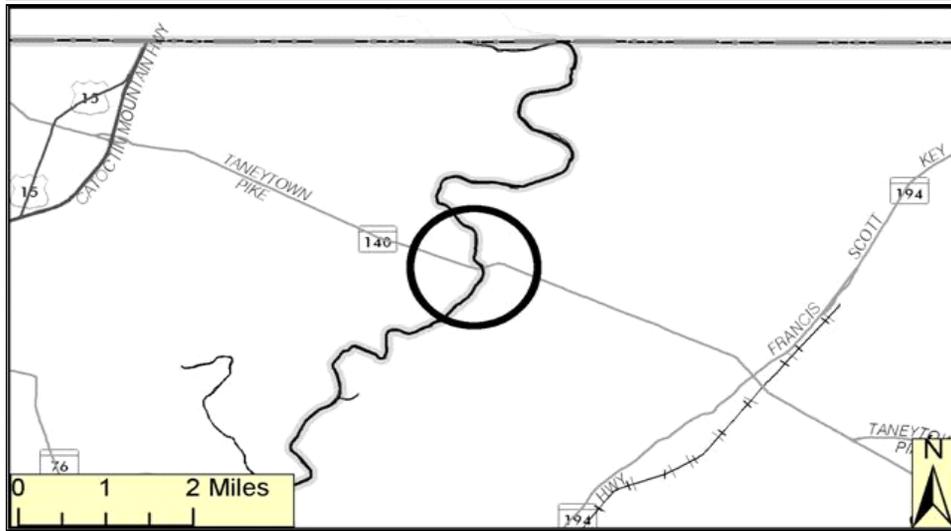
STATE - Urban Freeway/Expressway
 FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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
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	227	227	0	0	0	0	0	0	0	0
Construction	4,440	3,175	1,265	0	0	0	0	0	1,265	0
Total	4,667	3,402	1,265	0	0	0	0	0	1,265	0
Federal-Aid	4,558	3,293	1,265	0	0	0	0	0	1,265	0

CLASSIFICATION:

STATE - Other Principal Arterial

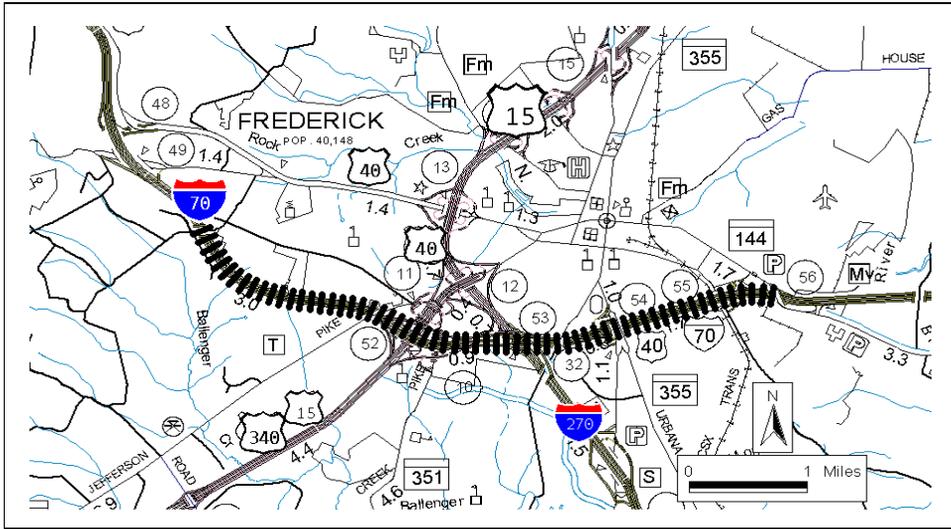
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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	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	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,726	6,726	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	29,470	29,470	0	0	0	0	0	0	0	0
Federal-Aid	13,634	13,634	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

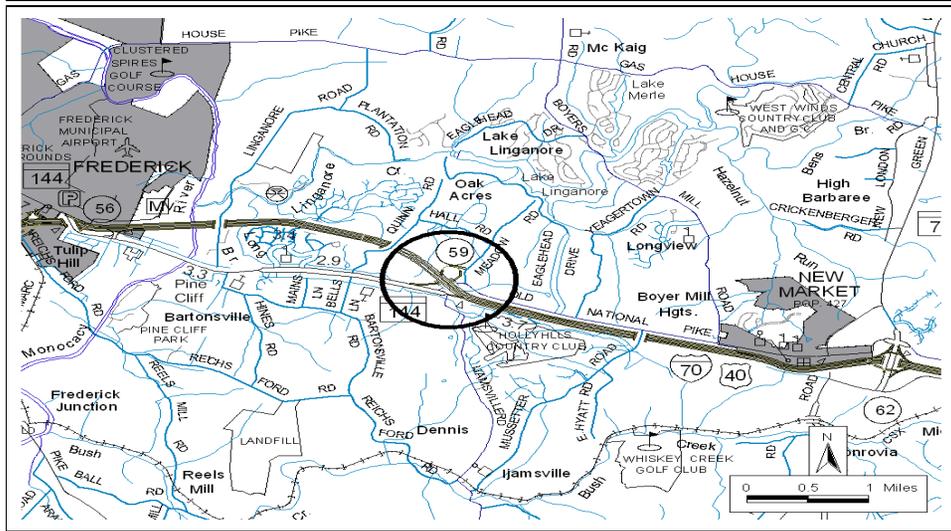
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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 to westbound on-ramp to and from 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

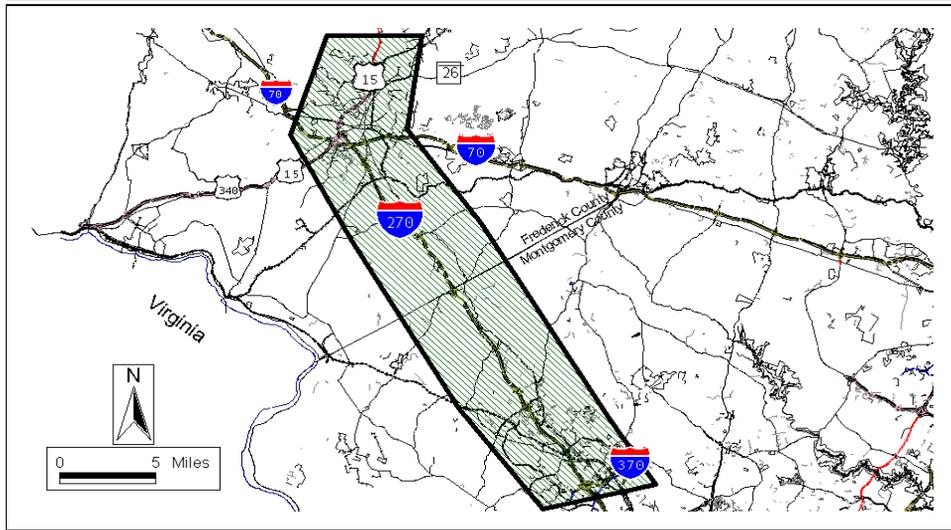
FEDERAL - Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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	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	17,460	17,429	15	16	0	0	0	0	0	31	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,567	18,536	15	16	0	0	0	0	0	31	0
Federal-Aid	12,222	12,200	11	11	0	0	0	0	0	22	0

CLASSIFICATION:

STATE - Principal Arterial

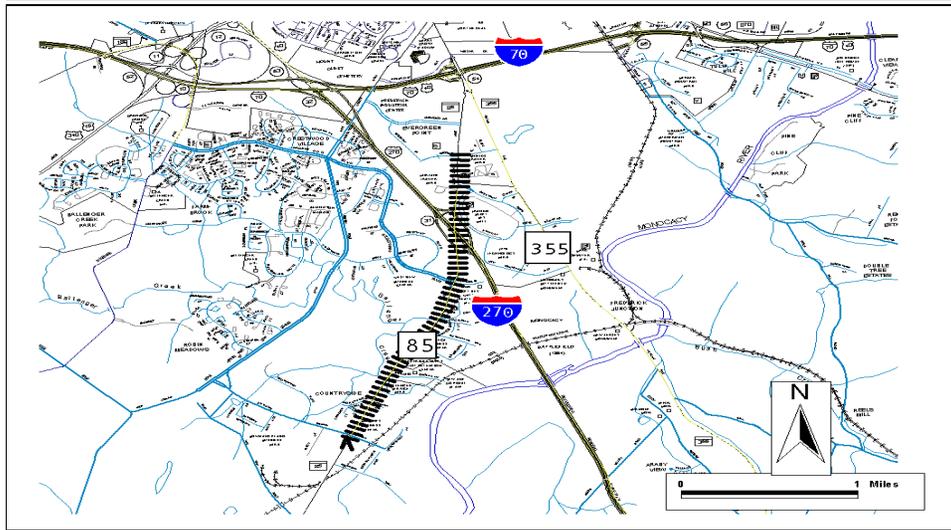
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	5,354	794	585	625	3,350	0	0	0	4,560	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	1,325	585	625	3,350	0	0	0	4,560	0
Federal-Aid	4,451	766	585	582	2,518	0	0	0	3,685	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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 County)

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	1,585	250	436	0	0	0	0	686	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	1,585	250	436	0	0	0	0	686	0
Federal-Aid	800	114	250	436	0	0	0	0	686	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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 August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 15 SB	Catoclin Mountain Highway; Roddy Road to Structure 10182; resurface	2,282	Completed
<u>Safety/Spot Improvement</u>				
2	US 15	Catoclin Mountain Highway; at Mountville Road; geometric improvements	820	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
3		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>				
4		Various locations in Frederick County; resurface	10,059	Under construction
5	US 15 NB	Catoclin Mountain Highway; north of Angleberger Road to Owens Creek Structure 10004; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,306	FY 2014
6	US 15 NB	Catoclin Mountain Highway; MD 26 to north of Angleberger Road; resurface	3,255	Under construction
7	I 70 EB	Eisenhower Memorial Highway; US 15 to New Design Road; resurface	2,213	Under construction
8	I 270 NB	Eisenhower Memorial Highway; north of MD 80 to north of I 70; resurface (Transportation Infrastructure Investment Act of 2013)	3,747	FY 2014

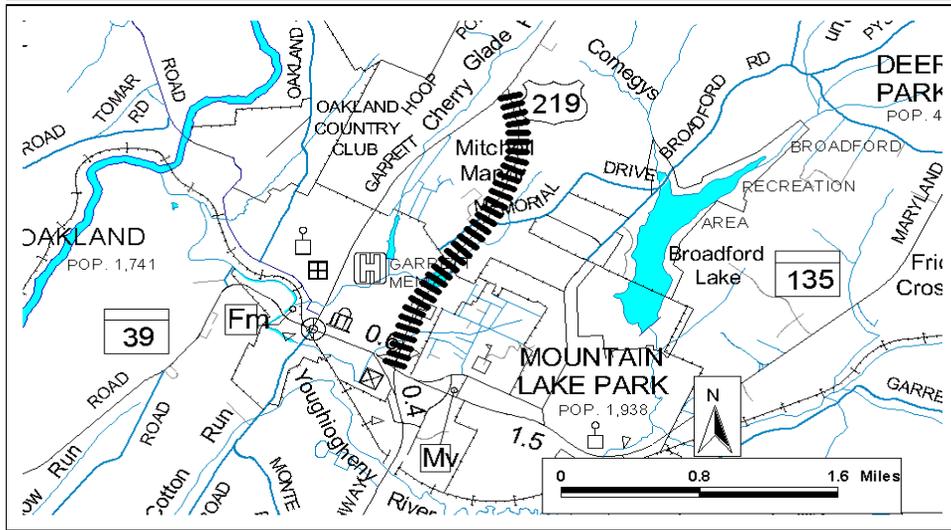
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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 August 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	1,830	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)	3,000	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 2014
13	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Funded for preliminary engineering)	1,760	FY 2015
<u>Sidewalks</u>				
14	MD 17	Myersville Middletown Road; Eagle Bay Drive to Cedar Street; sidewalks (Transportation Infrastructure Investment Act of 2013)	400	FY 2014
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
15		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway
<u>Pedestrian/Bicycle Facilities</u>				
16		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



GARRETT COUNTY



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing 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:

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 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	1,280	1,280	0	0	0	0	0	0	0	0	
Engineering	4,129	4,014	2	113	0	0	0	0	115	0	
Right-of-way	4,410	4,410	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	9,819	9,704	2	113	0	0	0	0	115	0	
Federal-Aid	2,818	2,818	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

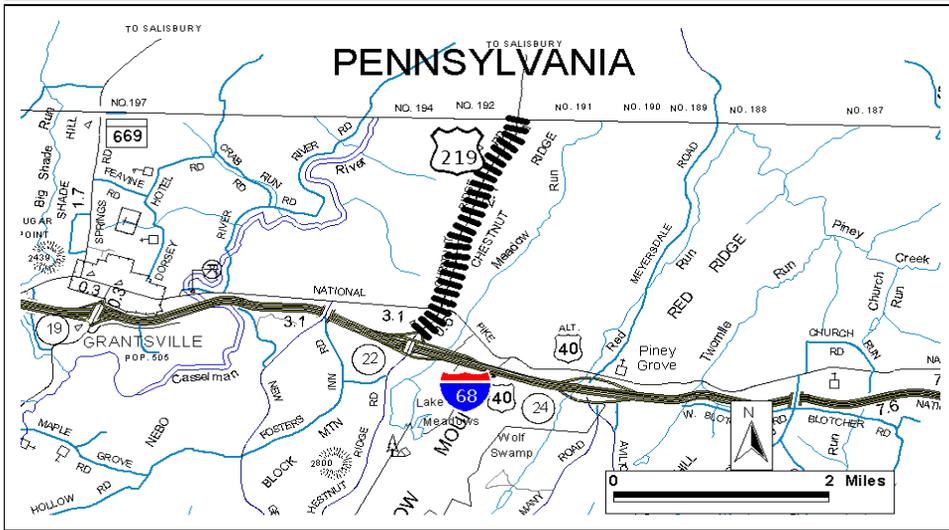
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 7,600- 17,550

PROJECTED (2030) - 7,800 (Bypass)
18,200 (US 219)



PROJECT: US 219 North, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region.

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 220, I-68 to West Virginia State Line (Allegheny County - Line 3)

STATUS: Project on hold pending agreement with PennDOT for their portion of the project. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$2.0 million to complete Planning pending agreement with PennDOT.

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	4,090	2,090	375	600	513	512	0	0	2,000	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	4,090	2,090	375	600	513	512	0	0	2,000	0
Federal-Aid	2,409	1,630	293	312	174	0	0	0	779	0

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 4,900

PROJECTED (2030) - 6,970

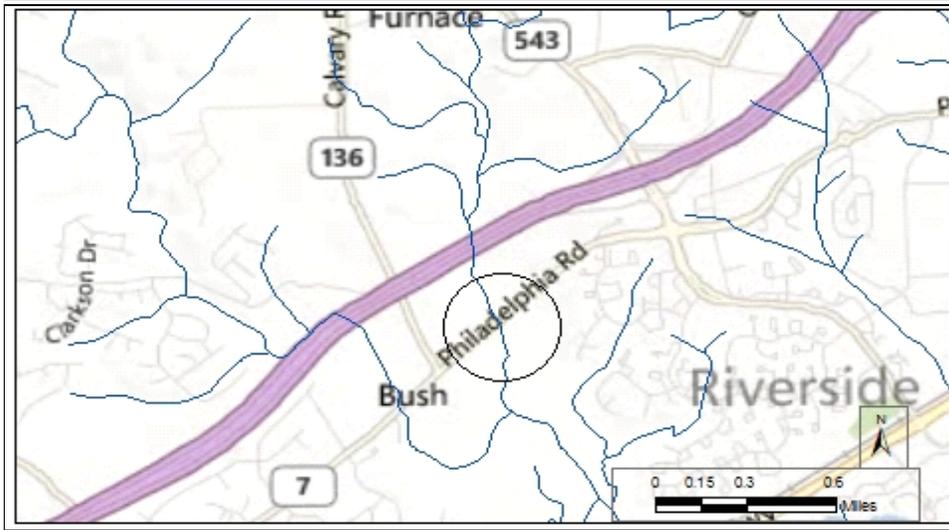
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 40 ALT	National Pike; US 40 to west corporate limits of Grantsville; resurface	3,173	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various locations in Garrett County; resurface	5,686	FY 2014
3	I 68	National Freeway; Shade Hollow Road Bridge to Lower New Germany Road Bridge; safety and resurface (Transportation Infrastructure Investment Act of 2013)	6,680	FY 2014
4	MD 135	Maryland Highway; MD 495 to MD 38B; safety and resurface	2,366	FY 2014
		<u>Bridge Replacement/Rehabilitation</u>		
5	US 219	Garrett Highway; at Fox Den Road; miscellaneous	1,814	FY 2014
		<u>Community Safety and Enhancements</u>		
6	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; urban reconstruct improvements (Project on hold)	0	
7	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; urban reconstruct (Project on hold)		



HARFORD COUNTY



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Replacement of the MD 7 (Philadelphia Road) bridge over James Run. Shoulders will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project will replace the existing deteriorated bridge and will provide additional width for improved safety and operations. A wider shoulder will accommodate bicycles.

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 40, at MD 7/MD 159 (Phase 1) (Line 7)
 US 40, at MD 7/MD 159 (Phase 2) (Line 8)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The deteriorated bridge is a major link along the MD 7 corridor. The MD 7 corridor serves as an alternate route to I-95 for the Abingdon and Belcamp communities in Harford County. The new structure will provide 5' shoulders on both sides of the roadway and meets the ADA standards and SHA bicycle requirements.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program.

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	1,016	950	53	13	0	0	0	0	66	0
Right-of-way	143	6	75	62	0	0	0	0	137	0
Construction	3,776	40	1,307	2,429	0	0	0	0	3,736	0
Total	4,935	996	1,435	2,504	0	0	0	0	3,939	0
Federal-Aid	3,278	312	1,061	1,905	0	0	0	0	2,966	0

CLASSIFICATION:

STATE - Urban Minor Arterial

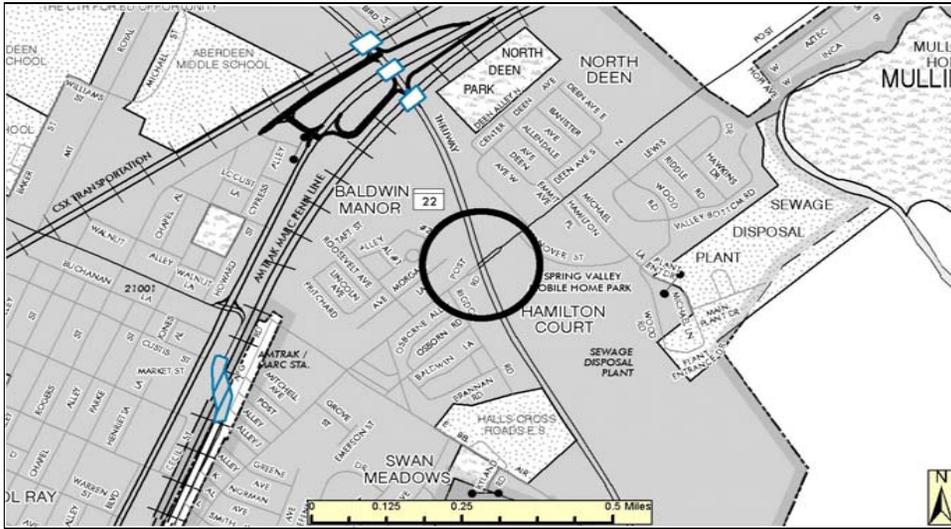
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 12,500

PROJECTED (2030) - 22,600



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Old Post Road (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at MD 22 and Old Post Road. It will also improve access to Aberdeen Proving Grounds (APG) supporting BRAC expansion.

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 22, at Beards Hill Road (Line 3)
- MD 22, at MD 462 (Line 4)
- US 40, Interchange at MD 715 (Line 6)
- MD 159, Perryman Access (Line 9)
- BRAC Intersection Improvements at APG (Statewide Line 8)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$3.2 million is due to the addition of a sound barrier parallel to Rigdon Road.

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	1,602	808	794	0	0	0	0	0	794	0
Construction	10,187	0	1,569	4,034	4,584	0	0	0	10,187	0
Total	11,789	808	2,363	4,034	4,584	0	0	0	10,981	0
Federal-Aid	9,542	805	2,014	3,147	3,576	0	0	0	8,737	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 23,000

PROJECTED (2030) - 49,700



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Beards Hill Road (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and Beards Hill Road intersection. It will improve access to Aberdeen Proving Grounds and commercial activities in the 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:

- MD 22, at Old Post Road (Line 2)
- MD 22, at MD 462 (Line 4)
- BRAC Intersection Improvements at APG (Statewide Line 8)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement and provide improved access to Aberdeen Proving Grounds.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$1.1 million to Right-of-Way and \$11.0 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 9 (BRAC Intersections near Aberdeen Proving Grounds).

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	4,801	10	2,959	1,307	525	0	0	0	4,791	0	
Construction	11,001	0	957	4,021	4,785	1,238	0	0	11,001	0	
Total	15,802	10	3,916	5,328	5,310	1,238	0	0	15,792	0	
Federal-Aid	12,323	8	3,053	4,155	4,141	966	0	0	12,315	0	

CLASSIFICATION:

STATE - Urban Freeway Expressway

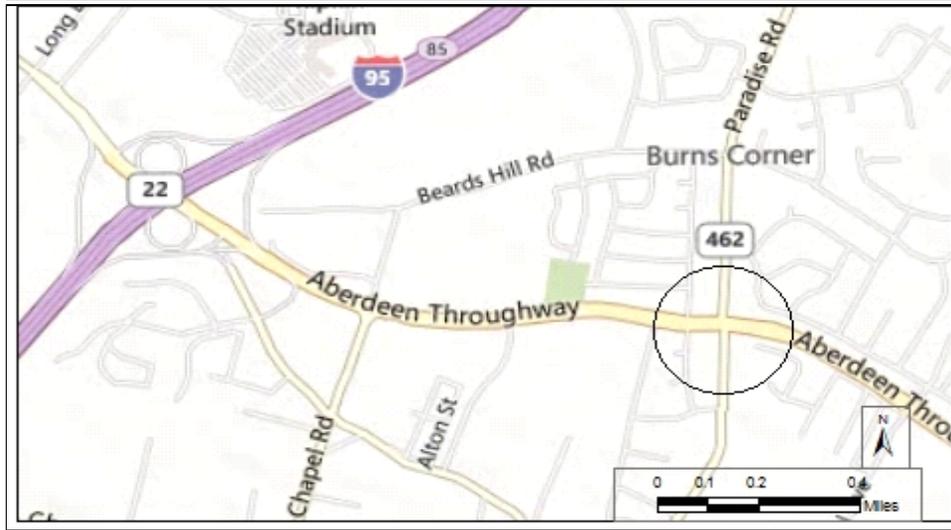
FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 23,500

PROJECTED (2030) - 49,400



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at MD 462 (Paradise Road) (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and MD 462 intersections. It will improve access to Aberdeen Proving Grounds.

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 22, at Old Post Road (Line 2)
- MD 22, at Beards Hill Road (Line 3)
- BRAC Intersection Improvements at APG (Statewide Line 8)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement and provide improved access to Aberdeen Proving Grounds.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$1.6 million to Right-of-Way and \$10.9 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 9 (BRAC Intersections near Aberdeen Proving Grounds).

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	9,383	4,543	4,632	208	0	0	0	0	4,840	0
Construction	10,919	0	0	1,310	4,122	5,487	0	0	10,919	0
Total	20,302	4,543	4,632	1,518	4,122	5,487	0	0	15,759	0
Federal-Aid	6,071	3,544	2,365	162	0	0	0	0	2,527	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

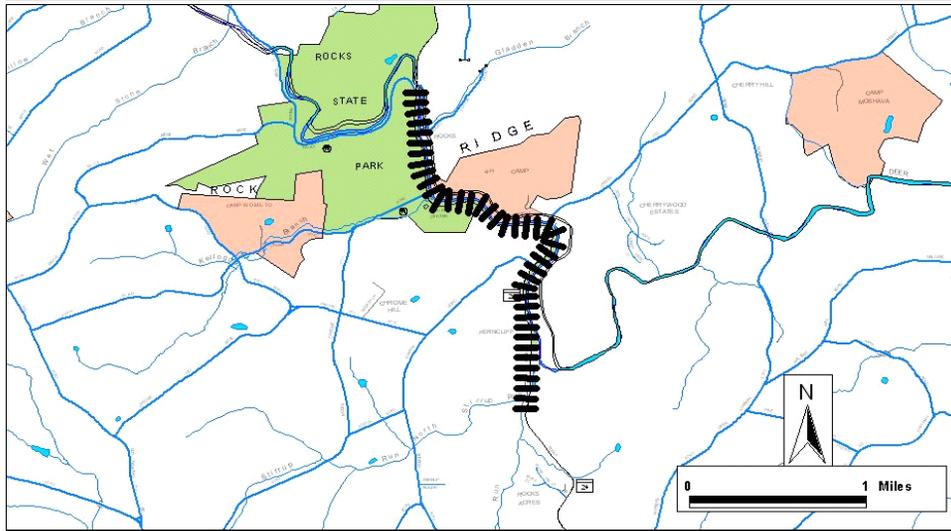
FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 27,800

PROJECTED (2030) - 54,000



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed with slopes repaired and guardrail replaced in two sections. The northern section (Section A) extends from Deer Creek Bridge to 1,800 feet south of the bridge; and the southern section (Section G) extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of these project is to improve the road safety in two priority sections by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This section of MD 24 travels through Rocks State Park and parallels Deer Creek. The reconstruction of MD 24 will be designed to preserve the historic and aesthetic value of the state park and at the same time preserve the operational and safety aspects of the state roadway.

STATUS: Engineering underway for the entire project (Section A and G). Right-of-Way for Section A at Deer Creek underway. Construction for Section A to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	0
Engineering	3,258	2,576	301	201	180	0	0	0	0	682	0	0
Right-of-way	235	79	156	0	0	0	0	0	0	156	0	0
Construction	9,557	0	0	8,222	1,335	0	0	0	0	9,557	0	0
Total	13,050	2,655	457	8,423	1,515	0	0	0	0	10,395	0	0
Federal-Aid	5,883	198	8	5,533	144	0	0	0	0	5,685	0	0

CLASSIFICATION:

STATE - Major Collector

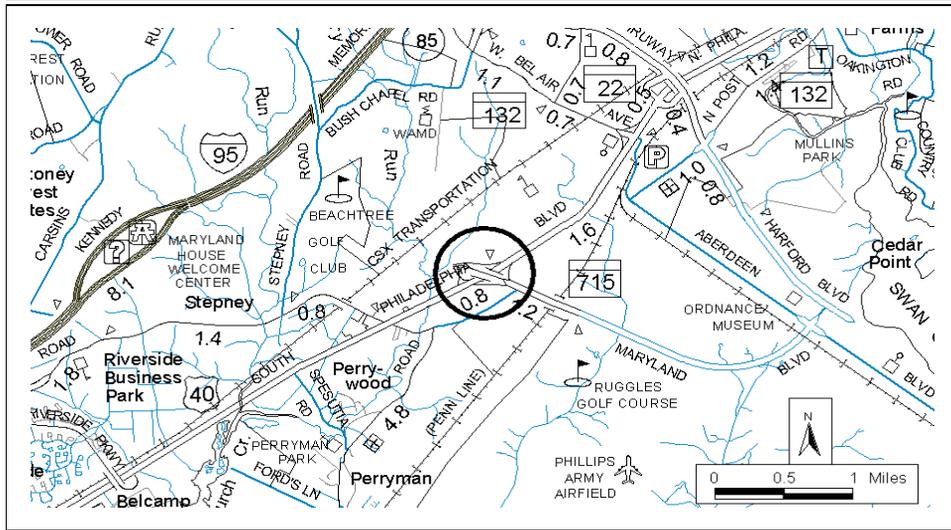
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 4,100

PROJECTED (2030) - 7,750



PROJECT: US 40, Pulaski Highway

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

PURPOSE & NEED SUMMARY STATEMENT: The project will improve safety and operations along US 40. It will also improve access to the Town of Aberdeen, Aberdeen Proving Ground (APG) and the commercial/industrial parks in the 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:
 MD 22, at Old Post Road (Line 2)
 Perryman Access Study (Line 9)
 BRAC Intersection Improvements at APG (Statewide Line 8)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The project includes capacity and MD 715/Old Philadelphia Road intersection improvements to accommodate growth from BRAC. The improvements will address operational and safety concerns, support freight movement and provide improved access to the APG main gate. The proposed improvements will also eliminate the current dangerous u-turns for large commercial trucks accessing the industrial park area.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	3,046	3,046	0	0	0	0	0	0	0	0	0
Right-of-way	9,278	8,031	1,247	0	0	0	0	0	0	1,247	0
Construction	20,708	18,689	2,019	0	0	0	0	0	0	2,019	0
Total	33,032	29,766	3,266	0	0	0	0	0	0	3,266	0
Federal-Aid	29,371	26,105	3,266	0	0	0	0	0	0	3,266	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

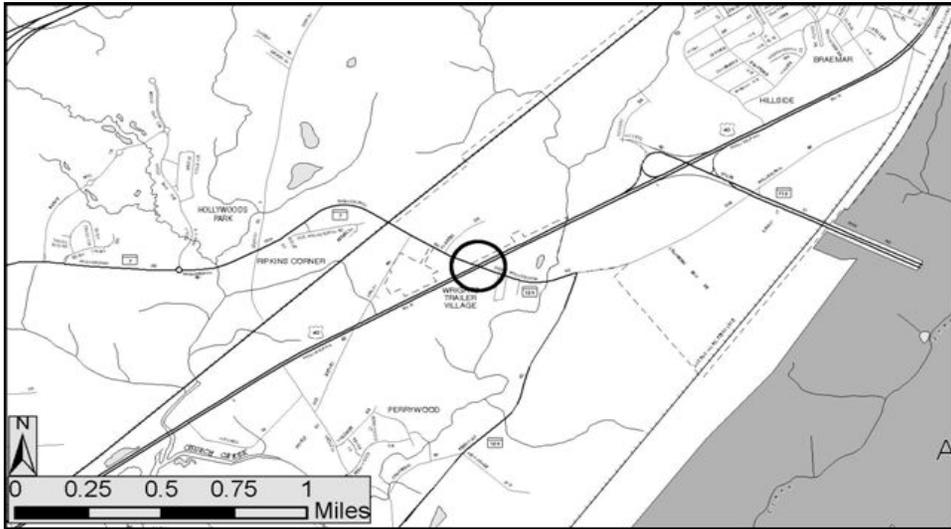
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 36,600

PROJECTED (2030) - 75,300



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at MD 7/MD 159 in Aberdeen (Phase 1). (BRAC intersection improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improve access to the Aberdeen Industrial Park complexes and the Perryman Peninsula, as well as the Aberdeen Proving Grounds.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

- MD 7, Bridge over James Run (Line 1)
- US 40, Interchange at MD 715 (Line 6)
- US 40, at MD 7/MD 159 (Phase 2) (Line 8)
- BRAC Intersection Improvements at APG (Statewide Line 8)

EXPLANATION: The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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				TOTAL			
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
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	951	709	145	97	0	0	0	0	0	242	0	
Construction	2,436	1,116	1,320	0	0	0	0	0	0	1,320	0	
Total	3,387	1,825	1,465	97	0	0	0	0	0	1,562	0	
Federal-Aid	3,259	1,698	1,464	97	0	0	0	0	0	1,561	0	

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 36,600

PROJECTED (2030) - 75,300



PROJECT: US 40. Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) initiative.

PURPOSE & NEED SUMMARY STATEMENT: Improve capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

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 7, Bridge over James Run (Line 1)
 US 40, at MD 7/MD 159 (Phase 1) (Line 7)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$18.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project from the Statewide Line 9 (BRAC Intersections near Aberdeen Proving Grounds).

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	1,365	10	1,355	0	0	0	0	0	1,355	0	
Construction	18,541	0	0	1,006	4,023	5,759	7,332	421	18,541	0	
Total	19,906	10	1,355	1,006	4,023	5,759	7,332	421	19,896	0	
Federal-Aid	1,065	8	1,057	0	0	0	0	0	1,057	0	

CLASSIFICATION:

STATE - Other Principal Arterial

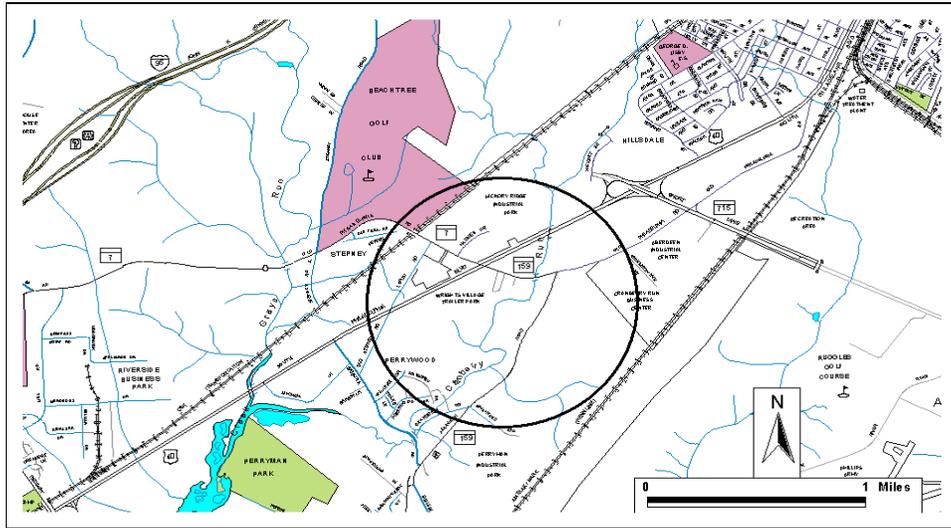
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 36,600

PROJECTED (2030) - 75,300



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles. (BRAC Related)

JUSTIFICATION: This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

SMART GROWTH STATUS: Project Not Location Specific 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 40, Interchange at MD 715 (Line 6)
- US 40, at MD 7/MD 159 (Phase 1) (Line 7)
- US 40, at MD 7/MD 159 (Phase 2) (Line 8)
- BRAC Intersection Improvements at APG (Statewide Line 8)

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	248	248	0	0	0	0	0	0	0	0
Engineering	143	143	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	391	391	0	0	0	0	0	0	0	0
Federal-Aid	174	174	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

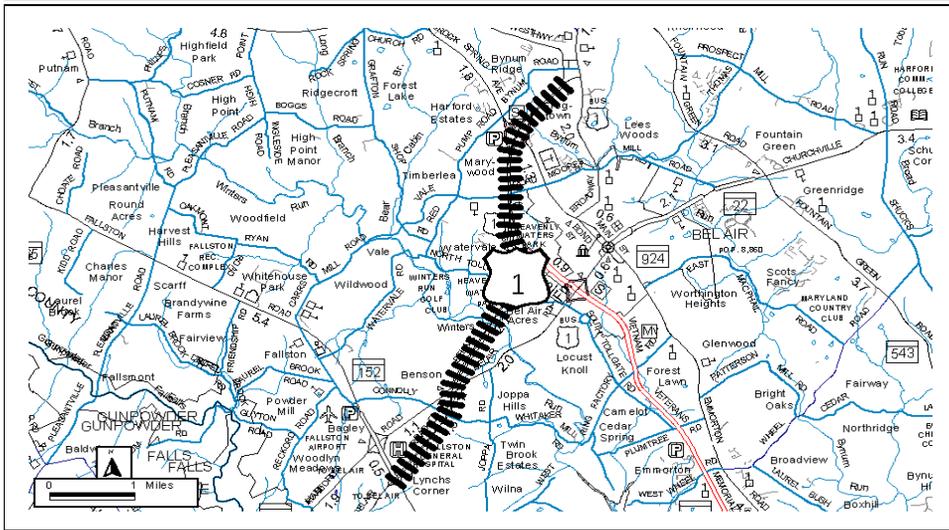
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 6,700

PROJECTED (2030) - 18,200



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operational characteristics of US 1.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 US 1, MD 24 to MD 924 Median Barrier (System Preservation Program)

STATUS: Project Planning complete.

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	2,270	2,270	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0
Federal-Aid	1,589	1,589	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Freeway / Expressway
STATE SYSTEM: Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2013) - 30,550
 PROJECTED (2030) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 763	Superior Street; East of Ohio Street to Juniata Street; ADA improvements	112	Completed
		<u>Congressional Earmarks</u>		
2		Edgewood; Train station streetscaping and parking improvements (Earmark \$1.8 million; PE, CO) (Complete) Sponsor: Maryland Transit Administration	0	
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
3		Various locations in Harford County East of US 1; resurface	5,225	FY 2014
4		Various locations in Harford County - west of US 1; resurfacing	5,228	FY 2014
5	MD 924	North Main/Bond Street; Gordon Street to US 1 Business; resurface	790	Under construction
6	MD 924	South Main Street; East MacPhail Road to MD 22; resurface	1,508	Under construction
		<u>Safety/Spot Improvement</u>		
7	US 1	Conowingo Road; south of Conowingo Dam; repair slide	918	Under construction
8	US 40	Pulaski Highway; MD 132 to Plater Street; resurface	1,903	FY 2014
9	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive	1,394	Under construction
10	MD 543	Riverside Parkway; I 95 Off Ramp to north of MD 7; geometric improvements	1,426	FY 2014

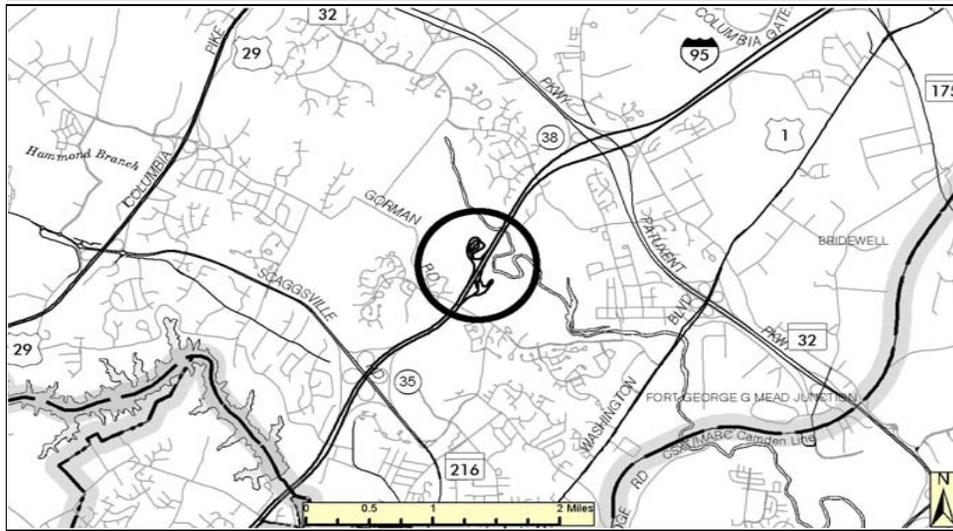
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
11	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	6,659	FY 2015
<u>Bicycle Retrofit</u>				
12	MD 543	Riverside Parkway; Gilmer Way to Church Creek Road; bicycle pedestrian route	547	Under construction
<u>TMDL Compliance</u>				
13	MD 23	Norrisville Road; Magness Farm Stream Restoration; wetlands replacement	111	FY 2014
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
14		Bynum Run at St. Andrews Way Stream Restoration; mitigation	480	FY 2014



HOWARD COUNTY



PROJECT: I-95

DESCRIPTION: South Welcome Center truck parking expansion.

PURPOSE & NEED SUMMARY STATEMENT: Truck parking expansion along the I-95 Corridor will provide a safe haven for truck drivers who have reached their hours of service limit or are staging for deliveries.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project will help to reduce illegal and unsafe truck parking on shoulders and ramps, increasing safety and reducing pavement damage.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of \$6.4 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	448	448	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	4,828	21	3,418	1,389	0	0	0	0	4,807	0	
Total	5,276	469	3,418	1,389	0	0	0	0	4,807	0	
Federal-Aid	5,246	450	3,407	1,389	0	0	0	0	4,796	0	

CLASSIFICATION:

STATE - Interstate

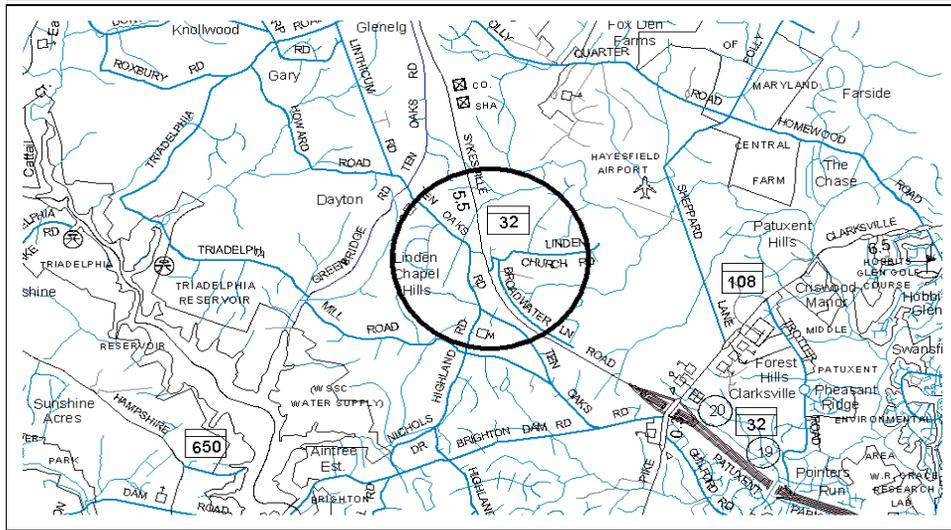
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 93,800 (I-95 SB)
2,000 (Welcome Center)

PROJECTED (2030) - 111,100 (I-95 SB)
2,950 (Welcome Center)



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Linden Church Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 32, Wellworth Way Access Improvements (Line 3)
 MD 32 MD 108 to I-70 (Line 10)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This grade-separation project will result in a reduction in travel times along MD 32, and improved safety and reduced collision and injury rates.

STATUS: Construction underway. Howard County is providing \$19.6 million to fund Engineering, Right-of-Way and Construction. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	1,037	1,037	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,039	1,039	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

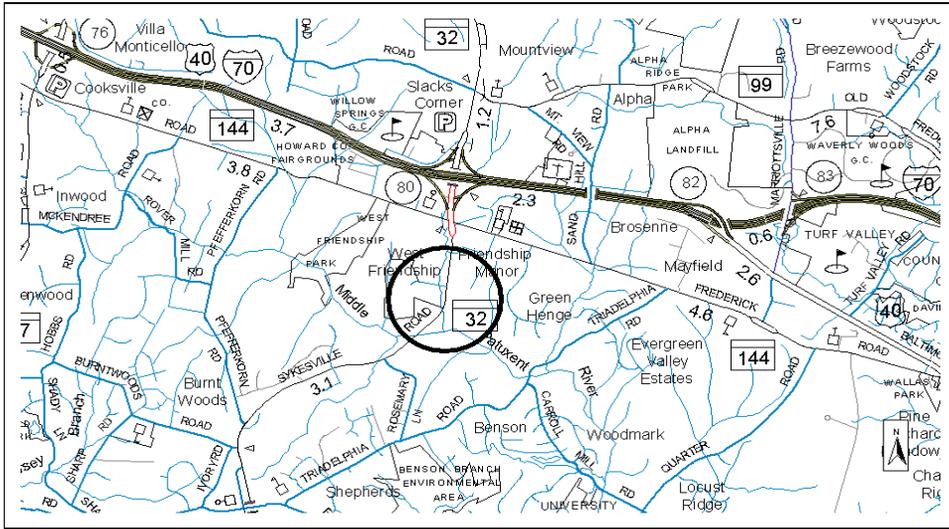
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 30,400

PROJECTED (2030) - 32,900



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct access management improvements by relocating private driveways from MD 32 to the local road system, specifically Rosemary Lane and Wellworth Way.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations by removing direct private driveway access to MD 32.

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 32, Interchange at Linden Church Road (Line 2)
 MD 32 MD 108 to I-70 (Line 10)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: By removing direct private access to this section of MD 32, this project will improve safety and operations.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of \$4.5 million is due to a scope change which removed two access roads from the project.

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	1,575	1,607	0	0	0	0	0	0	0	-32	
Right-of-way	841	97	744	0	0	0	0	0	744	0	
Construction	383	0	104	279	0	0	0	0	383	0	
Total	2,799	1,704	848	279	0	0	0	0	1,127	-32	
Federal-Aid	956	62	676	218	0	0	0	0	894	0	

CLASSIFICATION:

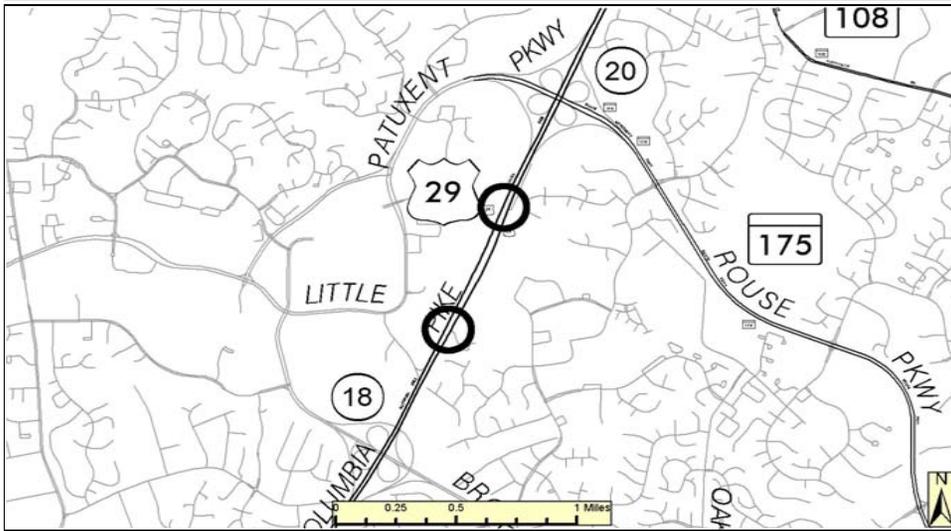
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 28,300

PROJECTED (2030) - 32,900



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct access improvements by relocating direct access at Gales Lane and Old Columbia Road from US 29 to the local road system (Phase 1A).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations by removing direct access to US 29.

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 29, Middle Patuxent River to Seneca Drive (Line 5)
 US 29, Seneca Drive to MD 175 (Line 11)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: By reducing the number of conflict points in this section of US 29, this project will improve operations and safety.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$1.1 million is due to a revised scope.

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
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	3,076	50	1,500	1,526	0	0	0	0	3,026	0
Construction	4,859	0	1,765	2,443	651	0	0	0	4,859	0
Total	7,935	50	3,265	3,969	651	0	0	0	7,885	0
Federal-Aid	7,064	50	2,895	3,468	651	0	0	0	7,014	0

CLASSIFICATION:

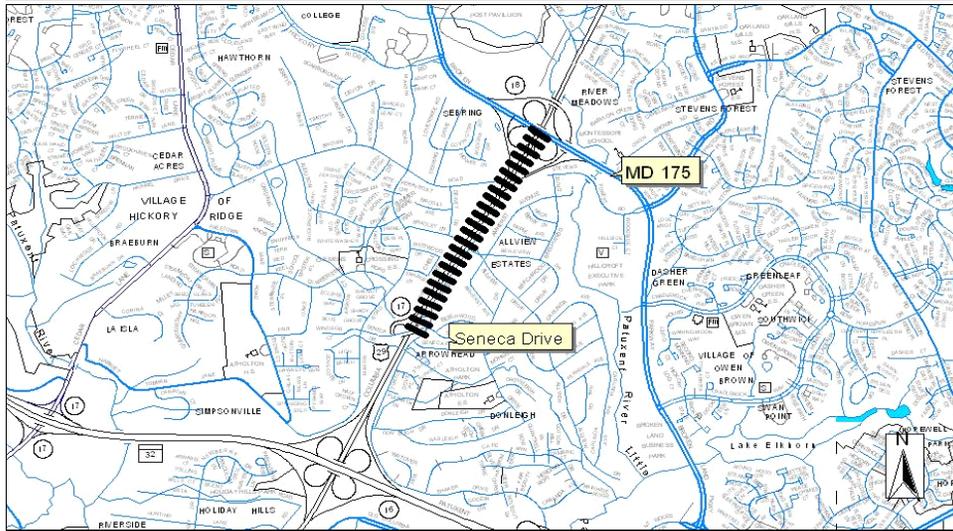
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 41,400

PROJECTED (2013) - 59,425



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from Seneca Drive to MD 175 (Phase 1B) from 2 to 3 lanes (2.8 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

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 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)
 US 29, Middle Patuxent River to Seneca Drive (Line 11)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project will relieve traffic congestion and improve safety on this major north-south commuter route.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year. Howard County is funding \$2.0 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 \$48.1 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 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	3,751	2,363	680	708	0	0	0	0	1,388	0
Right-of-way	326	35	291	0	0	0	0	0	291	0
Construction	48,058	0	15,653	17,629	14,776	0	0	0	48,058	0
Total	52,135	2,398	16,624	18,337	14,776	0	0	0	49,737	0
Federal-Aid	2,009	636	821	552	0	0	0	0	1,373	0

CLASSIFICATION:

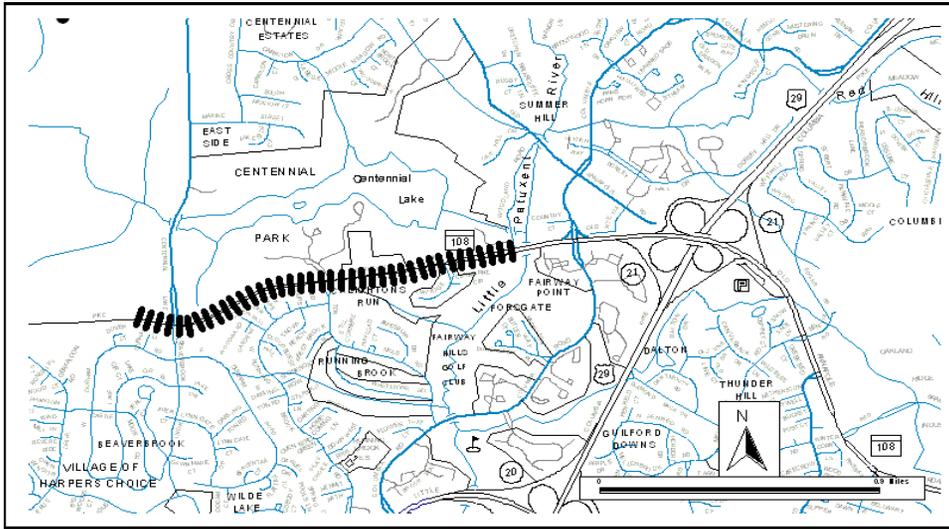
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 45,600

PROJECTED (2030) - 59,425



PROJECT: MD 108, Clarksville Pike

DESCRIPTION: Widen MD 108 from 2 to 4 lanes from 1,000 feet west of Centennial Lane to Woodland Road (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is needed to address increasing congestion resulting from continued growth in the Columbia 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:

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The widening of MD 108 will relieve traffic congestion, improving travel times and travel time reliability.

STATUS: Engineering underway. Howard County is funding this project.

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 - Urban Minor Arterial

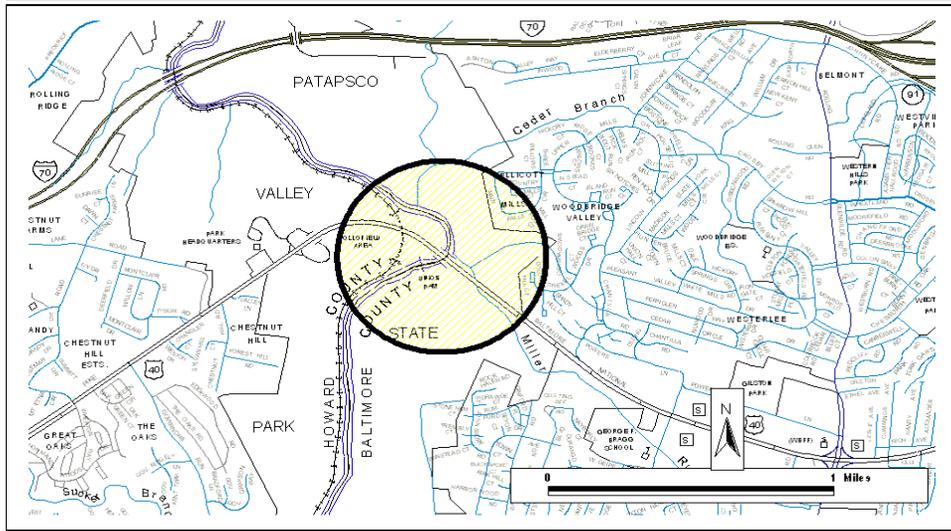
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 26,000

PROJECTED (2030) - 30,800



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replaced Bridge 0310900 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project rehabilitated the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a backup route for I-70. The bridge will be rehabilitated to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened 5' to provide for bicycle/pedestrian compatible shoulders.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$1.1 million is due to the need for stream and drainage repairs caused by tropical storm Sandy.

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	3,068	3,068	0	0	0	0	0	0	0	0	0
Right-of-way	61	61	0	0	0	0	0	0	0	0	0
Construction	17,432	16,747	685	0	0	0	0	0	0	685	0
Total	20,561	19,876	685	0	0	0	0	0	0	685	0
Federal-Aid	19,688	19,006	682	0	0	0	0	0	0	682	0

CLASSIFICATION:

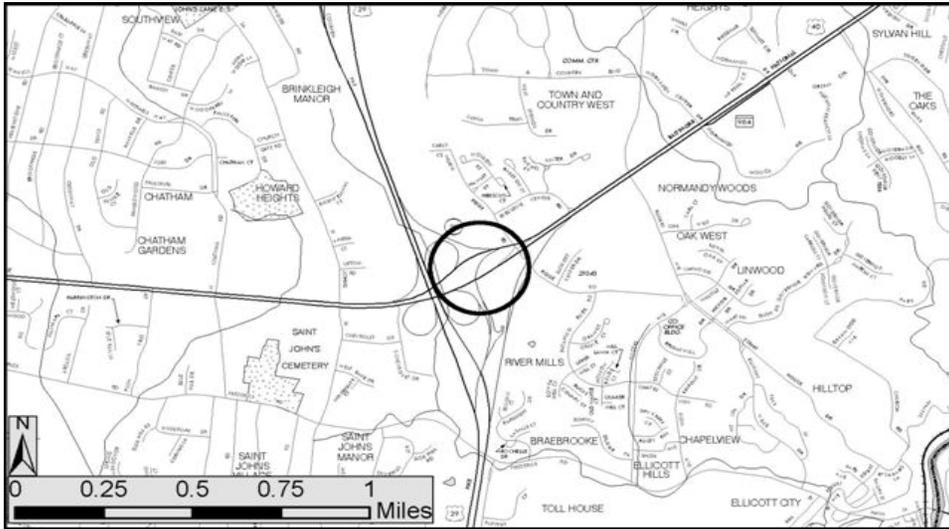
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 41,200

PROJECTED (2030) - 47,300



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replaced Bridge 130330 on US 40 WB Ramp to US 29 SB over US 40 EB.

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and operations and relieved congestion in the heavily traveled 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:

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project relieved congestion, improved travel time reliability.

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	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	812	812	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	5,003	5,003	0	0	0	0	0	0	0	0	
Total	5,815	5,815	0	0	0	0	0	0	0	0	
Federal-Aid	5,607	5,607	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

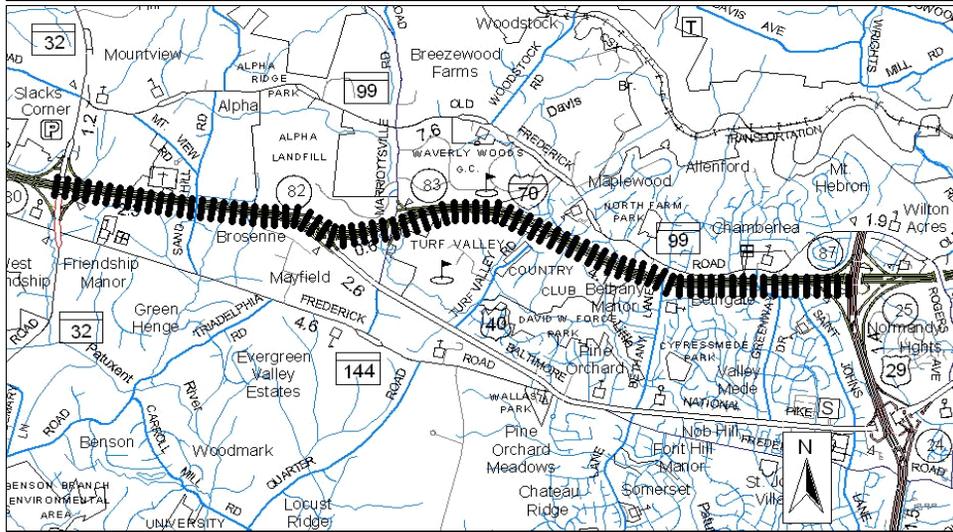
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 16,200 (Ramp)

PROJECTED (2030) - 18,600 (Ramp)



PROJECT: I-70

DESCRIPTION: Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles)

JUSTIFICATION: This project would ease increasing congestion and improve safety along this segment of I-70.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 Marriottsville Road, US 40 to MD 99 (County Project)

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	858	858	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	858	858	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

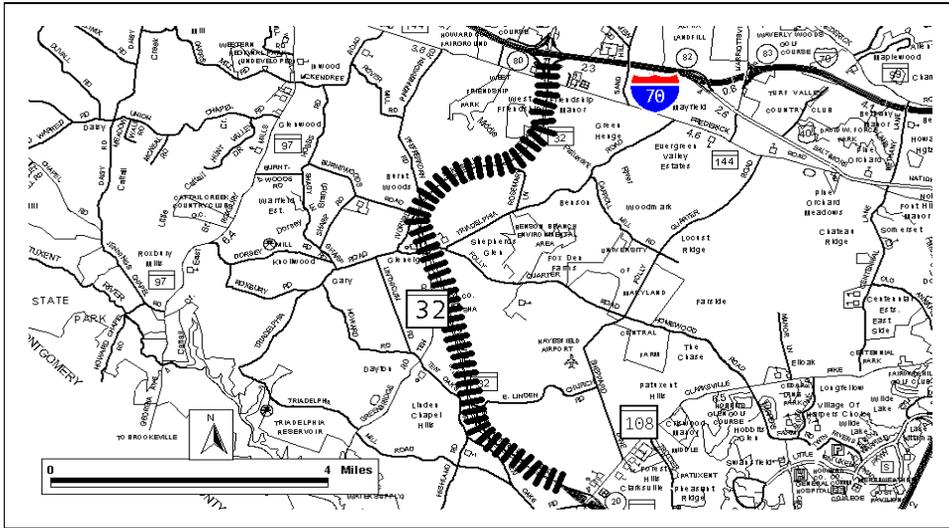
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 78,600

PROJECTED (2030) - 116,300



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Study to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns (9.06 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing 2 lane roadway.

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 32, Interchange at Linden Church Road (Line 2)
- MD 32, Wellworth Way Access Management (Line 3)

STATUS: Engineering underway for the improvements at Rosemary Lane. Protective Right-of-way funding to be used as properties become available.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$3.0 million for protective Right-of-way acquisitions in FY19.

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	3,657	3,657	0	0	0	0	0	0	0	0	
Engineering	6,000	200	700	1,000	1,300	2,800	0	0	5,800	0	
Right-of-way	13,703	2,114	349	2,200	2,200	1,920	1,920	3,000	11,589	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	23,360	5,971	1,049	3,200	3,500	4,720	1,920	3,000	17,389	0	
Federal-Aid	7,360	2,720	560	800	1,040	2,240	0	0	4,640	0	

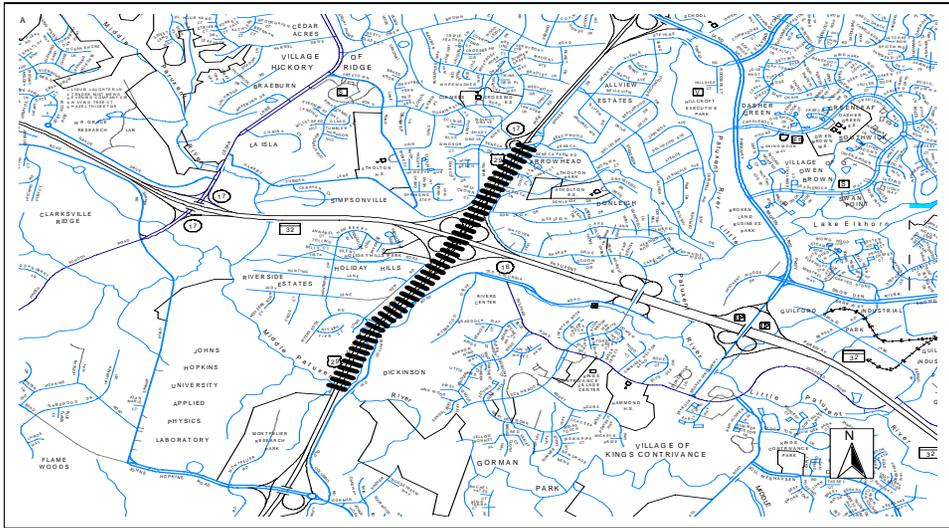
CLASSIFICATION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2013) - 30,400
- PROJECTED (2030) - 58,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive (Phase 2) from 2 to 3 lanes (1.7 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

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 29, Access Improvements at Gales Lane and Old Columbia Road (Line 4)
 US 29, Seneca Drive to MD 175 (Line 5)

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$3.0 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	
Engineering	3,000	0	750	750	750	750	0	0	0	3,000	
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	3,000	0	750	750	750	750	0	0	0	3,000	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

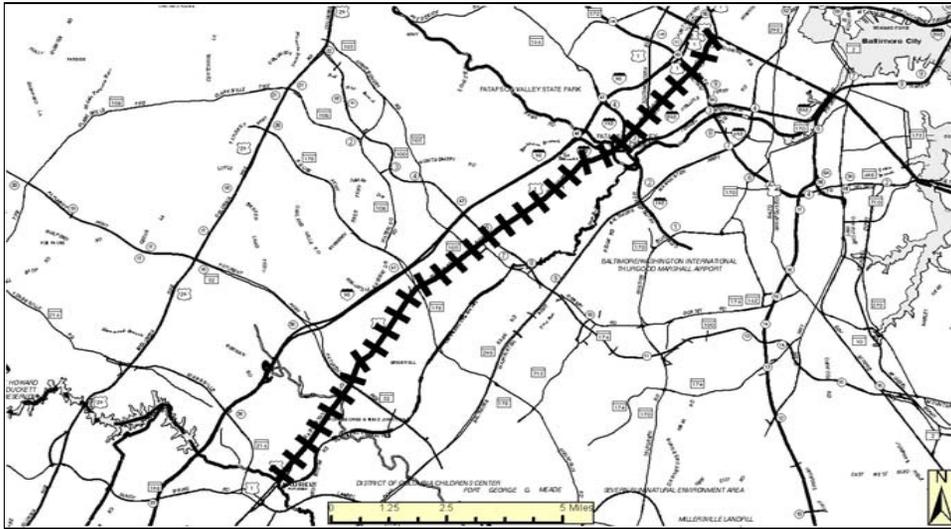
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 42,450

PROJECTED (2030) - 60,650



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Study to identify potential improvements along the US 1 corridor from the Prince George's County Line to the Baltimore County Line, including potential interchange improvements at MD 175. (11.0 miles).

JUSTIFICATION: Improvements identified as a result of this study will provide a blueprint for future State, local and developer projects such that the corridor can be developed in a manner consistent with the County's overall vision plan as well as in a way that accommodates existing and future travel demand to improve safety and mobility on US 1, circulation on the supporting local network, and connectivity for all users of the system, including bicyclists and pedestrians.

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 (Corridor Planning) 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	1,250	1,024	10	216	0	0	0	0	226	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,250	1,024	10	216	0	0	0	0	226	0
Federal-Aid	1,000	823	8	169	0	0	0	0	177	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 41,850

PROJECTED (2030) - 52,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
1		Various bridges on US 29 and MD 216; bridge deck overlays	4,123	Completed
		<u>Environmental Preservation</u>		
2		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run	63	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
3		Various locations in Howard County; resurface	10,055	Under construction
4	I 95	Structure at Little Patuxent River to 3,000 ft. north of MD 216; resurface	2,271	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
5		13 existing Bridges on US 1, US 29, MD 94 and I 70; clean and paint bridges	2,631	FY 2014
		<u>Safety/Spot Improvement</u>		
6	MD 32	Sykesville Road; Day Road to West Friendship Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	7,400	FY 2014
7	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)		FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Noise Barriers</u>				
8	I 95	Montgomery Road Overpass to I 895 interchange; noise abatement (Transportation Infrastructure Investment Act of 2013)	8,580	FY 2015
9	I 95	Timberview Noise Barrier Extension	1,579	Under construction
<u>Traffic Management</u>				
10	I 95	MD 100 to MD 175; lighting	2,652	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
11		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	Underway



KENT COUNTY

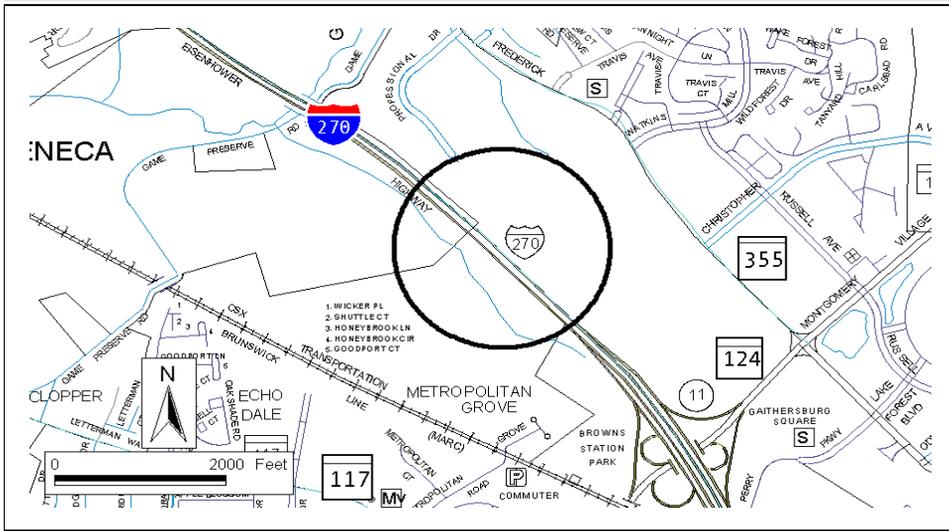
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		Various Locations in Kent County; resurface	2,772	Completed
		<u>Congressional Earmarks</u>		
2		Construct Chestertown Trail (Earmark \$300,000; PE) (Complete)	0	
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
3		MD 213, MD 290 and MD 313 A at the corporate limits of Galena	1,210	FY 2015
4		Various locations in Kent County; patch and resurface	4,151	Under construction
		<u>Safety/Spot Improvement</u>		
5	MD 20	Chestertown Road; at MD 291; geometric improvements	1,354	FY 2014



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 relieve 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 13)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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.

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	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	TOTAL ESTIMATED COST (\$000)	SPECIAL	FEDERAL	GENERAL	CURRENT YEAR	FOR PLANNING PURPOSES ONLY						
	THRU 2013	THRU 2013	THRU 2013	THRU 2013	2014	2015	2016	2017	2018			2019
Planning	1,177				0	0	0	0	0	0	0	0
Engineering	1,770				431	300	186	186	0	0	1,339	0
Right-of-way	39,755				55	29,650	50	0	0	0	39,700	0
Construction	122,569				0	0	9,760	30,415	37,225	45,169	122,569	0
Total	165,271	1,663	10,667	29,950	10,667	29,950	9,996	30,601	37,225	45,169	163,608	0
Federal-Aid	41,579				912	29,950	50	0	0	0	40,667	0

CLASSIFICATION:

STATE - Principal Arterial

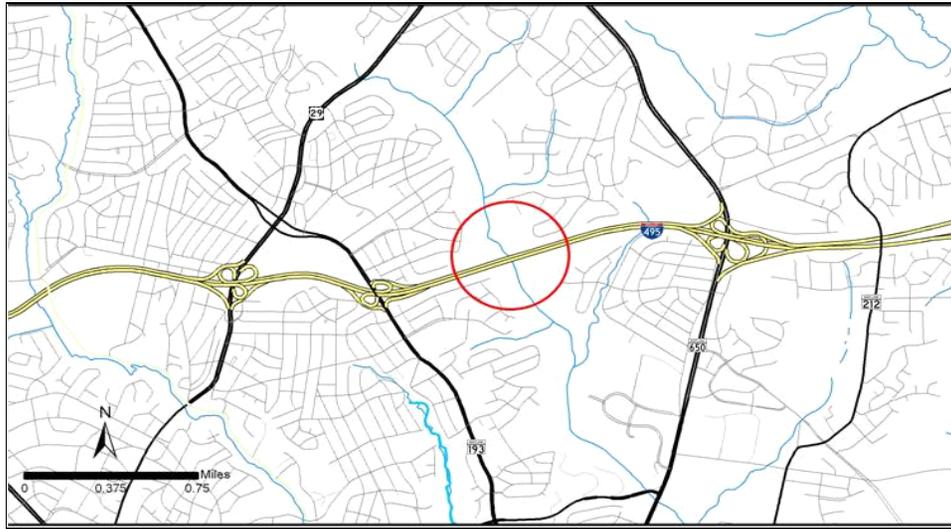
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	329	329	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	9,698	9,698	0	0	0	0	0	0	0	0	0
Total	10,027	10,027	0	0	0	0	0	0	0	0	0
Federal-Aid	9,908	9,908	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

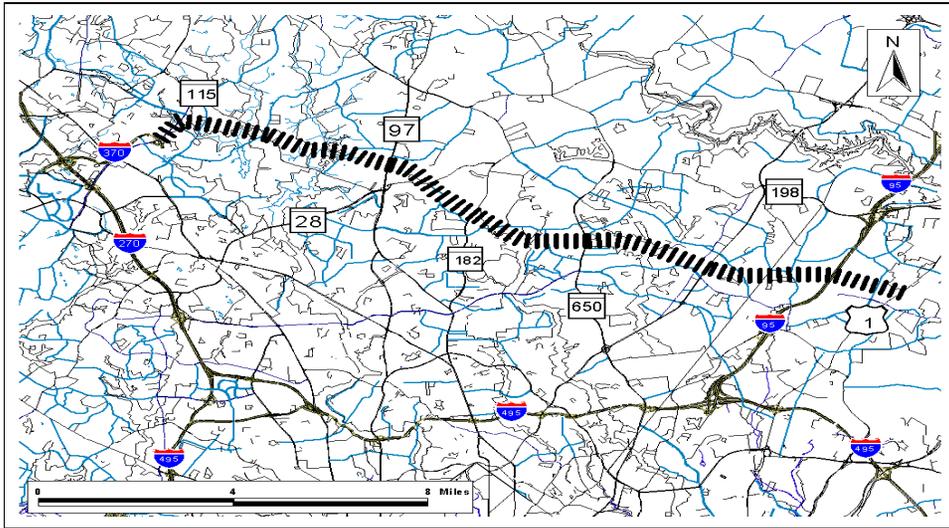
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 15,16)
- MD 28/MD 198, MD 97 to I-95 (Line 17)
- 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 22)

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	0	0	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	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

CLASSIFICATION:

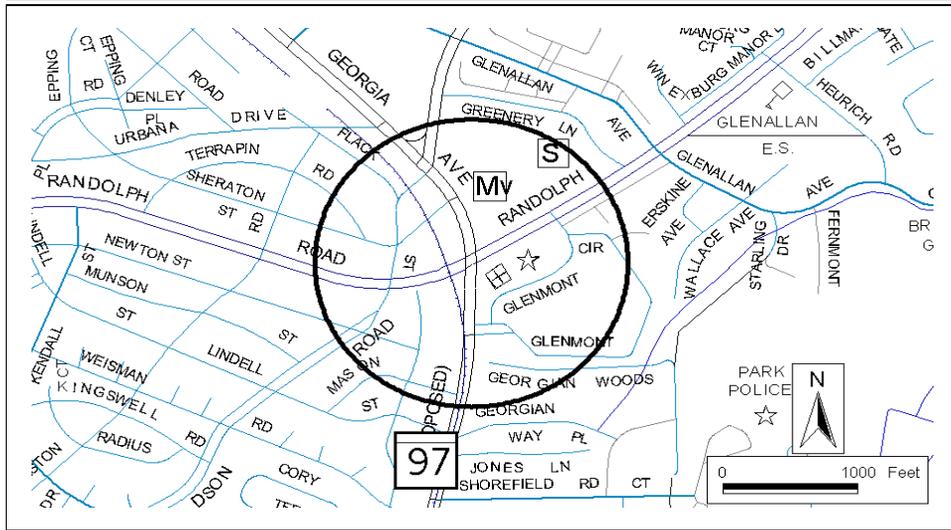
STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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 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)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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: The cost increase of \$4.5 million is due to increased structural cost due to poor soil conditions.

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	0
Engineering	6,358	5,390	268	700	0	0	0	0	0	968	0
Right-of-way	11,250	4,041	1,704	2,579	2,926	0	0	0	0	7,209	0
Construction	45,857	2,749	4,483	16,101	20,907	1,617	0	0	0	43,108	0
Total	64,562	13,277	6,455	19,380	23,833	1,617	0	0	0	51,285	0
Federal-Aid	44,586	10,757	3,701	12,559	16,308	1,261	0	0	0	33,829	0

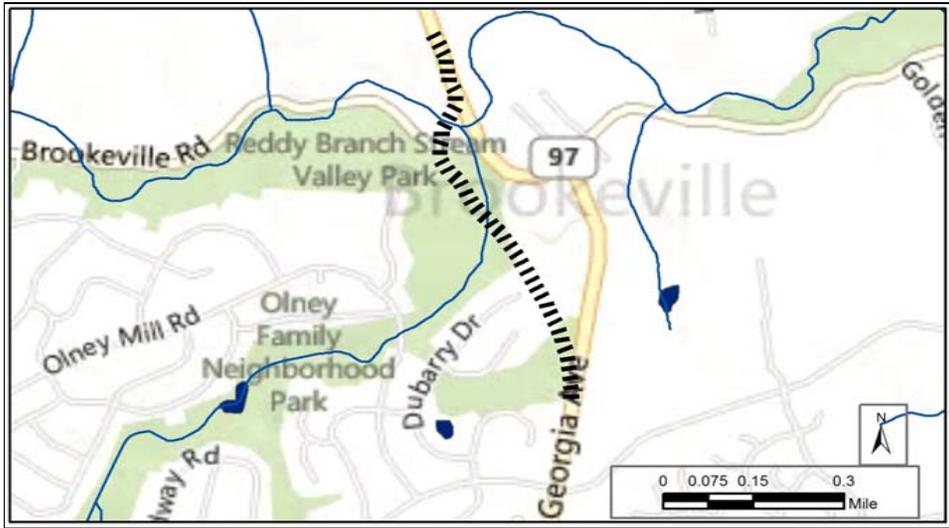
CLASSIFICATION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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 relieve 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:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

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.

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	2,065	2,065	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	8,902	15,396	834	25,132	0	
Total	27,197	2,065	0	0	0	8,902	15,396	834	25,132	0	
Federal-Aid	1,446	1,446	0	0	0	0	0	0	0	0	

CLASSIFICATION:

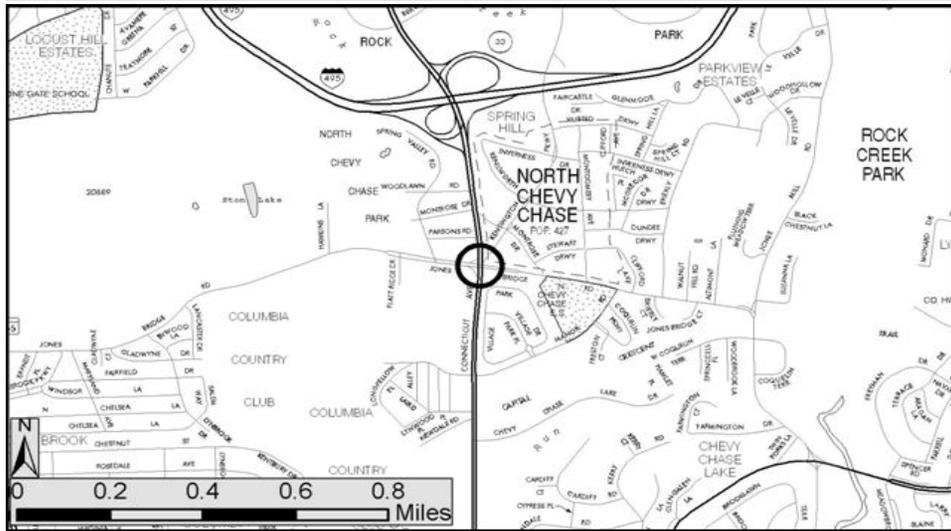
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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)
- BRAC Intersection Improvements near Bethesda (Statewide Line 7)

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 provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

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	1,132	384	329	419	0	0	0	0	748	0	
Construction	4,053	504	3,549	0	0	0	0	0	3,549	0	
Total	5,185	888	3,878	419	0	0	0	0	4,297	0	
Federal-Aid	5,185	888	3,878	419	0	0	0	0	4,297	0	

CLASSIFICATION:

STATE - Other Principal Arterial

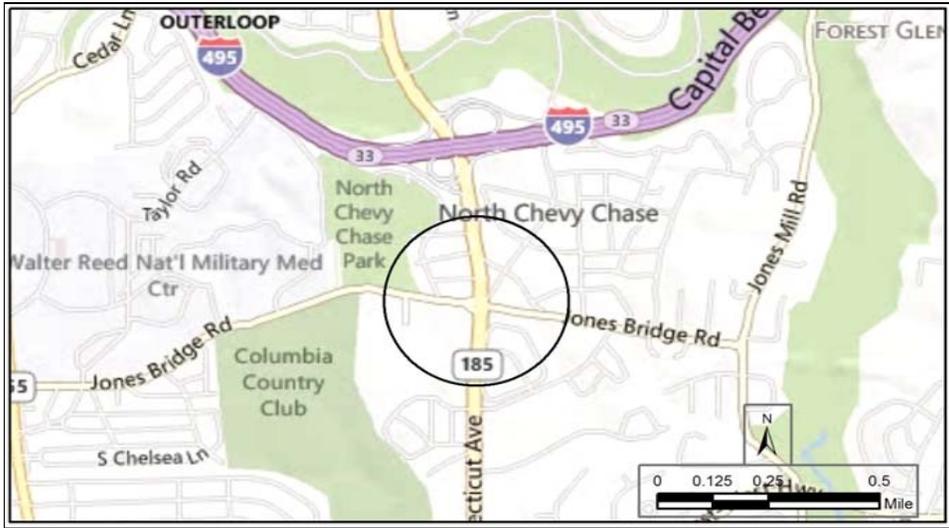
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

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)
- BRAC Intersection Improvements near Bethesda (Statewide Line 7)

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 provide congestion relief and safety improvements 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 8 (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	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	10,116	10	3,088	5,249	1,769	0	0	0	10,106	0
Construction	8,184	0	0	921	3,913	3,350	0	0	8,184	0
Total	18,300	10	3,088	6,170	5,682	3,350	0	0	18,290	0
Federal-Aid	18,300	10	3,088	6,170	5,682	3,350	0	0	18,290	0

CLASSIFICATION:

STATE - Other Principal Arterial

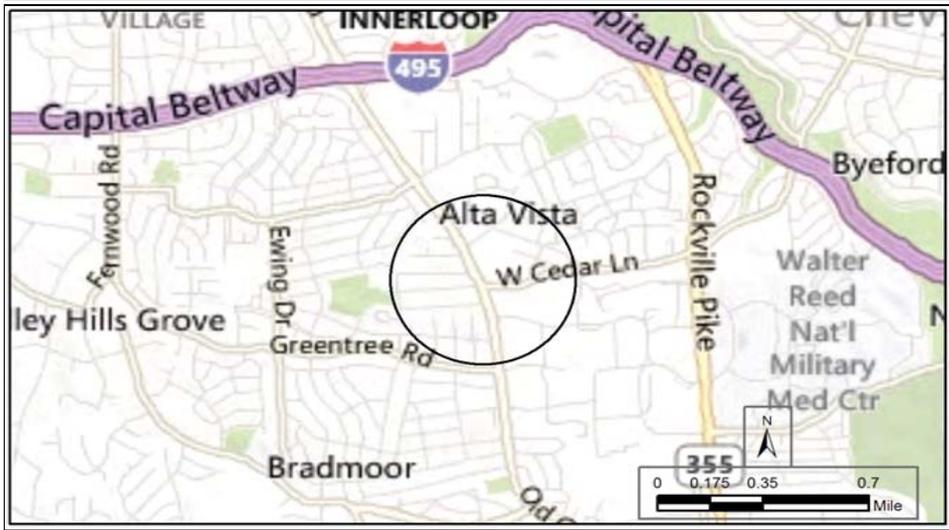
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

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)
- BRAC Intersection Improvements near Bethesda (Statewide Line 7)

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 provide congestion relief and safety improvements 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 8 (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	10	2,624	212	260	0	0	0	3,096	0	
Construction	4,194	0	0	1,645	2,549	0	0	0	4,194	0	
Total	7,300	10	2,624	1,857	2,809	0	0	0	7,290	0	
Federal-Aid	7,300	10	2,624	1,857	2,809	0	0	0	7,290	0	

CLASSIFICATION:

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

DAILY TRAFFIC : (USAGE IMPACTS)

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of \$2.0 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	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	833	833	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,615	1,143	2,944	3,730	1,798	0	0	0	8,472	0
Total	10,448	1,976	2,944	3,730	1,798	0	0	0	8,472	0
Federal-Aid	10,266	1,800	2,942	3,727	1,797	0	0	0	8,466	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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 8 (BRAC Intersections near Bethesda Naval Center).

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

- Quality of Service Safety & Security
- System Preservation & Performance Environmental Stewardship
- Connectivity for Daily Life

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.

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	0	0	0	0	0	0	0	0	0	0	
Construction	1,500	0	0	403	1,097	0	0	0	1,500	0	
Total	1,500	0	0	403	1,097	0	0	0	1,500	0	
Federal-Aid	1,500	0	0	403	1,097	0	0	0	1,500	0	

CLASSIFICATION:

STATE - Other Principal Arterial

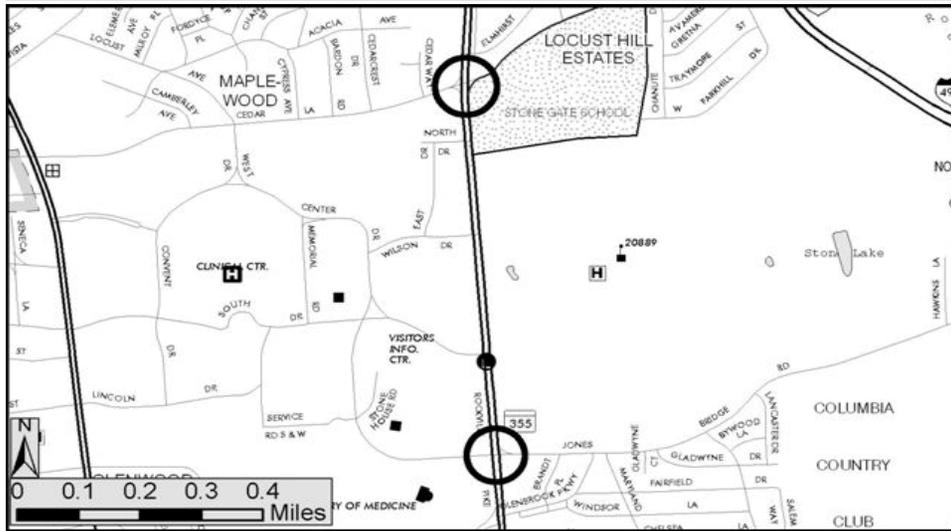
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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)
- BRAC Intersection Improvements near Bethesda (Statewide Line 7)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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 provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

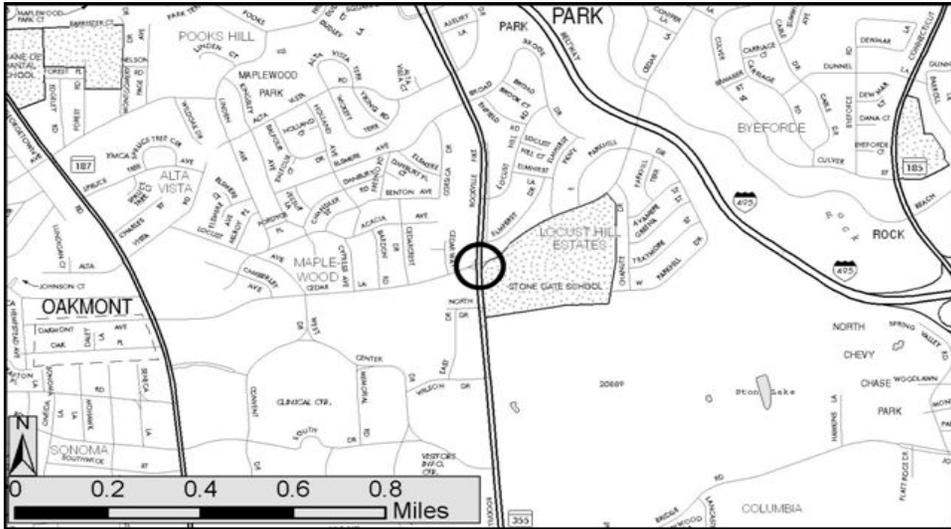
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	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	0	0	0	0	0	0	0	0	0	0	
Construction	9,936	1,619	5,767	1,378	1,172	0	0	0	8,317	0	
Total	9,936	1,619	5,767	1,378	1,172	0	0	0	8,317	0	
Federal-Aid	8,864	780	5,534	1,378	1,172	0	0	0	8,084	0	

CLASSIFICATION:

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

DAILY TRAFFIC : (USAGE IMPACTS)

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 8 (BRAC Intersections near Bethesda Naval Center).

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

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 provide congestion relief and safety improvements 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	3,150	920	2,230	0	0	0	0	0	2,230	0	
Construction	13,212	0	1,555	3,730	4,207	3,720	0	0	13,212	0	
Total	16,362	920	3,785	3,730	4,207	3,720	0	0	15,442	0	
Federal-Aid	13,345	810	3,443	2,909	3,282	2,901	0	0	12,535	0	

CLASSIFICATION:

STATE - Other Principal Arterial

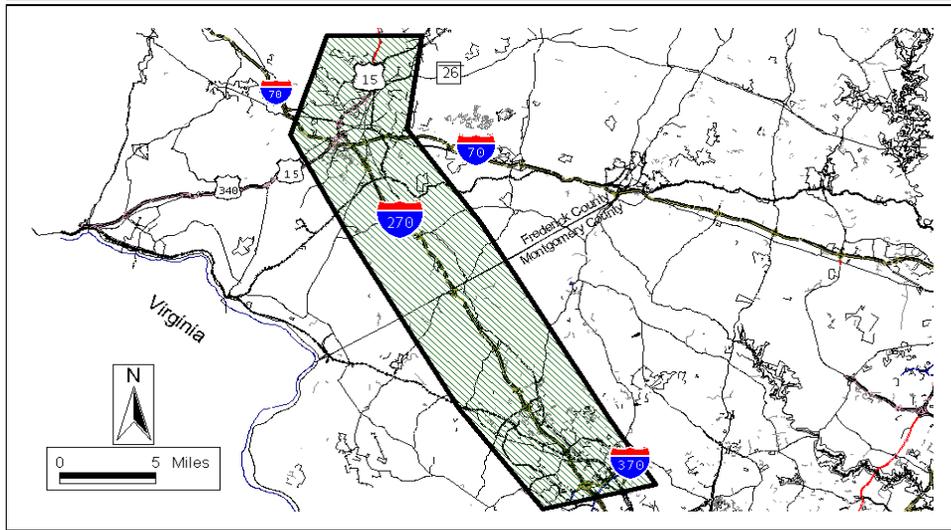
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 50,500

PROJECTED (2030) - 57,575



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)

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	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	17,460	17,429	15	16	0	0	0	0	0	31	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,567	18,536	15	16	0	0	0	0	0	31	0
Federal-Aid	12,222	12,200	11	11	0	0	0	0	0	22	0

CLASSIFICATION:

STATE - Principal Arterial

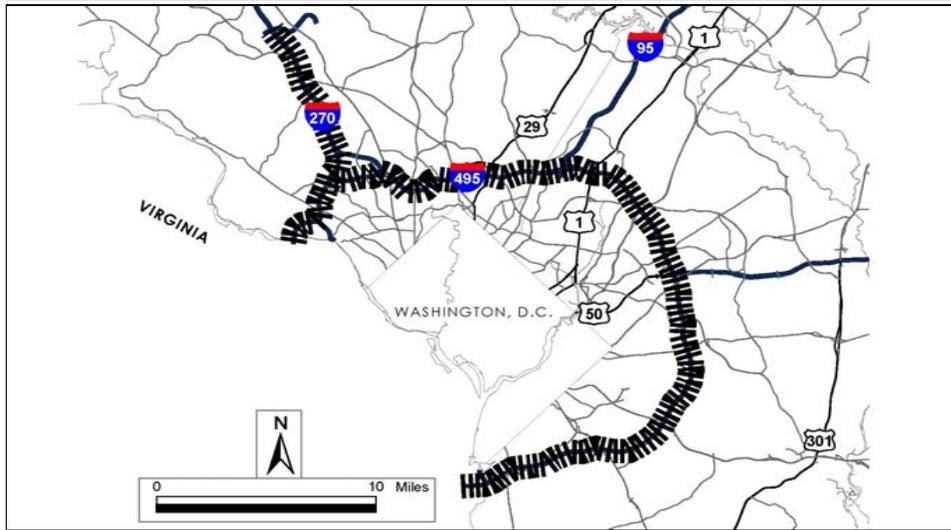
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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 6,13)
 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	11,043	11,043	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	11,043	11,043	0	0	0	0	0	0	0	0
Federal-Aid	7,730	7,730	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

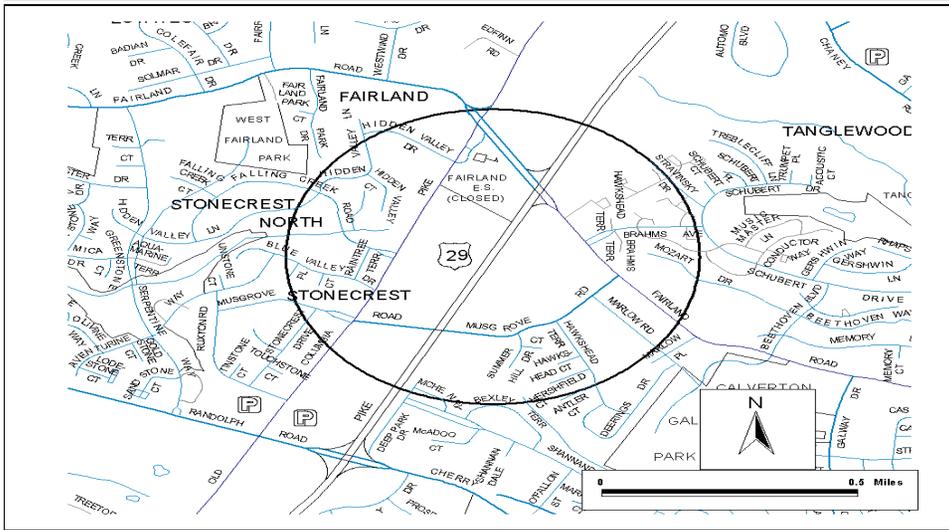
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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 16)

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 ESTIMATED COST (\$000)	PROJECT CASH FLOW								
		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	8,000	994	503	1,003	1,500	1,500	1,500	1,000	7,006	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	2,073	503	1,003	1,500	1,500	1,500	1,000	7,006	0
Federal-Aid	1,541	1,537	2	2	0	0	0	0	4	0

CLASSIFICATION:

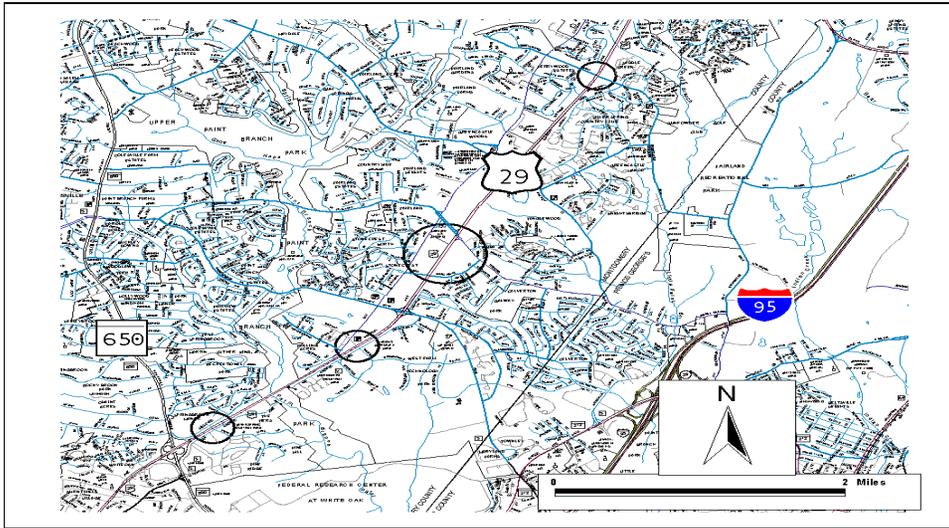
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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 15)

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	2,488	2,488	0	0	0	0	0	0	0	0	
Engineering	4,277	4,277	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	7,310	7,310	0	0	0	0	0	0	0	0	
Federal-Aid	2,775	2,775	0	0	0	0	0	0	0	0	

CLASSIFICATION:

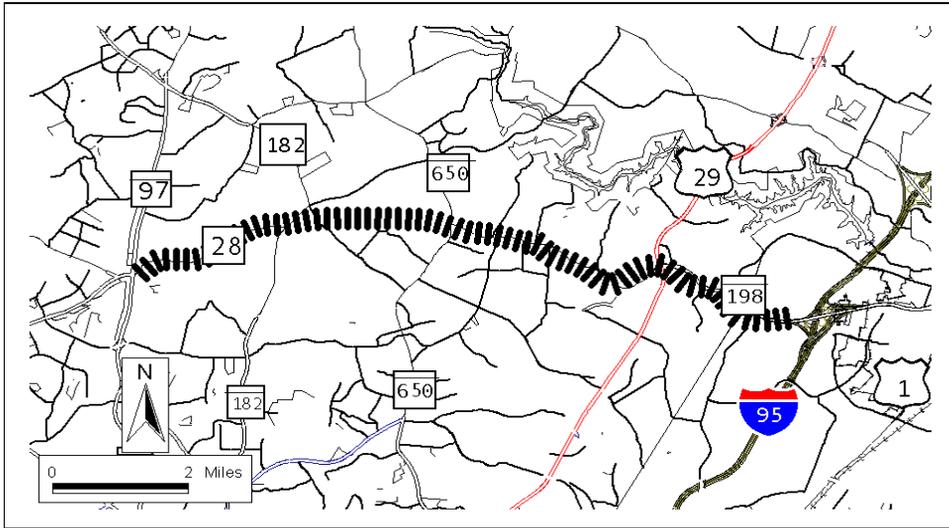
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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 18)
 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	7,031	4,031	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	7,031	4,031	300	900	1,100	700	0	0	3,000	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

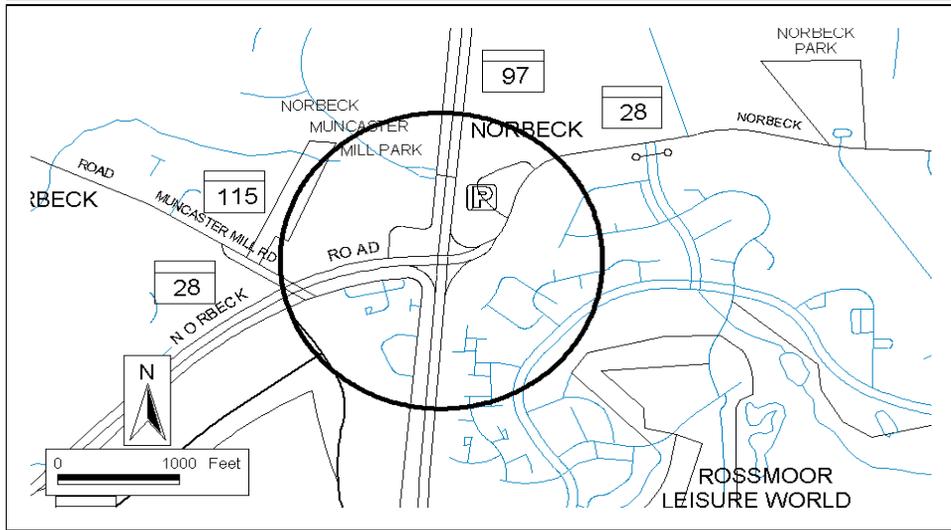
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

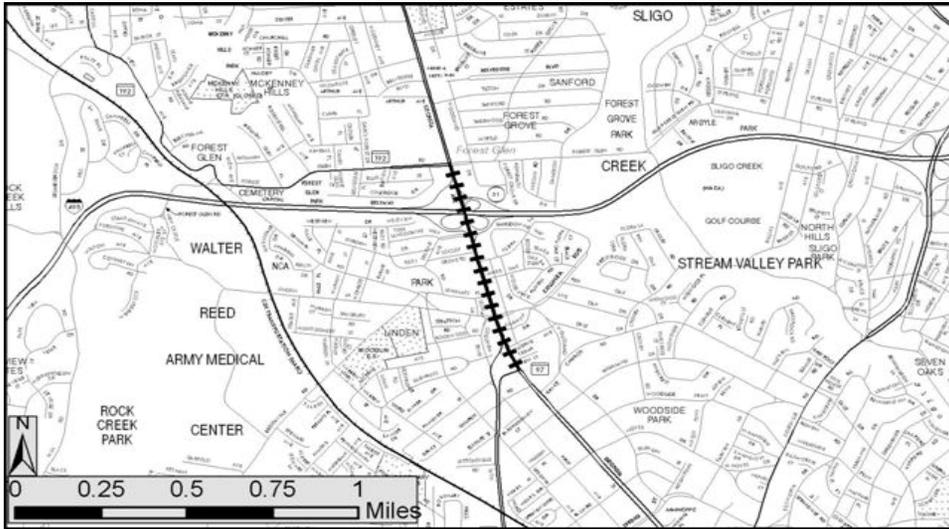
ASSOCIATED IMPROVEMENTS:
 InterCounty Connector (Line 3)
 MD 28/MD 198, MD 97 to I-95 (Line 17)

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	844	844	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	2,826	2,826	0	0	0	0	0	0	0	0
Federal-Aid	1,978	1,978	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
 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

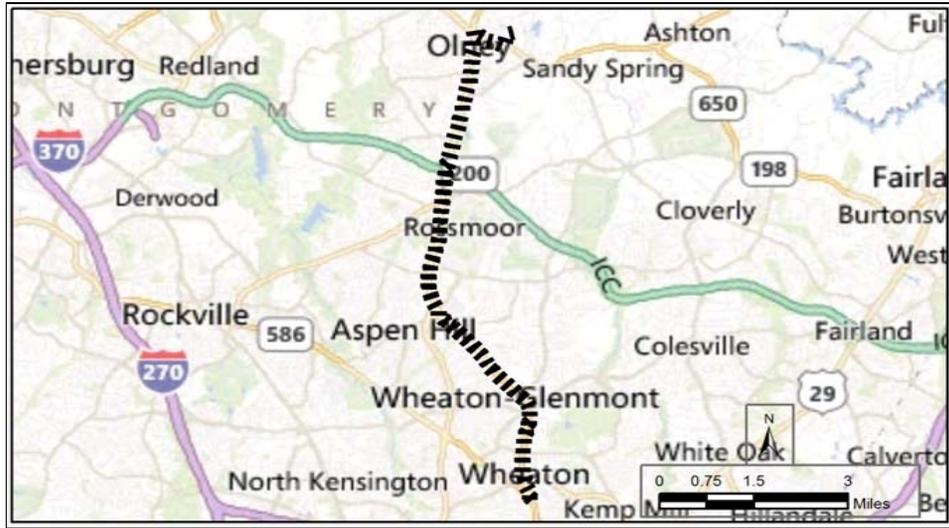
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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 Glenmount Metro Station 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 17)
 MD 97/MD 28 Interchange (Line 18)

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

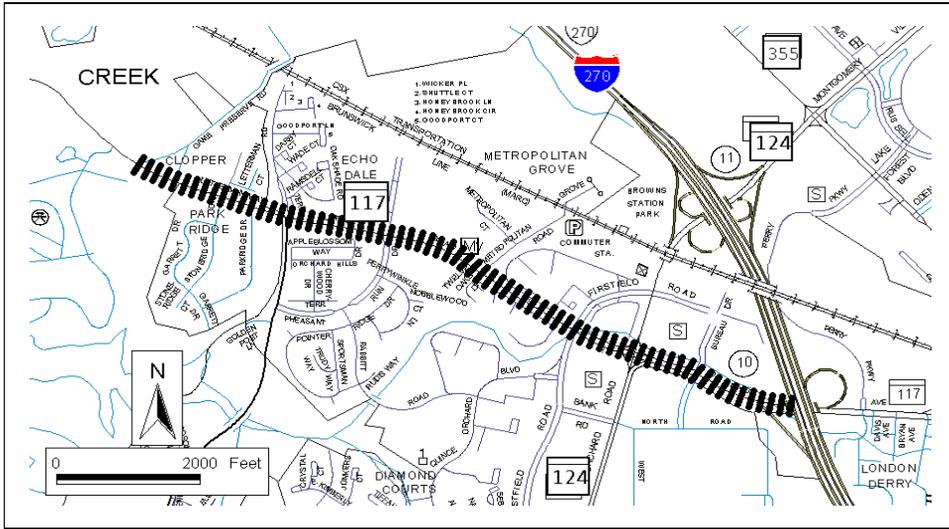
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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	721	721	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

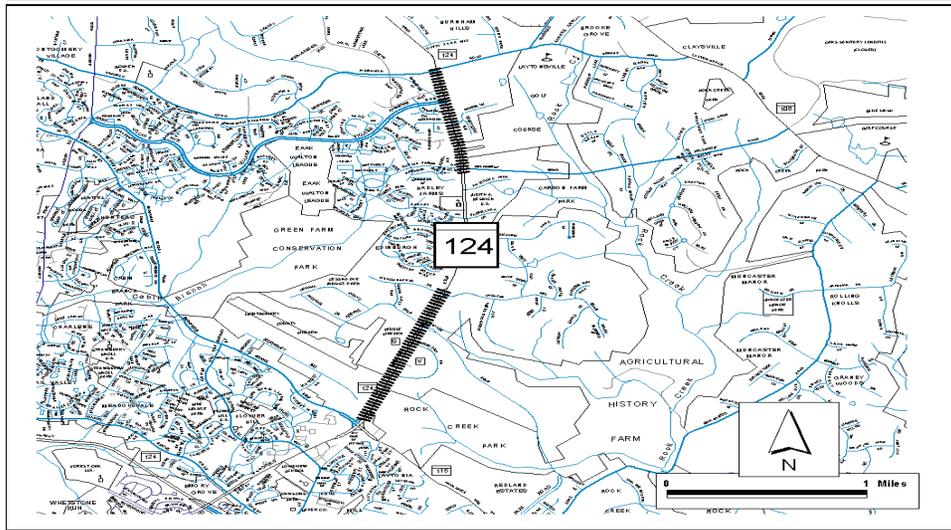
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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	0	
Engineering	3,752	694	500	750	750	1,058	0	0	3,058	0	
Right-of-way	24	24	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,890	2,832	500	750	750	1,058	0	0	3,058	0	
Federal-Aid	690	172	390	128	0	0	0	0	518	0	

CLASSIFICATION:

STATE - Major Collector

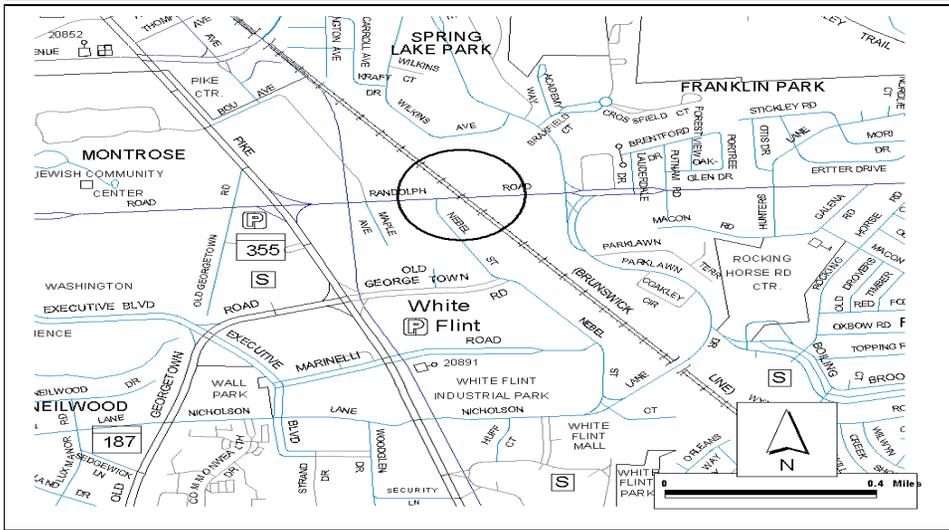
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

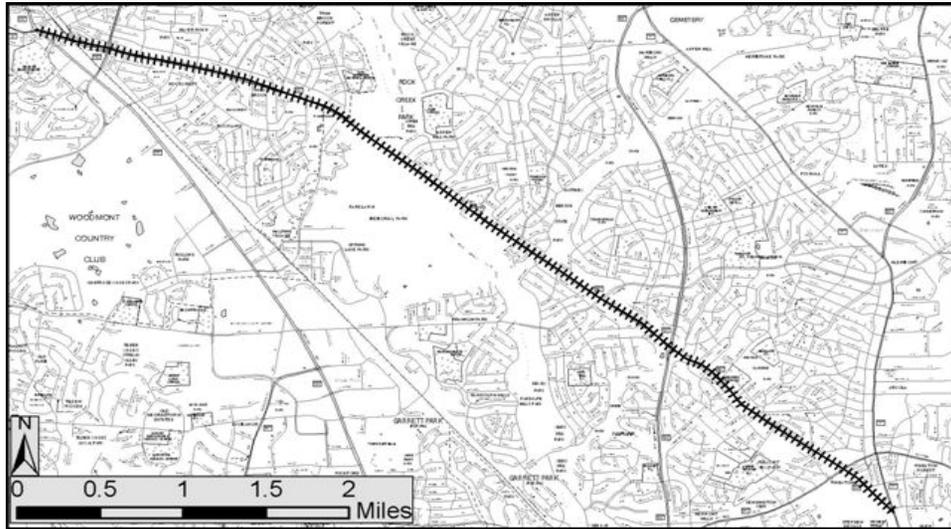
ASSOCIATED IMPROVEMENTS:
 Montrose Parkway East (Montgomery County Project)

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
DAILY TRAFFIC : (USAGE IMPACTS)
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

DAILY TRAFFIC : (USAGE IMPACTS)

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 25

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 185	Connecticut Avenue; MD 547 to MD 193; ADA improvements	400	Completed
2	MD 185 SB	Connecticut Avenue; MD 547 to Warner Street; ADA improvements	300	Completed
3	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>				
4	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,310	Completed
<u>Intersection Capacity Improvements</u>				
5	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	434	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
6		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>				
7		Anglers Breach - C&O Canal	1,111	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
8	MD 28	West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface	2,210	FY 2014
9	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,910	FY 2014
10	MD 28	Key West Avenue; Hurley Avenue to South Adams Street; resurface	1,945	Under construction
11	MD 97	Georgia Avenue; Emory Lane to Old Baltimore Road; resurface	1,393	Under construction
12	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	3,652	Under construction
13	MD 97	Georgia Avenue; Glenallan Avenue to MD 185; safety and resurface	3,700	Under construction
14	MD 185	Connecticut Avenue; Warner Street to MD 97; resurface	6,215	Under construction
15	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,467	FY 2014
16	MD 190	River Road; I 495 to MD 614; resurface	3,320	FY 2014
17	MD 355	Wisconsin Avenue; DC Line to MD 191; resurface	1,455	Under construction
18	MD 355	Wisconsin Avenue; Bradley Lane to MD 187; resurface	2,600	FY 2014
19	MD 355	North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface	2,940	FY 2014
20	MD 355	Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface	2,116	FY 2014
21	MD 355	Hungerford Drive; Mannakee Street to King Farm Boulevard; resurface	3,017	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
22	MD 355	Rockville Pike; north of Cedar Croft Drive to MD 547; resurface	2,240	Under construction
23	MD 355	Rockville Pike; Nicholson Lane to 0.1 mile north of MD 187; resurface	1,538	Under construction
24	MD 355	Wisconsin Avenue; Montgomery Avenue to Jones Bridge Road; resurface	1,445	Under construction
25	MD 410	Ethan Allen Avenue; Park Avenue to MD 650; resurface	555	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
26		7 existing bridges on I 695, MD 7, MD 695 and MD 702; clean and paint bridges	2,088	FY 2014
27	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,195	Under construction
<u>Safety/Spot Improvement</u>				
28	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	FY 2014
29	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182	428	Under construction
30	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	528	Under construction
31	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	Under construction
<u>Traffic Management</u>				
32		Various locations in Montgomery County; signalization	2,631	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
33	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	771	Under construction
34	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	986	Under construction
35	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization (Project on hold)		
<u>Sidewalks</u>				
36	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,500	FY 2014
<u>Intersection Capacity Improvements</u>				
37	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes	384	Under construction
38	MD 108	Olney Laytonsville Road; at Bowie Mill Road; install a Maryland "T" and a half signal	227	Under construction
39	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering) (Project on hold)		
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
40		I 270 Stormwater Management Facilities Functional Upgrades	528	FY 2015

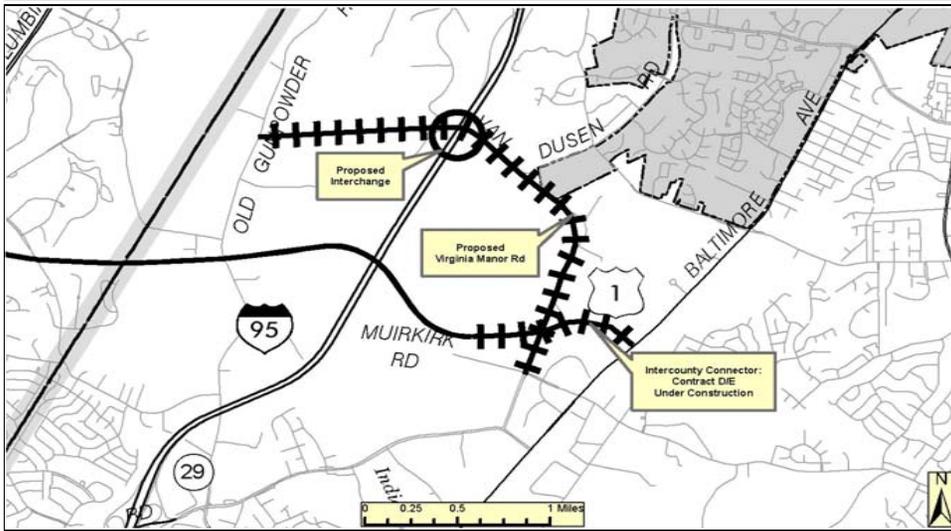
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 25 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Congressional Earmarks</u>				
41		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
42		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
43		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark \$1.120 million; CO)	0	
44		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	



PRINCE GEORGE'S COUNTY



PROJECT: I-95/Contee Road (Virginia Manor Road) Interchange

DESCRIPTION: Construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (Virginia Manor Road Relocated)(2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

PURPOSE & NEED SUMMARY STATEMENT: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for planned development east and west of I-95.

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 7)
- MD 28/MD 198, MD 97 to I-95 (Line 20)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk (Line 22)
- Virginia Manor Road Relocated (TSO Program Line 4)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The new Interchange at I-95 and Contee Road Relocated will facilitate enhanced access and improved circulation to an area that is planned for growth and economic development.

STATUS: Construction underway. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	1,313	1,313	0	0	0	0	0	0	0	0	0
Engineering	4,847	4,847	0	0	0	0	0	0	0	0	0
Right-of-way	11,784	8,503	3,281	0	0	0	0	0	0	3,281	0
Construction	37,795	22,675	15,120	0	0	0	0	0	0	15,120	0
Total	55,739	37,338	18,401	0	0	0	0	0	0	18,401	0
Federal-Aid	52,342	33,941	18,401	0	0	0	0	0	0	18,401	0

CLASSIFICATION:

STATE - Principal Arterial

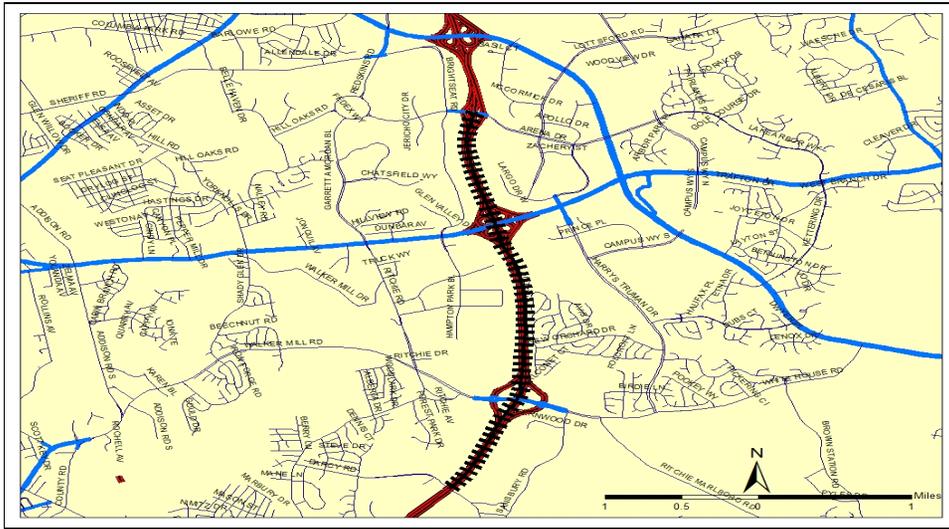
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 190,400

PROJECTED (2030) - 245,300



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurface I-95 from D'arcy Road to Arena Drive.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

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-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

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	440	440	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,932	1,946	9,986	0	0	0	0	0	9,986	0	
Total	12,372	2,386	9,986	0	0	0	0	0	9,986	0	
Federal-Aid	11,930	1,946	9,984	0	0	0	0	0	9,984	0	

CLASSIFICATION:

STATE - Urban Interstate

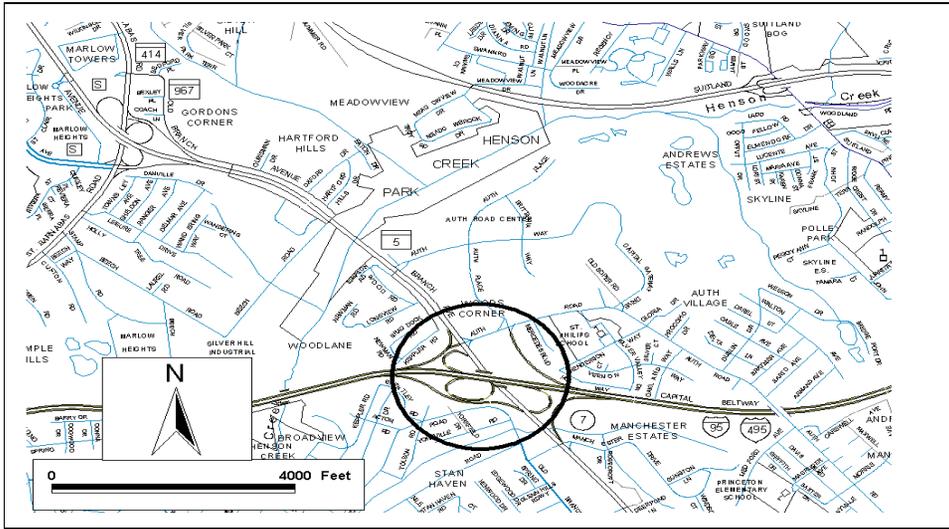
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 199,400 - 226,000

PROJECTED (2030) - 246,850 - 265,000



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this 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:
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 14)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project will enhance vehicular and pedestrian connectivity between the metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated Transit Oriented Development (TOD) site.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$7.7 million to Right-of-Way and \$49.3 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	3,832	3,697	135	0	0	0	0	0	135	0
Right-of-way	15,814	145	8,834	4,835	1,000	1,000	0	0	15,669	0
Construction	49,337	0	3,118	8,215	11,663	11,994	14,347	0	49,337	0
Total	69,760	4,619	12,087	13,050	12,663	12,994	14,347	0	65,141	0
Federal-Aid	57,050	3,089	8,942	16,667	7,098	9,176	6,791	5,287	53,961	0

CLASSIFICATION:

STATE - Principal Arterial

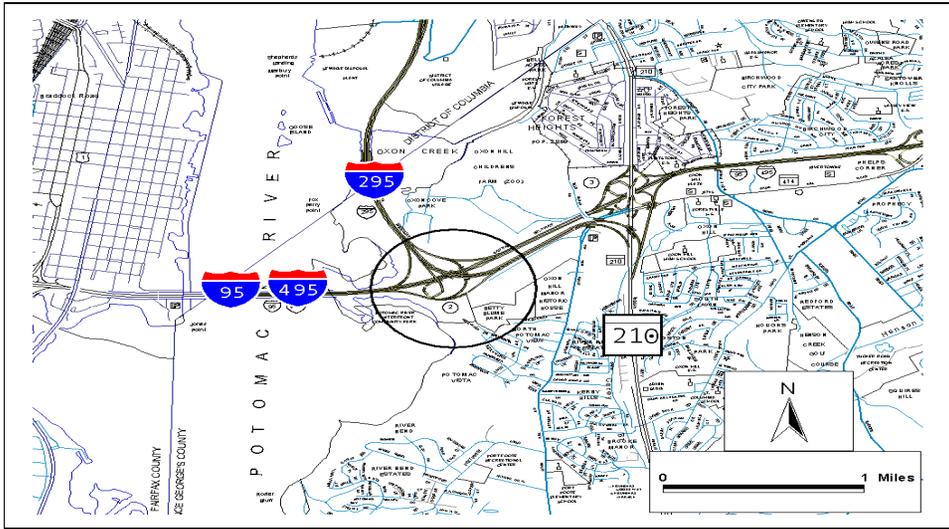
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 134,250 (MD 5) 186,425 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5) 204,400 (I-95/495)



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Constructed access improvements and MD 414 Extended.

PURPOSE & NEED SUMMARY STATEMENT: This project supports the National Harbor project, which is a major economic development engine in Prince George's 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

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 8)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
- MD 210, MD 228 to I-95/I-495 (Line 16)
- Capital Beltway South Side Transit Study (MTA)

EXPLANATION: National Harbor is an emerging mixed-use center in Prince George's County and a major draw for the Capital Region. Improved access will allow the National Harbor to continue to prosper.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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.....			
	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	382	382	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	34,976	34,976	0	0	0	0	0	0	0	0	0
Total	35,358	35,358	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

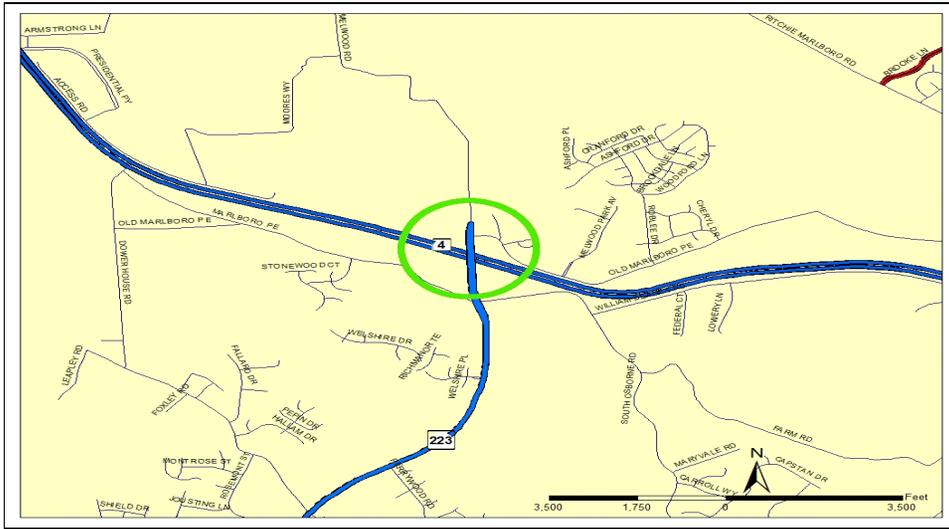
STATE - Principal Arterial
 FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 199,850

PROJECTED (2030) - 278,100



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replace Bridges 1618101 and 1618102 over MD 223.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are 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:
 MD 4, MD 223 to I-95 (Line 13)
 MD 223, Stead Road to MD 5 (Line 24)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost decrease of \$1.8 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	1,411	1,411	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	21,126	3,659	6,570	6,790	4,107	0	0	0	17,467	0	
Total	22,537	5,070	6,570	6,790	4,107	0	0	0	17,467	0	
Federal-Aid	22,170	4,703	6,570	6,790	4,107	0	0	0	17,467	0	

CLASSIFICATION:

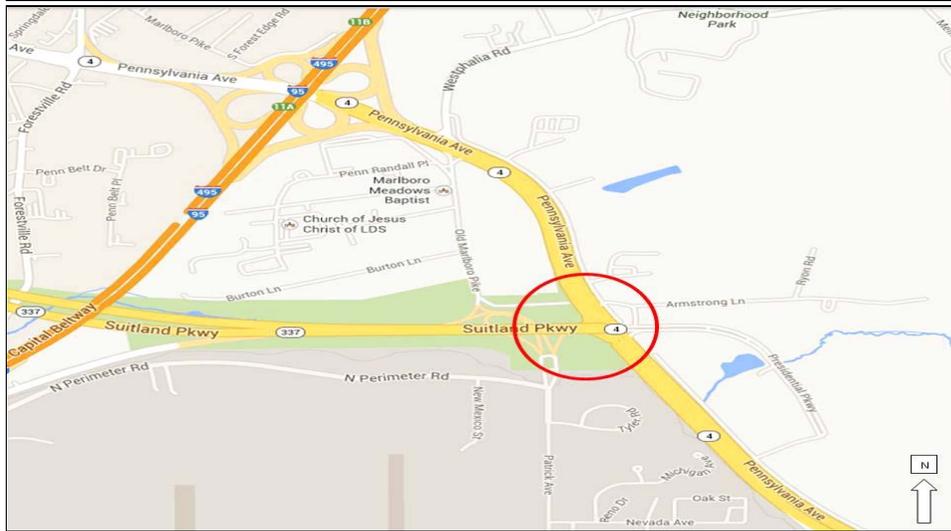
STATE - Urban Freeway/Expressway
 FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 63,050

PROJECTED (2030) - 90,050



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate increasing traffic volumes associated with future growth.

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-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
 MD 4, MD 223 to I-95/I-495 (Line 13)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and relieve congestion at the existing at-grade intersection.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$34.1 million to Right-of-Way and \$116.7 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	POTENTIAL FUNDING SOURCE:				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	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,362	7,422	575	365	0	0	0	0	0	940	0
Right-of-way	35,577	1,522	7,000	12,000	12,000	3,055	0	0	0	34,055	0
Construction	116,726	0	0	12,359	34,703	39,761	29,903	0	0	116,726	0
Total	160,665	8,944	7,575	24,724	46,703	42,816	29,903	0	0	151,721	0
Federal-Aid	37,187	7,665	7,409	10,069	9,600	2,444	0	0	0	29,522	0

CLASSIFICATION:

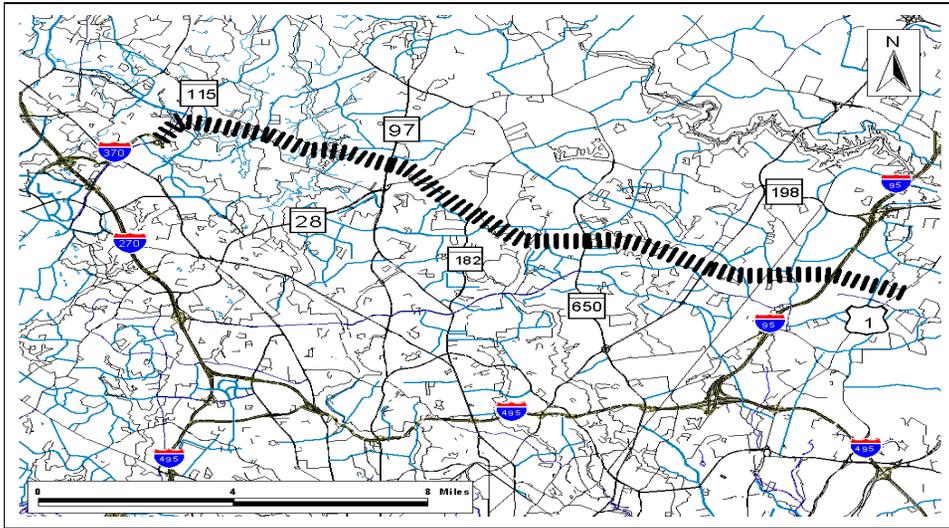
STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 72,725

PROJECTED (2030) - 99,350



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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

- I-95/Contee Road Interchange (Line 1)
- MD 28/MD 198, MD 97 to I-95 (Line 20)
- MD 201 Ext/US 1, I-95/495 to N. of Muirkirk Road (Line 22)
- Virginia Manor Road Relocated (TSO program Line 4)

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	0	0	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	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

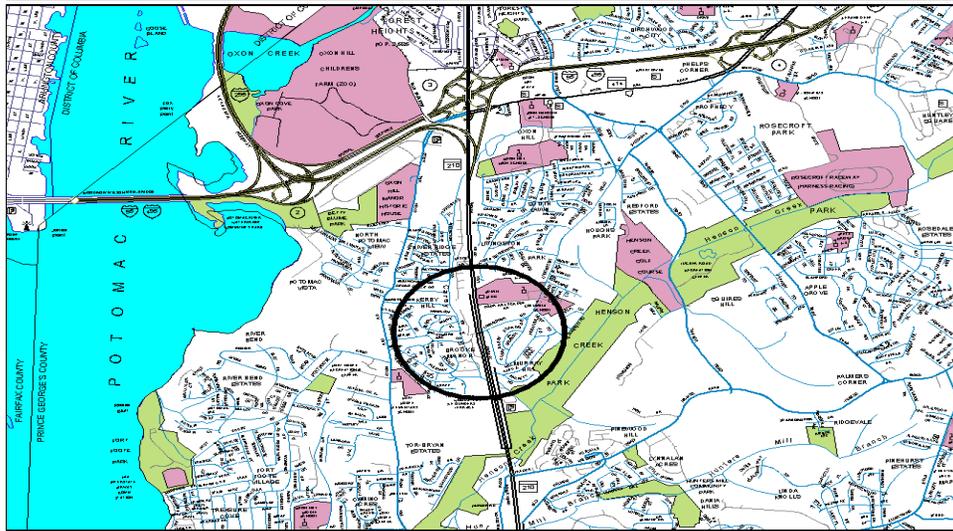
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion 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-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
 MD 210, MD 228 to 95/I-495 (Line 16)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The new interchange will improve safety and relieve congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$21.1 million to Right-of-Way and \$74.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

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						
				.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,030	1,187	601	500	3,742	0	0	0	4,843	0	
Right-of-way	21,132	1,838	11,025	8,269	0	0	0	0	19,294	0	
Construction	74,574	0	0	5,220	16,461	21,682	24,996	6,215	74,574	0	
Total	101,736	3,025	11,626	13,989	20,203	21,682	24,996	6,215	98,711	0	
Federal-Aid	6,014	1,222	550	500	3,742	0	0	0	4,792	0	

CLASSIFICATION:

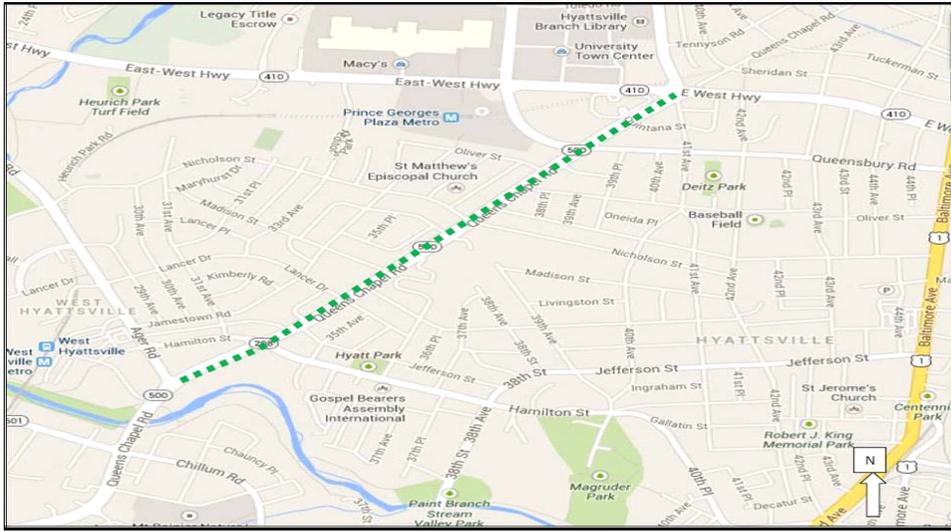
STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 81,750

PROJECTED (2030) - 126,350



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adephi Road)

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

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:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

EXPLANATION: The landscaped median, sidewalks and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program. Added \$10.6 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	2020			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,768	1,419	349	0	0	0	0	0	0	0	349	0
Right-of-way	1,393	0	1,114	279	0	0	0	0	0	0	1,393	0
Construction	10,600	0	631	6,137	3,832	0	0	0	0	0	10,600	0
Total	13,761	1,419	2,094	6,416	3,832	0	0	0	0	0	12,342	0
Federal-Aid	2,215	829	1,163	223	0	0	0	0	0	0	1,386	0

CLASSIFICATION:

STATE - Urban Minor Arterial

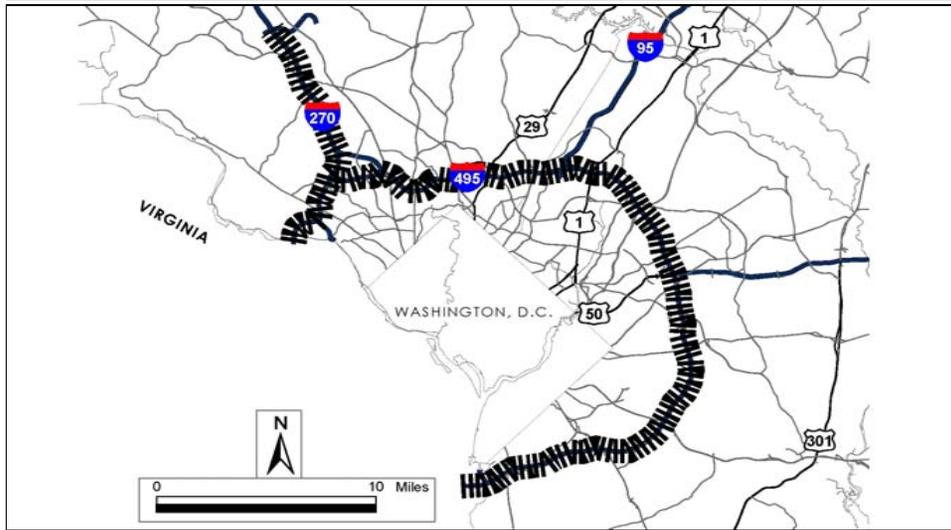
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 23,200

PROJECTED (2030) - 31,200



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:

- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 3)
- MD 4, Interchange at Suitland Parkway (Line 6)
- I-95/I-495, Greenbelt Metro Station (Line 11)
- 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	11,043	11,043	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	11,043	11,043	0	0	0	0	0	0	0	0
Federal-Aid	7,730	7,730	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

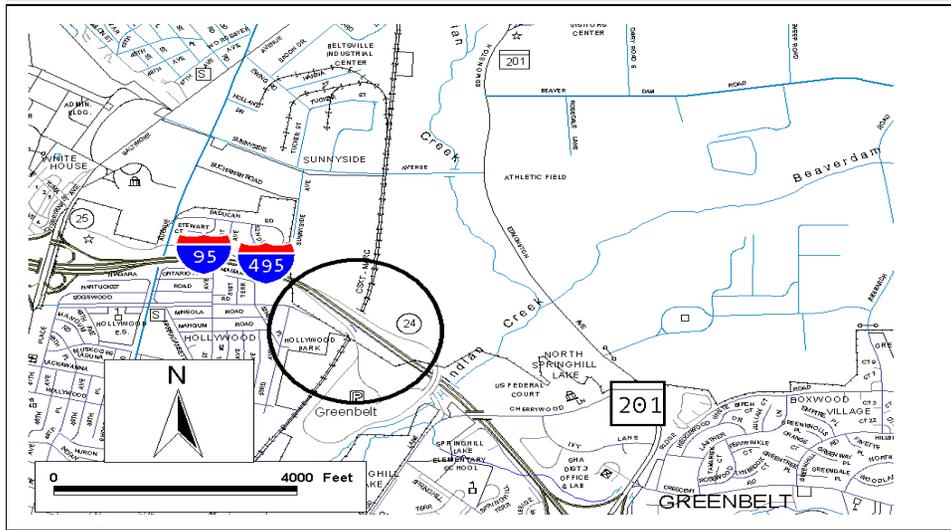
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro 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:
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

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	1,561	1,561	0	0	0	0	0	0	0	0	
Engineering	7,214	214	500	1,000	1,000	1,500	1,500	1,500	7,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,775	1,775	500	1,000	1,000	1,500	1,500	1,500	7,000	0	
Federal-Aid	6,726	1,267	390	779	780	1,170	1,170	1,170	5,459	0	

CLASSIFICATION:

STATE - Principal Arterial

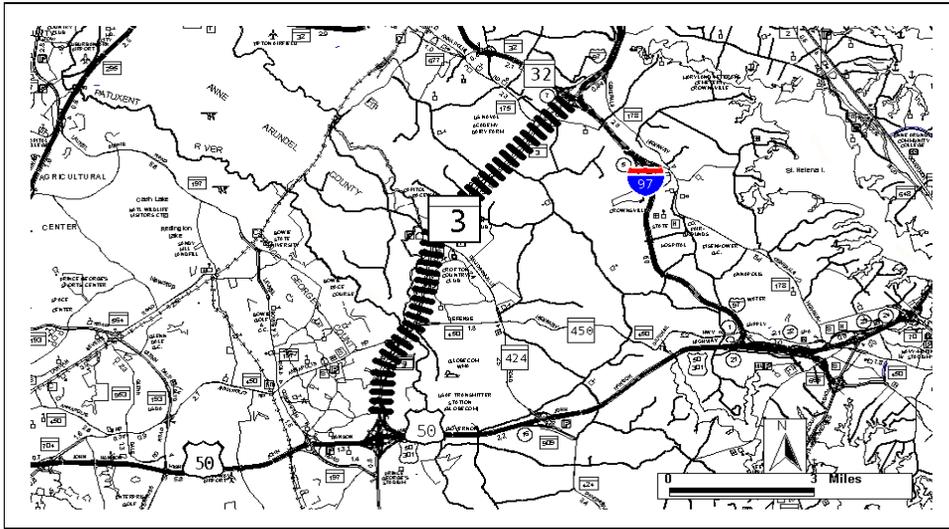
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 225,000

PROJECTED (2030) - 269,700



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled 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:

- US 301, South Corridor Transportation Study (Line 17)
- US 301, North of Mount Oak Road to US 50 (Line 18)
- MD 450, Stonybrook Drive to west of MD 3 (Line 25)

STATUS: Project Planning 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	3,978	3,872	5	50	51	0	0	0	106	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,651	8,545	5	50	51	0	0	0	106	0	
Federal-Aid	2,785	2,710	4	35	36	0	0	0	75	0	

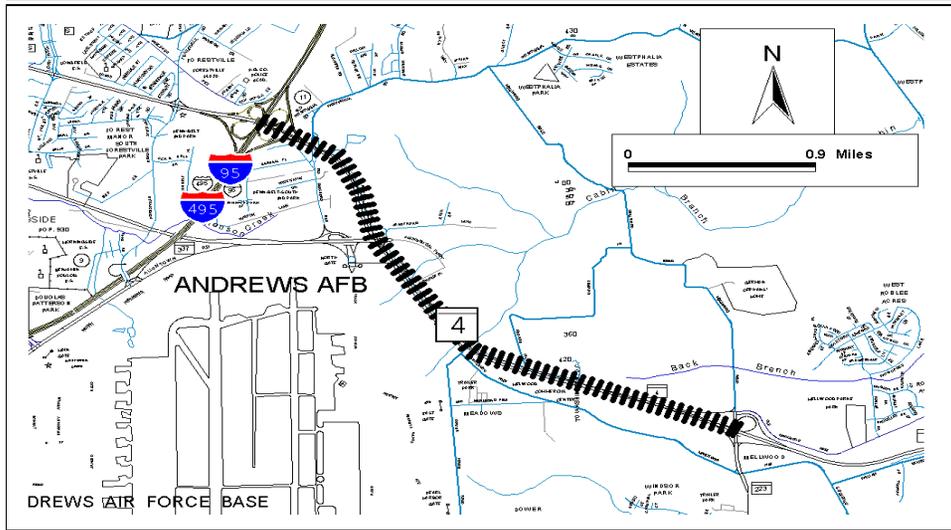
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 63,300 - 81,275
PROJECTED (2030) - 78,375 - 124,800



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate 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

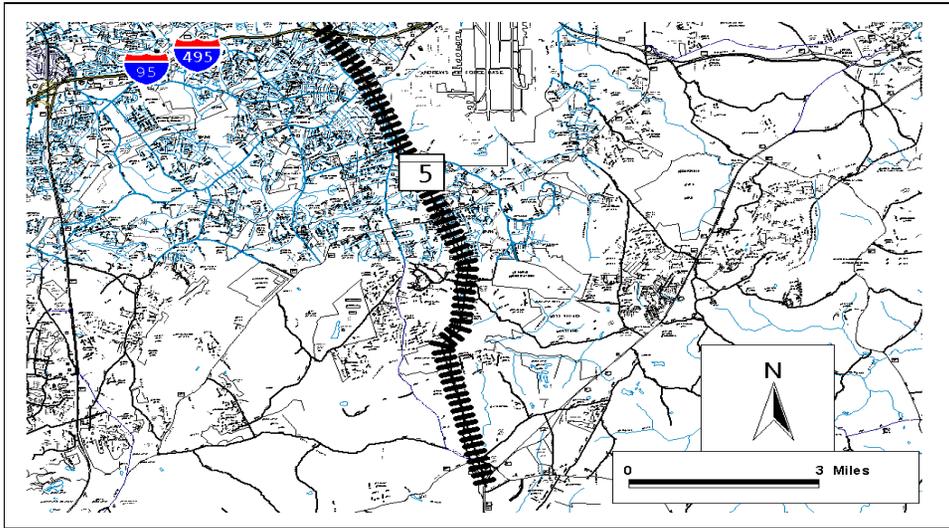
ASSOCIATED IMPROVEMENTS:
 MD 4, Interchange at Suitland Parkway (Line 6)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

STATUS: Project Planning complete.

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									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	1,615	1,615	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	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2013) - 72,725
 PROJECTED (2030) - 99,325



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

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-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 3)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 15)
- US 301, South Corridor Transportation Study (Line 17)
- US 301, Waldorf Area Project (Line 19)
- MD 223, Steed Road to MD 5 (Line 24)

STATUS: Project Planning 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	3,691	3,594	97	0	0	0	0	0	97	0
Engineering	1,723	1,723	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,583	13,486	97	0	0	0	0	0	97	0
Federal-Aid	7,752	7,552	97	0	0	0	0	0	97	103

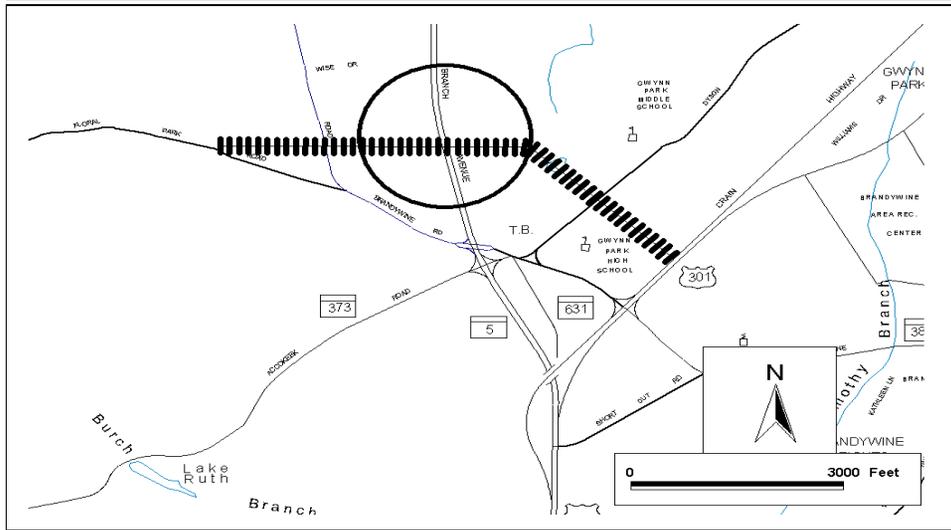
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 136,150
 PROJECTED (2030) - 159,300



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

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 5, US 301 at T.B. to north of I-95/I-495 (Line 14)
 US 301, South Corridor Transportation Study (Line 17)
 US 301, Waldorf Area Project (Line 19)

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$12.1 million to Right-of-Way 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	0	0	0	0	0	0	0	0	0	0
Engineering	7,682	4,039	750	1,100	1,793	0	0	0	3,643	0
Right-of-way	13,385	52	3,740	4,500	5,093	0	0	0	13,333	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	21,067	4,091	4,490	5,600	6,886	0	0	0	16,976	0
Federal-Aid	15,600	3,114	3,775	4,368	4,343	0	0	0	12,486	0

CLASSIFICATION:

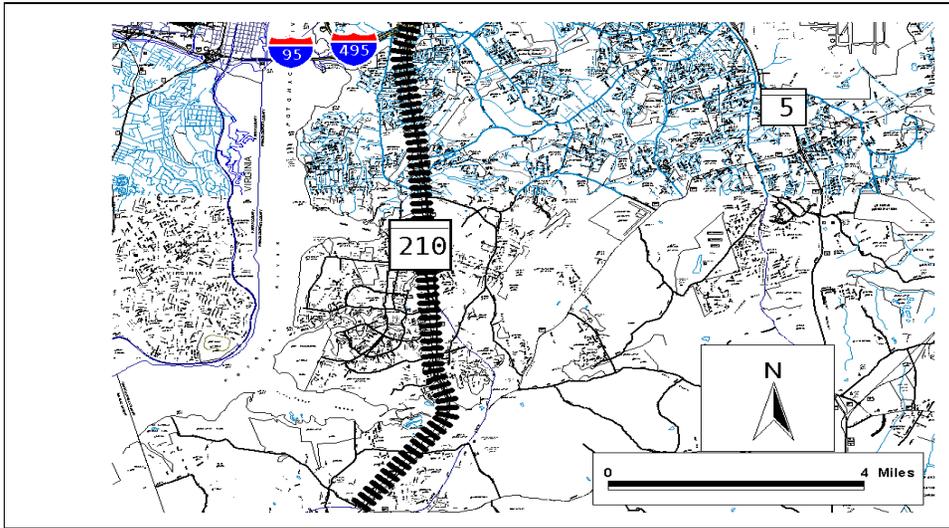
STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 65,000

PROJECTED (2030) - 97,700



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion 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

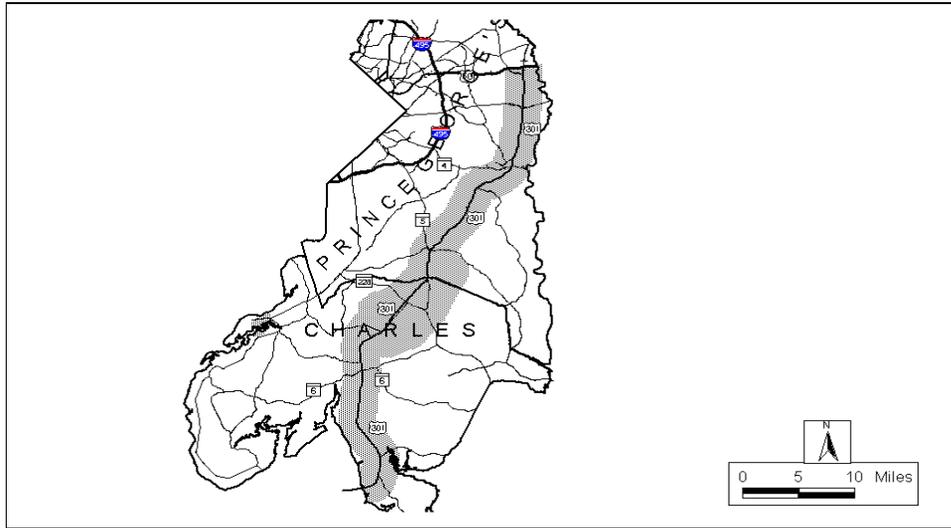
ASSOCIATED IMPROVEMENTS:
 I-295/I-495, National Harbor Access (Line 4)
 MD 210, Interchange at Kerby Hill/Livingston Roads (Line 8)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

STATUS: Project Planning complete.

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	3,059	3,059	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,042	4,042	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
STATE - Intermediate Arterial
FEDERAL - Freeway - Expressway
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2013) - 81,950
PROJECTED (2030) - 126,350



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

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 3, US 50 to MD 32 (Line 12)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 15)
- US 301, North of Mount Oak Road to US 50 (Line 18)
- US 301, Waldorf Area Project (Line 19)
- Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	10,743	10,743	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,018	4,000	2,651	3,000	3,000	3,000	0	15,651	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	71,412	55,761	4,000	2,651	3,000	3,000	3,000	0	15,651	0	0
Federal-Aid	7,520	7,520	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

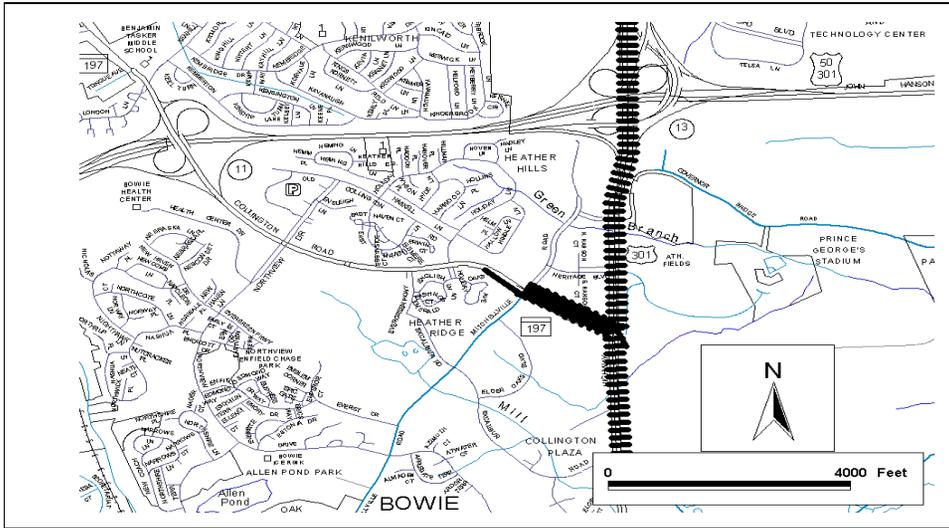
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 19,850(Charles) - 91,100 (Prince George's)

PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety 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:
 MD 3, US 50 to MD 32 (Line 12)
 US 301, South Corridor Transportation Study (Line 17)

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	2,504	2,504	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	2,504	2,504	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

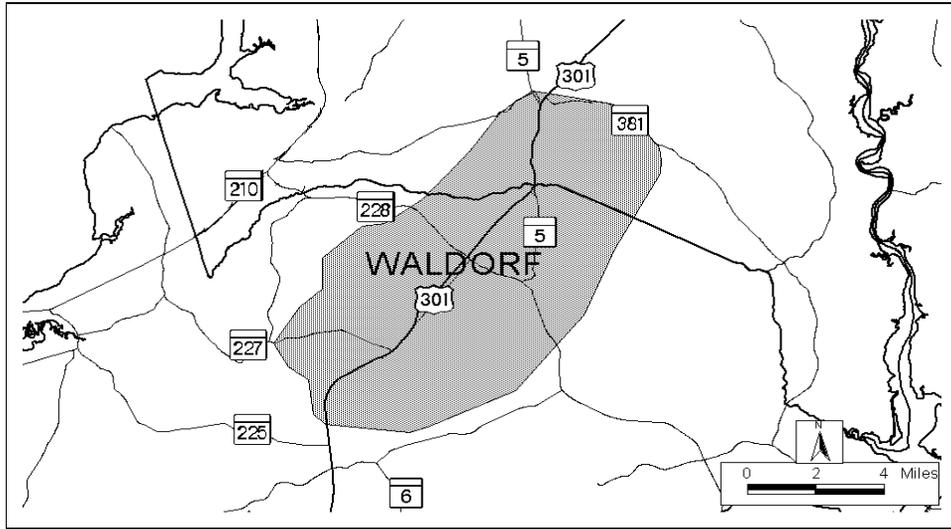
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 69,175 (US 301) 22,500 (MD 197)
PROJECTED (2030) - 114,300 (US 301) 33,500 (MD 197)



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade US 301 through Waldorf and grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

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 3, US 50 to MD 32 (Line 12)
- MD 5, US 301 to I-95/I-495 (Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 15)
- US 301, North of Mount Oak Road to US 50 (Line 18)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$5.0 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	16,262	9,638	300	1,581	1,581	1,581	1,581	0	6,624	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	16,262	9,638	300	1,581	1,581	1,581	1,581	0	6,624	0
Federal-Aid	8,617	7,041	252	1,000	324	0	0	0	1,576	0

CLASSIFICATION:

STATE - Principal Arterial

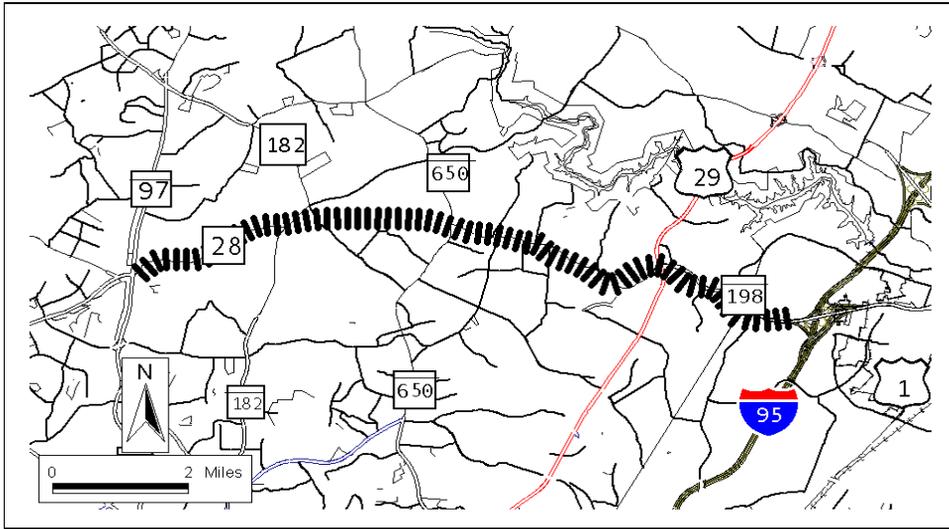
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 62,100 (Charles) - 91,000 (Prince George's)

PROJECTED (2030) - 75,000 (Charles) - 114,300 (Prince George's)



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:
 I-95/Contee Road Interchange (Line 1)
 InterCounty Connector (Line 7)

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	7,031	4,031	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	7,031	4,031	300	900	1,100	700	0	0	3,000	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

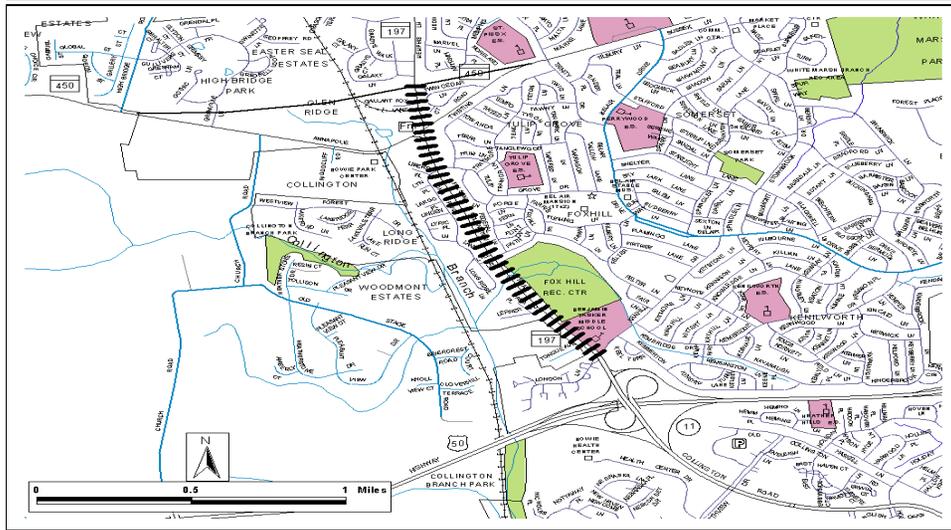
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

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 to begin during current fiscal year. County contributed \$1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$11.0 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	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	576	576	0	0	0	0	0	0	0	0	0
Engineering	11,000	0	250	750	1,000	1,000	1,000	7,000	11,000	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	11,576	576	250	750	1,000	1,000	1,000	7,000	11,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

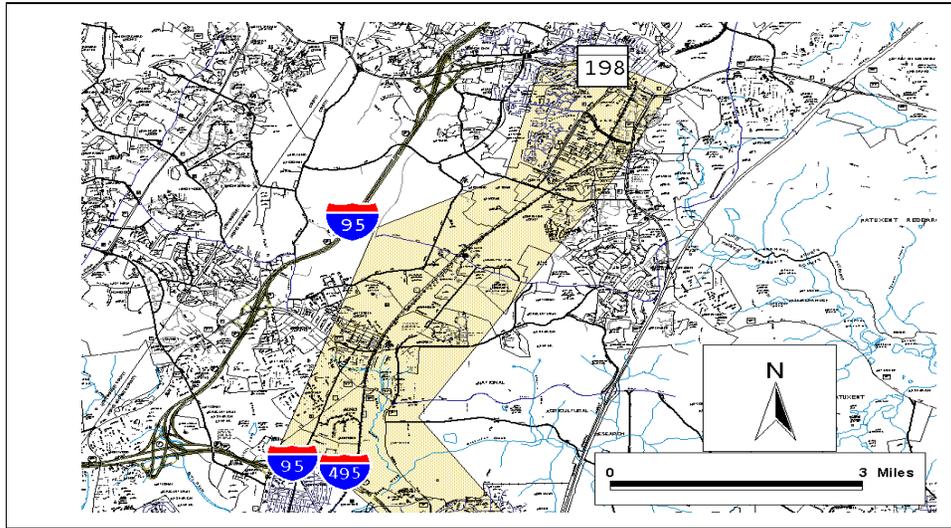
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 31,400

PROJECTED (2030) - 57,925



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

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-95/Contee Road Interchange (Line 1)
- InterCounty Connector (Line 7)
- US 1, College Avenue to Sunnyside Avenue (Line 26)

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	6,839	6,839	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	6,839	6,839	0	0	0	0	0	0	0	0	
Federal-Aid	4,787	4,787	0	0	0	0	0	0	0	0	

CLASSIFICATION:

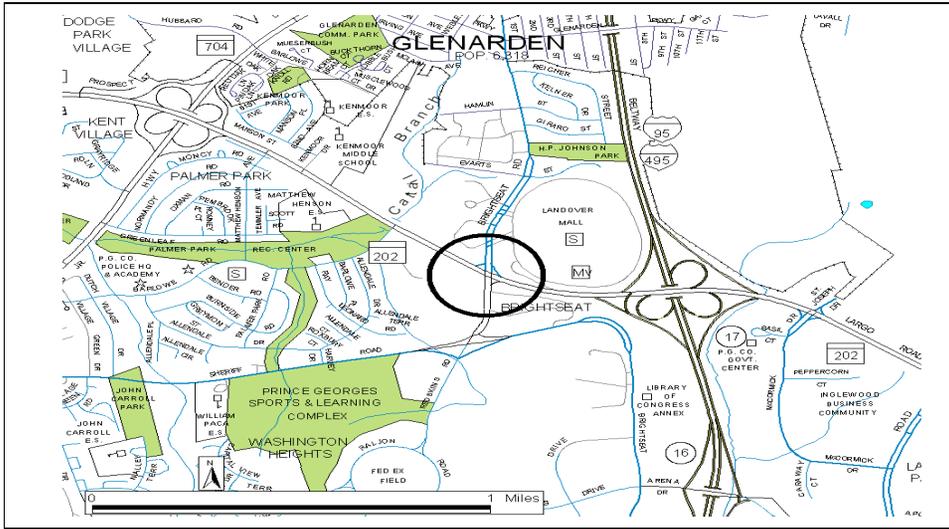
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 46,375

PROJECTED (2030) - 62,300



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the 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

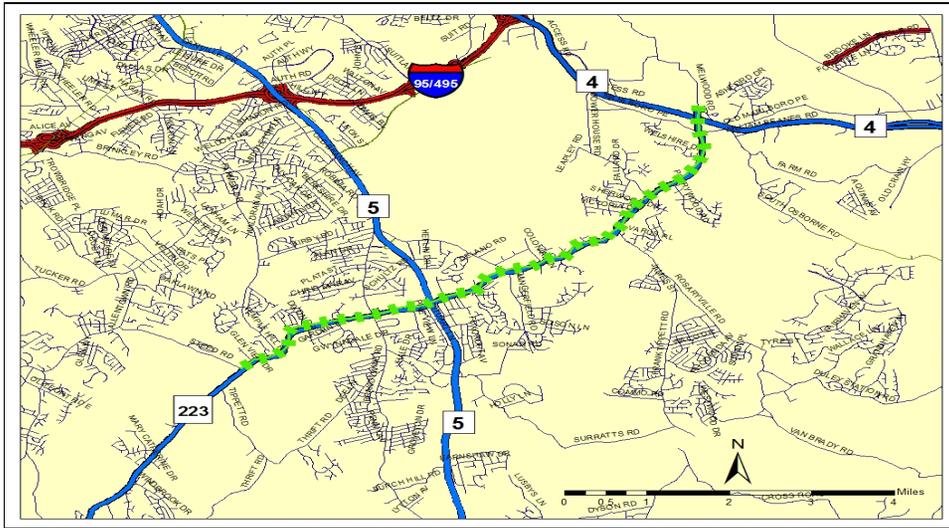
ASSOCIATED IMPROVEMENTS:
 I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

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	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	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	461	461	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2013) - 53,950
 PROJECTED (2030) - 68,575



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor, from Steed Road to MD 4. Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short-term safety and operational improvements can be developed and prioritized.

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 5, US 301 @ TB to I-95/495 (Line 14)

STATUS: Corridor Study underway for the Segment from Steed Road to MD 4.

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	1,671	676	400	400	195	0	0	0	995	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,671	676	400	400	195	0	0	0	995	0
Federal-Aid	1,000	5	400	400	195	0	0	0	995	0

CLASSIFICATION:

STATE - Other Principal Arterial

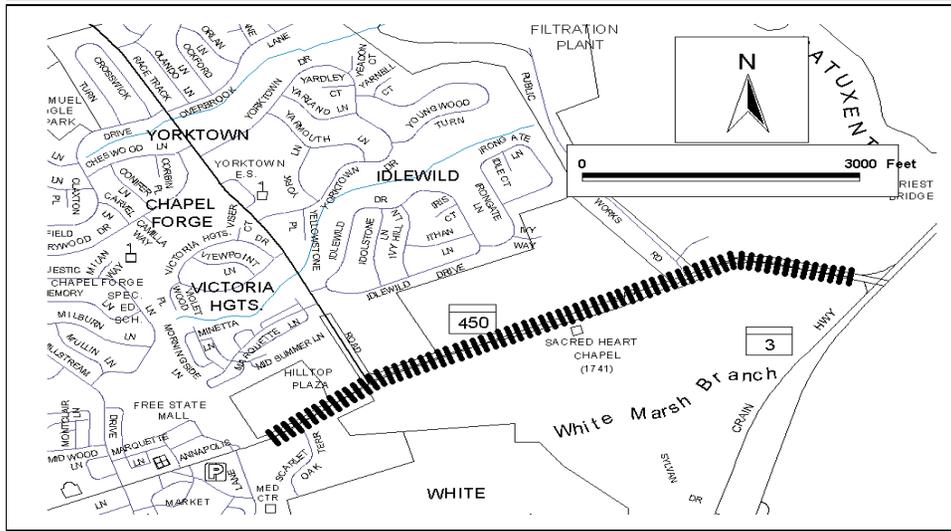
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 48,150

PROJECTED (2030) - 62,375



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's 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 3, US 50 to MD 32 (Line 12)

STATUS: Engineering 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	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,612	1,478	3	3	128	0	0	0	134	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	2,946	2,812	3	3	128	0	0	0	134	0
Federal-Aid	1,288	1,182	2	2	102	0	0	0	106	0

CLASSIFICATION:

STATE - Minor Arterial

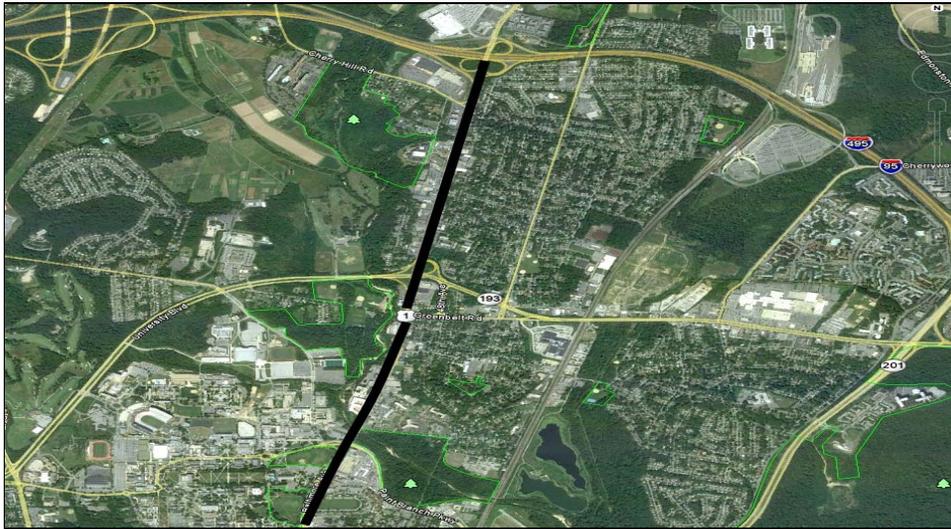
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 26,700

PROJECTED (2030) - 58,850



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to I-95 (Capital Beltway) (2.6 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

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 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 22)

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$19.6 million to Right-of-Way 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	1,338	1,338	0	0	0	0	0	0	0	0
Engineering	8,800	447	750	1,000	6,603	0	0	0	8,353	0
Right-of-way	19,576	0	5,880	9,800	3,896	0	0	0	19,576	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,714	1,785	6,630	10,800	10,499	0	0	0	27,929	0
Federal-Aid	8,800	447	750	1,000	6,603	0	0	0	8,353	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 47,700

PROJECTED (2030) - 71,800

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Locations in Prince George's County; resurface	4,600	Completed
2		Various Locations in Prince George's County; resurface	4,510	Completed
3	US 50	John Hanson Highway; Washington DC Line to outer limits of Cheverly; resurface	5,016	Completed
4	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	3,887	Completed
5	MD 450	Annapolis Road; 51st Street to 65th Avenue; resurface	2,003	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA Project)	7,265	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
7		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
8		Various locations in Prince George's County; mill/grind, patch and resurface	5,195	Under construction
9		Various locations in Prince George's County; mill/grind and resurface	4,307	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,501	Under construction
11	US 50	John Hanson Highway; western corporate limits of Cheverly to variable message sign #315; resurface	2,809	Under construction
12	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,477	Under construction
13	MD 193	Greenbelt Road; MD 564 to Partello Road; resurface	2,957	Under construction
14	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	4,463	Under construction
15	MD 197	Collington Road; Evergreen Parkway to US 301; resurface	1,591	Under construction
16	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	2,156	Under construction
17	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	3,931	FY 2014
18	MD 202	Largo Road; Homestead Drive to entrance of Prince George's Community College; resurface	1,418	Under construction
19	MD 202	Landover Road; MD 704 to US 50; resurface	1,780	Under construction
20	MD 212	Powder Mill Road; Pleasant Acres Drive to I 95; resurface	2,098	FY 2014
21	MD 214	Central Avenue; MD 193 to south of Devonwood Drive; resurface	3,458	Under construction
22	MD 223	Floral Park Road; Livingston Road to .09 miles east of Livingston Road; resurface	232	FY 2014
23	MD 410	East West Highway; MD 650 to MD 212; resurface	1,263	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
24	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,084	FY 2014
25	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,436	Under construction
26	I 595	At US 301 interchange ramps and cd lanes; resurface	1,860	Under construction
27	MD 704	Martin Luther King Jr Highway; 92nd Avenue to MD 450; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,632	FY 2014
<u>Bridge Replacement/Rehabilitation</u>				
28		12 existing bridges on US 1, MD 5, MD 193, MD 198, MD 726, I 495 and I 95	2,288	FY 2014
<u>Safety/Spot Improvement</u>				
29	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1	886	Under construction
30	US 1 ALT	Bladensburg Road; DC line to Anacostia River; ADA improvements	330	Completed
31	MD 5	Branch Avenue; proximity of Washington Executive Airport/Hyde and Andrews Air Force Base; guard rails	881	Under construction
32	MD 197	Laurel Bowie Road; at Morris Drive; ADA improvements	65	Under construction
33	MD 197	Collington Road; US 301 to Northview Drive; ADA improvements	480	Under construction
34	MD 216 NB	At the Patuxent River; drainage improvement	338	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
35	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave	995	Under construction
36	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface	4,808	Under construction
<u>Community Safety and Enhancements</u>				
37	MD 5	Branch Avenue; Curtis Lane to south of Suitland Parkway/Naylor Road; Branch Avenue to south of Suitland Parkway; urban reconstruct at Naylor Road Metro Station (Transportation Infrastructure Investment Act of 2013)	8,506	FY 2014
38	MD 4	Pennsylvania Avenue; Forestville Road to Silver Hill Road; pedestrian safety (Funded for preliminary engineering)	2,799	PE Underway
39	MD 201	Kenilworth Avenue; Kenilworth Towers to MD 410; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	5,357	FY 2014
40	MD 212	Powder Mill Road; Montgomery Road to US 1; urban reconstruct (Funded for preliminary engineering)	2,000	PE Underway
41	MD 450	Annapolis Road; Peace Cross to 56th Street in Bladensburg; urban reconstruct (Project on hold)		PE Underway
<u>Noise Barriers</u>				
42	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	2,174	FY 2014
43	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier	445	FY 2015

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Traffic Management</u>				
44	I 95	At I 495 interchange; lighting	2,059	FY 2015
45	I 95	Capital Beltway; at I 595 interchange; lighting	2,402	FY 2015
<u>Commuter Action Improvements</u>				
46	I 95	Access Road to Park and Ride from I 95/I 495; ridesharing facility	1,912	Under construction
<u>Sidewalks</u>				
47	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet	131	Under construction
<u>Intersection Capacity Improvements</u>				
48	MD 197	Laurel Bowie Road; at Powder Mill Road; geometric improvements	925	Under construction
49	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,128	Under construction
<u>TMDL Compliance</u>				
50	MD 210	Indian Head Highway; between DC Line and Charles County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015
<u>Enhancements</u>				
<u>Archaeological Planning & Research</u>				
51		Archeology of the USS Scorpion 2010; archeological excavation	2,022	FY 2015

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

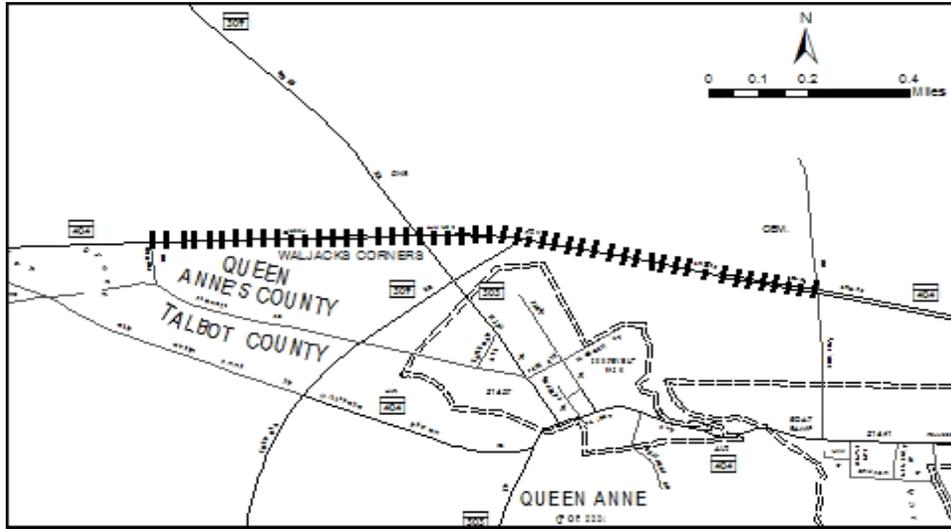
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
52		<p align="center"><u>Fiscal Years 2014 and 2015 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p>Archeological and historical study related to the War of 1812 in Bladensburg.</p>	385	Underway

SHA



QUEEN ANNE'S COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.09 miles). Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

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:

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$42.0 million to Construction due to the Transportation Infrastructure Investment Act of 2013. This is a breakout project of MD 404 from US 50 to MD 404 Business (Line 5).

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	3,017	2,267	500	250	0	0	0	0	0	750	0
Right-of-way	4,798	65	4,305	428	0	0	0	0	0	4,733	0
Construction	42,024	0	3,257	11,889	14,376	12,502	0	0	0	42,024	0
Total	49,839	2,332	8,062	12,567	14,376	12,502	0	0	0	47,507	0
Federal-Aid	39,992	2,052	4,534	2,895	8,864	11,199	10,448	0	0	37,940	0

CLASSIFICATION:

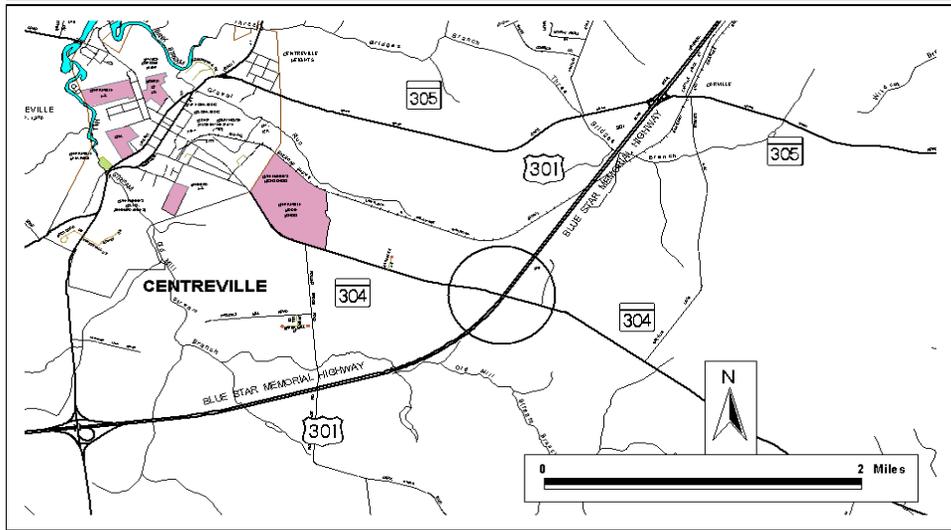
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 16,100

PROJECTED (2030) - 24,900



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing at-grade intersection creates a conflict point on a high speed arterial. This project will improve safety and access controls on US 301.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This project will improve safety and operations by removing an at-grade conflict point along a high speed arterial.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$1.8 million to Right-of-Way and \$50.2 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

PHASE	POTENTIAL FUNDING SOURCE:				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	1,098	1,098	0	0	0	0	0	0	0	0	0
Engineering	7,949	649	750	250	6,300	0	0	0	0	7,300	0
Right-of-way	1,799	0	720	1,079	0	0	0	0	0	1,799	0
Construction	50,162	0	0	8,779	19,187	22,196	0	0	0	50,162	0
Total	61,008	1,747	1,470	10,108	25,487	22,196	0	0	0	59,261	0
Federal-Aid	9,204	500	1,312	1,092	6,300	0	0	0	0	8,704	0

CLASSIFICATION:

STATE - Principal Arterial

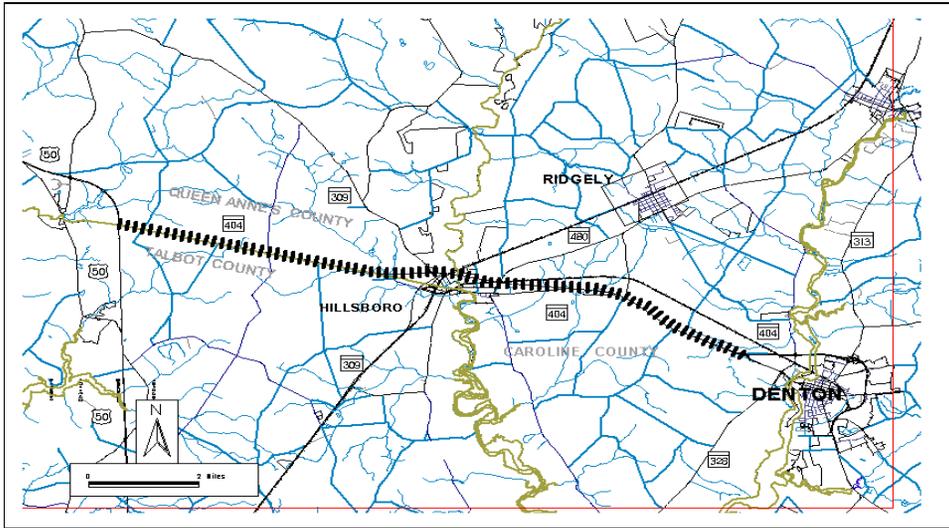
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 21,425 (U301)
5,150 (MD 304)

PROJECTED (2030) - 32,400 (US 301)
7,350 (MD 304)



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety 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:
 US 50, US 301 to MD 404 (Line 4)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Line 1).

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	559	559	0	0	0	0	0	0	0	0	
Engineering	4,883	4,883	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	5,442	5,442	0	0	0	0	0	0	0	0	
Federal-Aid	3,809	3,809	0	0	0	0	0	0	0	0	

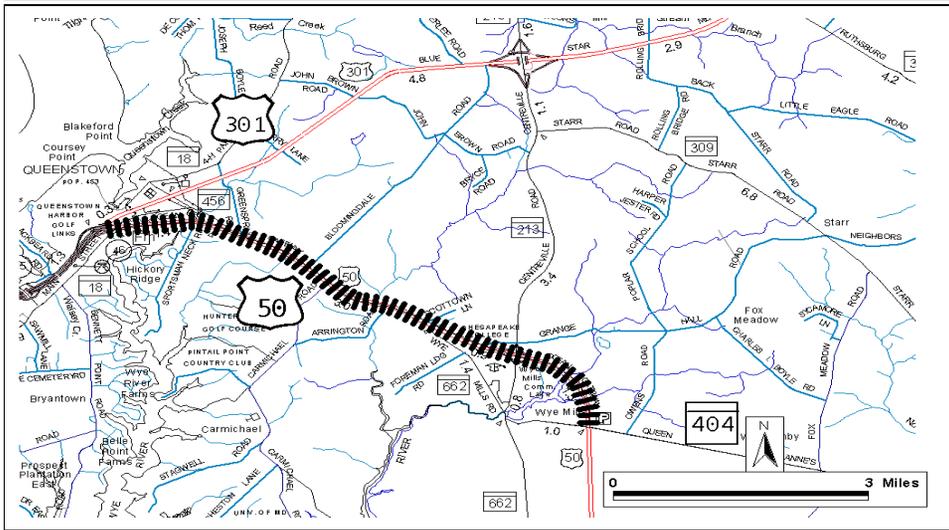
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 20,625
 24,775 (Summer)
PROJECTED (2030) - 28,500
 33,450 (Summer)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire access controls and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will provide increased capacity to relieve traffic congestion and improve safety.

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 404, US 50 to MD 404 Business (Line 3)

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	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,727	6,714	4	9	0	0	0	0	13	0
Right-of-way	9,787	9,787	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,071	18,058	4	9	0	0	0	0	13	0
Federal-Aid	9,188	9,178	4	6	0	0	0	0	10	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 50,625
 71,500 (Summer)

PROJECTED (2030) - 78,100
 93,800 (Summer)

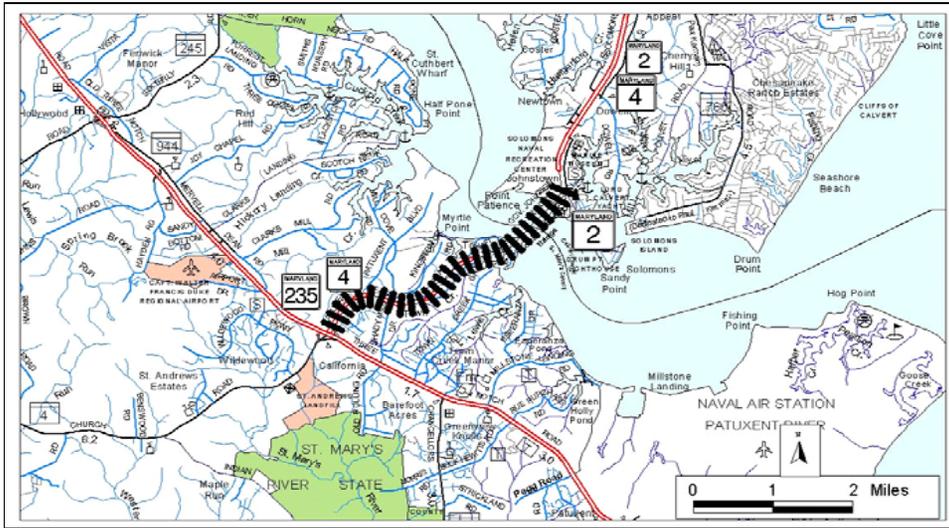
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	US 301	Blue Star Memorial Highway; at MD 304; modified crossover	1,537	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
2		Various locations in Queen Anne's County; patch and resurface	3,574	FY 2014
3	MD 456 A	Del Rhodes Avenue; US 301 to MD 18C; resurface	1,175	Under construction
4	MD 835	Main Street/Love Point Road; east of Cockey Lane to MD 18A; geometric improvements	700	FY 2014
		<u>Bridge Replacement/Rehabilitation</u>		
5	US 50 WB	Ocean Gateway; Bridge 17010 over US 301; bridge deck replacement	3,238	Under construction
6	MD 313	Millington Road; Bridge over Chester River; bridge deck replacement	2,288	FY 2014
		<u>Safety/Spot Improvement</u>		
7	US 50	Blue Star Memorial Highway; MdTA Maintenance to MD 404; guardrail	1,826	Under construction
8	US 50	Ocean Gateway; at MD 213; construct right turn lanes on northbound MD 213 and on southbound MD 213 approaching US 50	866	Under construction
		<u>Traffic Management</u>		
9		East of MD 8 to West of US 50/301 Split; lighting	2,839	Under construction



SAINT MARY'S COUNTY



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing 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:

STATUS: Project Planning underway for the entire segment. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$10.0 million to Engineering for the design of the bridge and \$5.0 million to Engineering for the design of interim improvements along the corridor 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	5,016	3,969	208	419	420	0	0	0	0	1,047	0
Engineering	15,000	0	1,875	3,750	3,750	3,750	1,875	0	0	15,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,016	3,969	2,083	4,169	4,170	3,750	1,875	0	0	16,047	0
Federal-Aid	4,152	3,105	208	419	420	0	0	0	0	1,047	0

CLASSIFICATION:

STATE - Intermediate Arterial

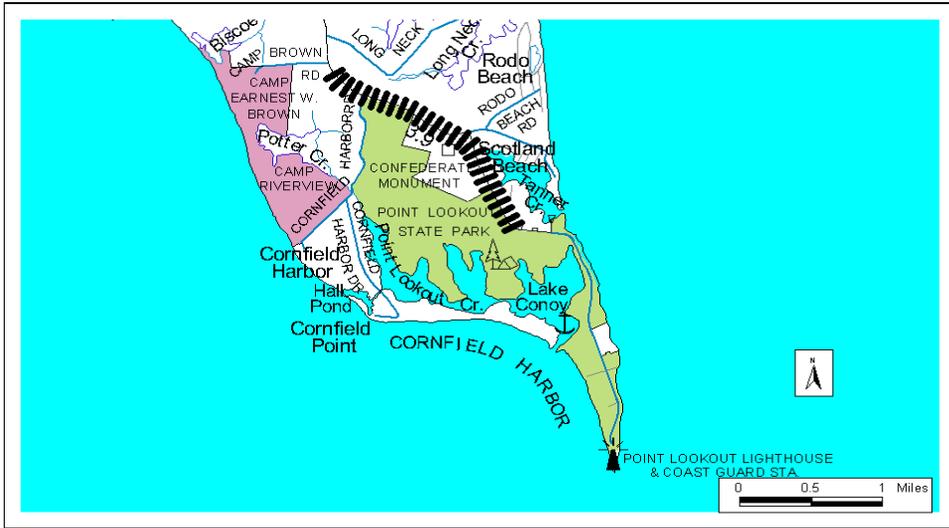
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 30,300

PROJECTED (2030) - 35,200



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station. (2.0 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow 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:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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				TOTAL			
					.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	455	455	0	0	0	0	0	0	0	0	0	
Engineering	774	774	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,229	1,229	0	0	0	0	0	0	0	0	0	
Federal-Aid	542	542	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

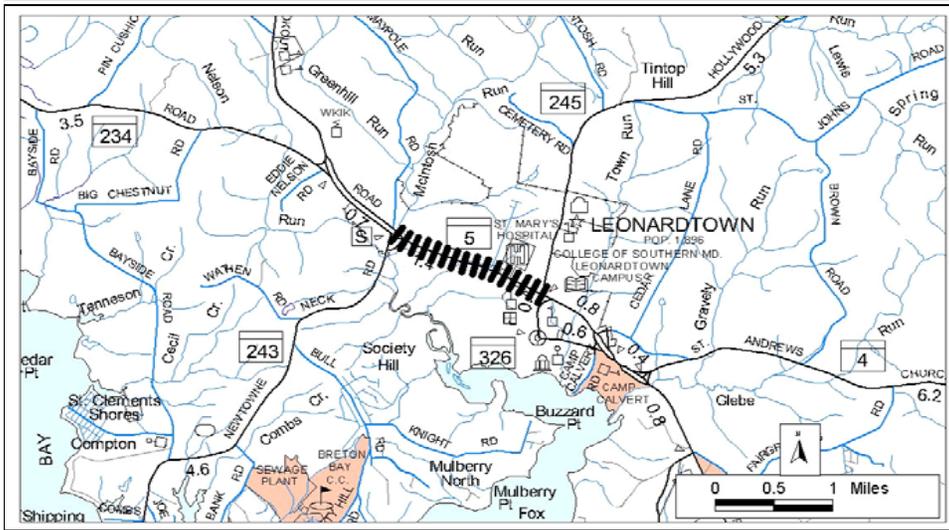
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 4,900 (Summer Peak)

PROJECTED (2030) - 7,000 (Summer Peak)



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles. Shoulders will accommodate Amish buggies.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

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 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

STATUS: Planning 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								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	2,325	1,896	248	181	0	0	0	0	429	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	2,325	1,896	248	181	0	0	0	0	429	0
Federal-Aid	903	474	248	181	0	0	0	0	429	0

CLASSIFICATION:

STATE - Minor Arterial

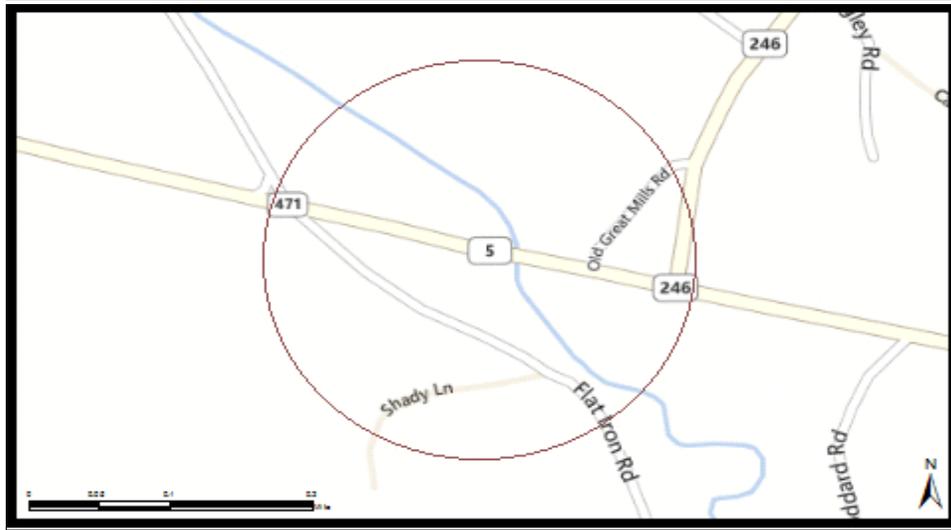
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 30,200

PROJECTED (2030) - 50,750



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Design of intersection, bridge, and drainage improvements along MD 5 at MD 246 and MD 471.

JUSTIFICATION: The existing structure is functionally obsolete. It will be widened and upgraded to provide full shoulders and sidewalks.

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 to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Development and Evaluation Program. Added \$5.0 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 ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	0	750	1,000	1,000	1,000	1,000	250	5,000	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	5,000	0	750	1,000	1,000	1,000	1,000	250	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Rural Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 18,500

PROJECTED (2030) - 25,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

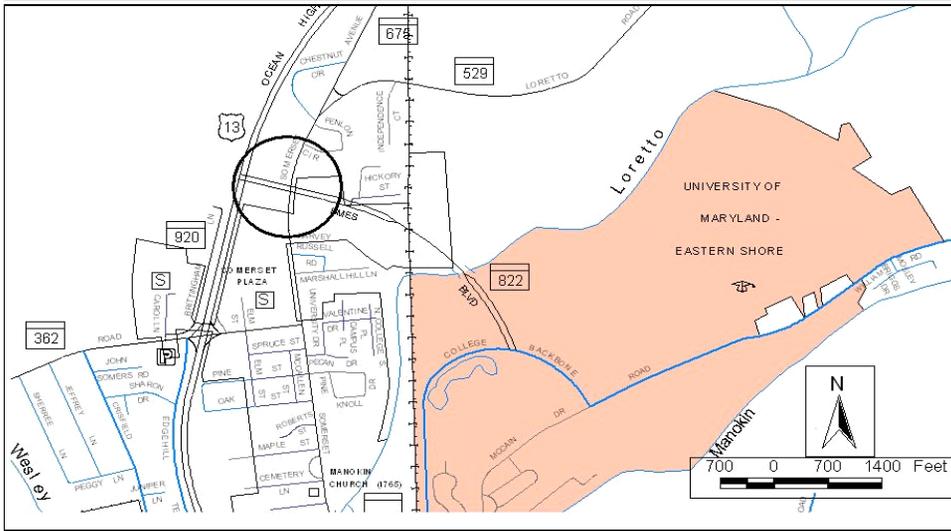
STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
1		Various locations in St. Mary's County; resurface	8,478	FY 2014
2		Various locations in St. Mary's County; resurface	6,688	Under construction
<u>Safety/Spot Improvement</u>				
3		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and Charles Counties)	260	Under construction
4	MD 4	Patuxent Beach Road; MD 235 to Patuxent Boulevard; resurface and widen (Transportation Infrastructure Investment Act of 2013)	3,700	FY 2014
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
5		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,435	FY 2014
<u>Congressional Earmarks</u>				
6		St. Mary's College MD 5; Re-aligning the intersection of MD 5 and Trinity Church Road; safety improvements and traffic calming on MD 5 to include sidewalks, street lighting, curbs and bicycle lanes and the design of pedestrian pathway parallel to MD 5 across Fishers Creek (Earmark \$1.5 million) and (Earmark \$500,000; CO)	0	
7		Patuxent River Naval Air Museum and Visitor Center (Earmark \$3.4 million ; CO)	0	

SHA



SOMERSET COUNTY



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Construct a roundabout at the MD 675 intersection and sidewalks along MD 675.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 675 intersection and provide safe accommodations for pedestrians in Princess Anne.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Construction of the roundabout will improve traffic operations and pedestrian safety at the MD 822/MD 675 intersection.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$3.7 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				TOTAL			
					2016	2017	2018	2019				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	683	683	0	0	0	0	0	0	0	0	0	
Right-of-way	494	224	260	10	0	0	0	0	0	270	0	
Construction	3,700	0	1,696	2,004	0	0	0	0	0	3,700	0	
Total	4,877	907	1,956	2,014	0	0	0	0	0	3,970	0	
Federal-Aid	417	179	231	7	0	0	0	0	0	238	0	

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 2,100

PROJECTED (2030) - 3,100

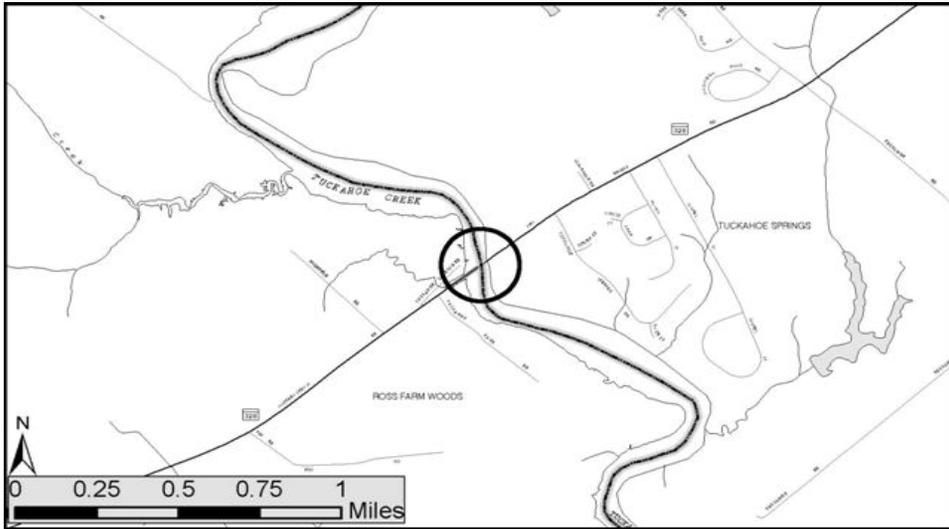
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
1		Various locations in Somerset County; resurface	3,549	Under construction
2	US 13 SB	Ocean Highway; MD 920 D to Old Costen Pocomoke Road; resurface	1,721	FY 2014
		<u>Congressional Earmarks</u>		
3		Ferry Terminal construction in Crisfield (Earmark \$800,000; PE, CO)	0	



TALBOT COUNTY



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replaced Bridge 5012 over Tuckahoe Creek. The new bridge was built on a parallel alignment. Shoulders will accommodate bicycles and pedestrians.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing bridge was structurally deficient and functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

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	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	1,646	1,646	0	0	0	0	0	0	0	0	
Right-of-way	1,064	1,064	0	0	0	0	0	0	0	0	
Construction	14,247	14,247	0	0	0	0	0	0	0	0	
Total	16,957	16,957	0	0	0	0	0	0	0	0	
Federal-Aid	16,238	16,238	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

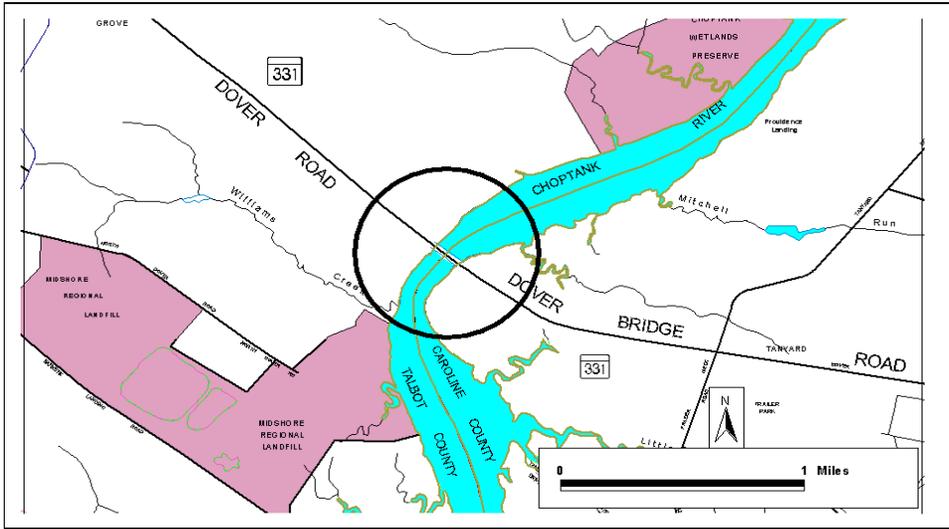
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 7,025

PROJECTED (2030) - 9,850



PROJECT: MD 331, Dover Road

DESCRIPTION: Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway and will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that affected commerce and emergency services in Caroline and Talbot counties. This bridge is 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:

- Quality of Service
- Safety & Security
- System Preservation & Performance
- Environmental Stewardship
- Connectivity for Daily Life

EXPLANATION: The drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

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

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$53.4 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	584	584	0	0	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0	0	0
Right-of-way	636	10	626	0	0	0	0	0	0	626	0	0
Construction	53,442	0	3,736	18,999	19,538	11,169	0	0	0	53,442	0	0
Total	56,337	2,269	4,362	18,999	19,538	11,169	0	0	0	54,068	0	0
Federal-Aid	43,660	1,350	776	11,531	12,700	11,251	6,052	0	0	42,310	0	0

CLASSIFICATION:

STATE - Minor Arterial

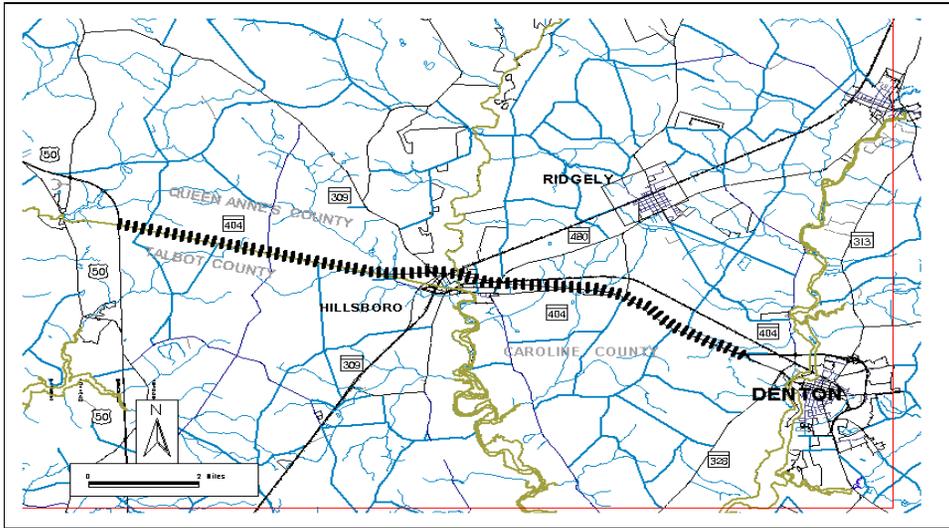
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 16,000

PROJECTED (2030) - 21,100



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety 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:
 US 50, US 301 to MD 404 (Queen Anne's County Line 4)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved MD 404 from MD 309 to Cemetery Road (Phase 1B) to Construction Program (Line 1).

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	559	559	0	0	0	0	0	0	0	0	
Engineering	4,883	4,883	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	5,442	5,442	0	0	0	0	0	0	0	0	
Federal-Aid	3,809	3,809	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 20,625
 24,775 (Summer)
PROJECTED (2030) - 28,500
 33,450 (Summer)

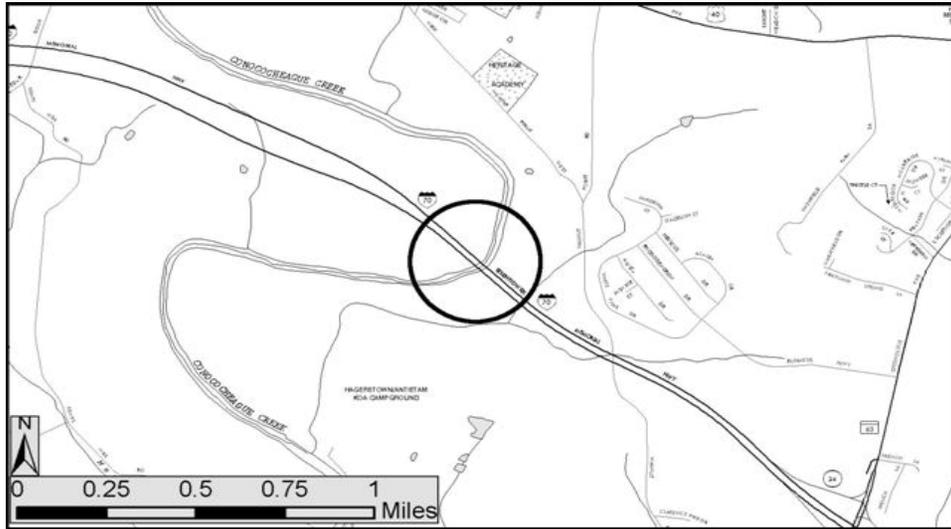
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1		Various locations in Talbot County; resurface	3,333	Completed
		<u>Safety/Spot Improvement</u>		
2	US 50	Ocean Gateway; Rabbit Hill Road to Schwaninger Road; guard rail	1,670	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Community Safety and Enhancements</u>		
3	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
4		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2014



WASHINGTON COUNTY



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen and rehabilitate Bridge 2110604 and 2110603 over Concocheague Creek.

PURPOSE & NEED SUMMARY STATEMENT: Bridge rehabilitation for cleaning, painting, superstructure and substructure repairs. Deck will be widened to provide full shoulders.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: I-70 provides a critical link through Western Maryland. Maintaining this bridge supports this east/west movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$2.0 million is due to repairs required on the existing footers and pier modifications.

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
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,078	1,078	0	0	0	0	0	0	0	0
Right-of-way	36	36	0	0	0	0	0	0	0	0
Construction	17,026	9,669	7,357	0	0	0	0	0	7,357	0
Total	18,140	10,783	7,357	0	0	0	0	0	7,357	0
Federal-Aid	17,797	10,458	7,339	0	0	0	0	0	7,339	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 47,000

PROJECTED (2030) - 63,000



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Total replacement of the existing dual bridges 2110802 and 2110804 on I-70 over MD 63.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is being replaced because it has a structurally deficient deck and superstructure. Deck will be widened to provide full shoulders.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: I-70 provides a critical link through central and Western Maryland. Replacing this bridge supports this east/west connection for travel and goods movement.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$2.1 million is due to additional paving 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	1,169	1,169	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,725	3,943	8,436	3,346	0	0	0	0	11,782	0
Total	16,894	5,112	8,436	3,346	0	0	0	0	11,782	0
Federal-Aid	4,853	3,797	757	299	0	0	0	0	1,056	0

CLASSIFICATION:

STATE - Urban Interstate

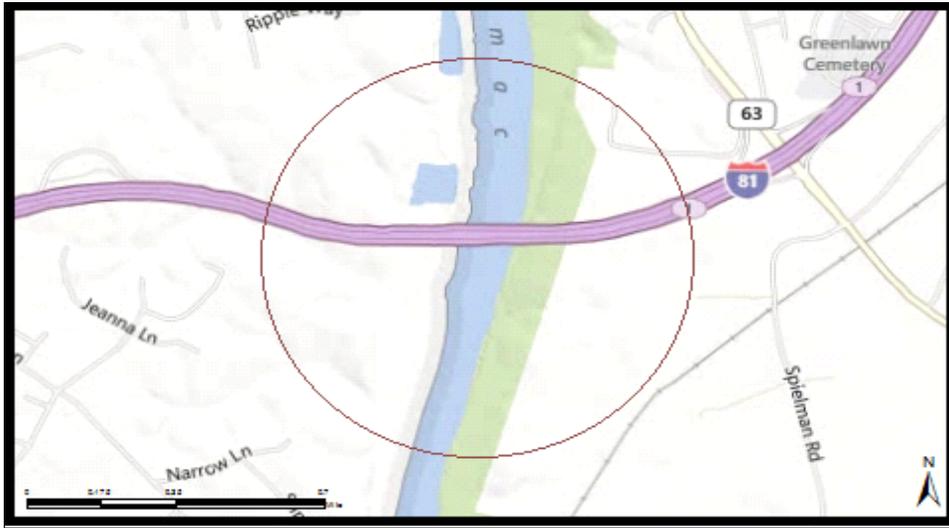
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 47,400

PROJECTED (2030) - 64,600



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Widen and rehabilitate the I-81 bridge over the Potomac River.

PURPOSE & NEED SUMMARY STATEMENT: Existing structure is 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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: I-81 provides a critical link through western Maryland. Maintaining this bridge supports this north-south movement.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added to the Construction Program. Added \$44.0 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									
	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	43,981	0	0	0	0	12,086	15,853	16,042	43,981	0
Total	43,981	0	0	0	0	12,086	15,853	16,042	43,981	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Rural Interstate

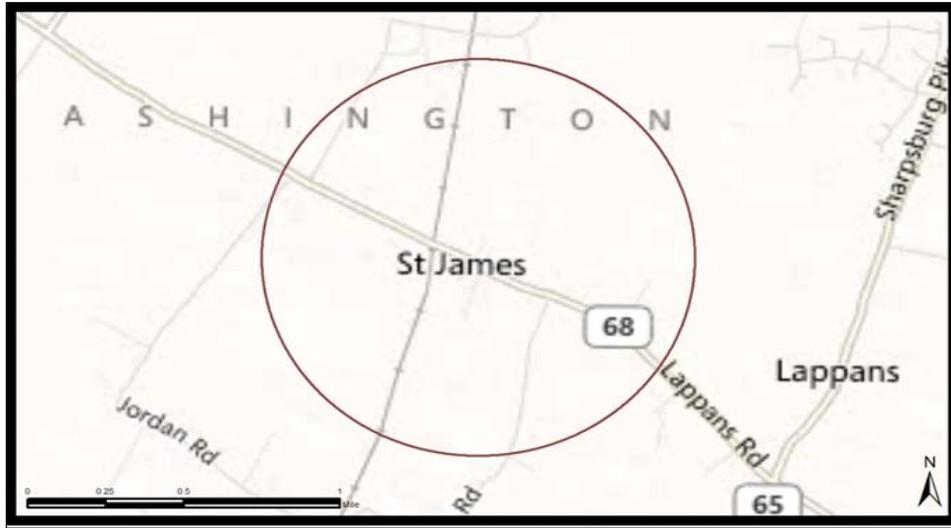
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 61,300

PROJECTED (2030) - 84,375



PROJECT: MD 68, Lappans Road

DESCRIPTION: Replace small structure 21185XO over St.James Run. The existing small structure will be replaced with a prestressed concrete slab bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing pipe culvert is in an advanced state of deterioration with significant corrosion.

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:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing structure is in an advanced state of deterioration. MD 68 is an important east west link in Washington County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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	751	385	244	122	0	0	0	0	0	366	0
Right-of-way	158	158	0	0	0	0	0	0	0	0	0
Construction	1,221	510	711	0	0	0	0	0	0	711	0
Total	2,130	1,053	955	122	0	0	0	0	0	1,077	0
Federal-Aid	1,695	732	865	98	0	0	0	0	0	963	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

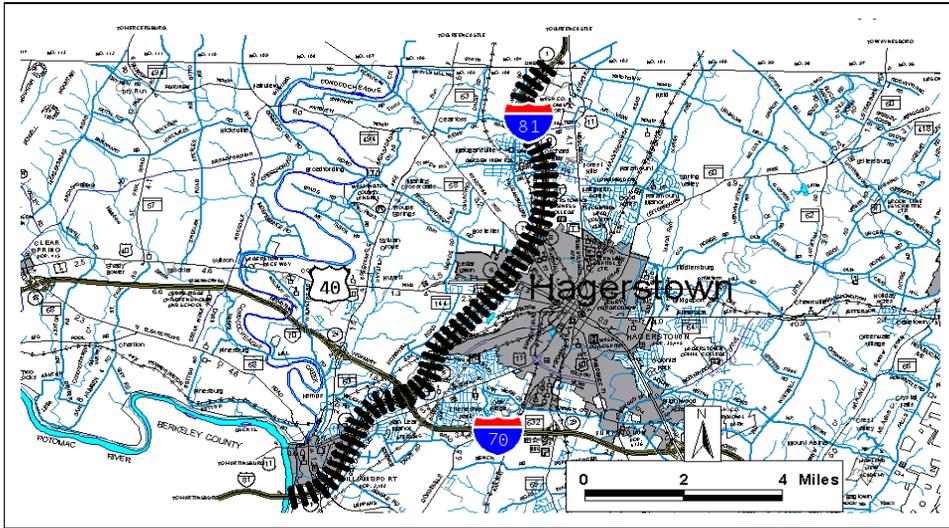
STATE - Rural Major Collector
 FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 5,500

PROJECTED (2030) - 7,200



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes and truck traffic. Projected residential and commercial development in the Hagerstown area will further contribute to 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:
 I-81, Feasibility Study (Pennsylvania)
 I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Project Planning complete.

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	3,502	3,502	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	3,502	3,502	0	0	0	0	0	0	0	0	
Federal-Aid	2,451	2,451	0	0	0	0	0	0	0	0	

CLASSIFICATION:
 STATE - Principal Arterial
 FEDERAL - Interstate
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2013) - 44,725 - 77,275
PROJECTED (2030) - 49,375 - 108,150

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	US 40 Alt	Boonsboro Pike; at Poffenberger Road; geometric improvements	989	Completed
2	I 81	Maryland Veterans Memorial Highway; at I 70 Interchange Phase II; Upgrade Ramps 6 and 8, widen Hopewell Road Bridge	4,397	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
3		Various locations in Washington County; resurface	4,993	FY 2014
4	MD 65	Sharpsburg Pike; I 70 to north of Fourth Street; safety and resurface (Transportation Infrastructure Investment Act of 2013)	1,127	FY 2014
5	I 70	Eisenhower Memorial Drive; east of Boyd Road to Little Conococheague Creek; surface treatment	1,156	FY 2015
6	I 70	Eisenhower Memorial Highway; US 40 to MD 66; resurface	1,354	Under construction
7	MD 550	Fort Ritchie Road; Frederick County Line to MD 491; resurface	1,138	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
8		Cleaning and painting bridges on MD 144 WB, I 70 and I 68	1,167	Under construction
9		Clean and painting 8 bridges on US 40, MD 56 and I 70	979	Under construction
10	US 11	Potomac Street; Bridge on US 11 over 21001 over Potomac River and bridge 21036 on MD 68 over Conococheague Creek; clean/paint bridges	1,525	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
11		Various locations in Washington County; geometric improvements	1,286	Under construction
12	MD 66	Mapleville Road; north of Benevola Church Road to Little Beaver Creek; geometric improvements (Transportation Infrastructure Investment Act of 2013)	595	FY2014
13	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering)	820	PE Underway
14	I 70	Eisenhower Memorial Highway; Pennsylvania Avenue Bridge o Tonoloway Creek Bridge; guardrail	634	FY 2014
15	MD 494	Fairview Road; west of Fairview Church Road to east Fairview Church Road; geometric improvements	851	FY 2014
<u>Community Safety and Enhancements</u>				
16	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); urban street reconstruct (Project on hold)		
<u>Commuter Action Improvements</u>				
17	I 81	Maryland Veterans Memorial Highway; at MD 68; ridesharing facilities	1,496	FY 2014
<u>Sidewalks</u>				
18	US 40 Alt	Frederick Street; Willow Circle to Kenly Avenue; sidewalks (Transportation Infrastructure Investment Act of 2013)	400	FY 2014
<u>Intersection Capacity Improvements</u>				
19	US 40	National Pike; at MD 63; geometric improvement	1,658	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>TMDL Compliance</u>				
20	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	9,750	FY 2014
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
21		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2014
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
22		Lock 44 Restoration; repair leak under C&O Canal Lock 44 in Williamsport	164	FY 2014
<u>Environmental Mitigation</u>				
23		Greenbriar State Park Wildlife Mortality Project; construction of new and improved long culverts with fencing; Mitigation of water pollution due to highway runoff (Project on Hold)	130	FY 2014
<u>Congressional Earmarks</u>				
24		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark \$0.4 million; PE)	0	
25		Hagerstown Area Northeast Bypass; Eastern Boulevard at Antietam Drive to Maryland Route 60; design and construct a new two lane roadway with closed section drainage and sidewalks (Earmark \$0.1 million; PE)	0	



WICOMICO COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; Nanticoke River to Waltertown Road; resurface	1,648	Completed
2	US 50 BYP	Salisbury Bypass; in the vicinity of Naylor Mill Road; slope stabilization	450	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
3		Various locations in Wicomico County; resurface	4,242	FY 2014
4		Various locations in Wicomico County; resurface	3,554	Under construction
<u>Safety/Spot Improvement</u>				
5	US 13 BUS	South and North Salisbury Boulevard; north of South Boulevard to US 50 (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,349	FY 2014
6	US 13 BUS	South Salisbury Boulevard; West College Avenue to North of South Boulevard; drainage improvement (Transportation Infrastructure Investment Act of 2013)	2,979	FY 2014
7	US 13 BUS	North Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	6,761	Under construction
8	US 50	Ocean Gateway; at Walston Switch Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,500	FY 2014
9	US 50	Salisbury Bypass, Northwood Drive to US 13; drainage improvements	344	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

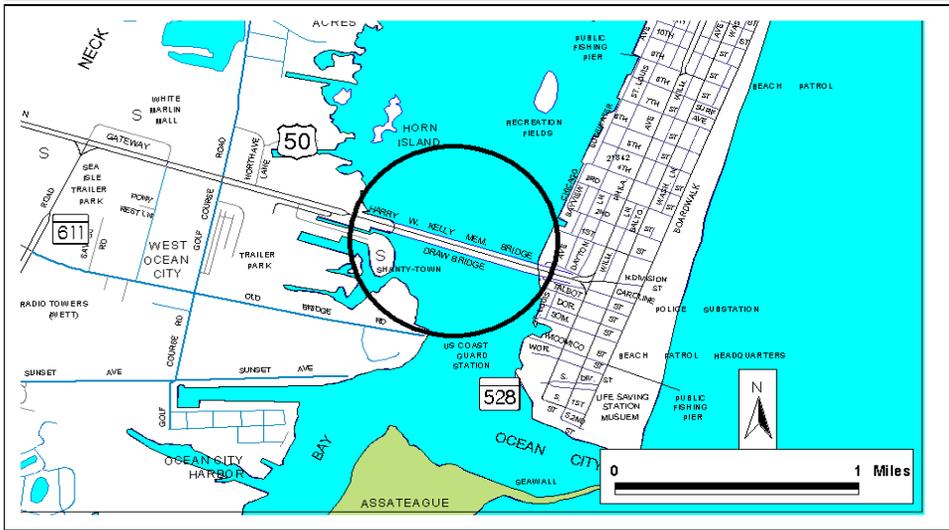
STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Environmental Preservation</u>				
10	US 50	Ocean Gateway; US 13 Bypass interchange to Worcester County Line; landscaping	386	FY 2014
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
11		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2014

SHA



WORCESTER COUNTY



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders or wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 67 year old draw span is estimated to have 15 to 20 years of life span left. This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety 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:

STATUS: Project Planning 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				FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	3,117	2,889	80	148	0	0	0	0	0	228	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	0	0	0	0	0	0	0	0	0	0	0
Total	3,117	2,889	80	148	0	0	0	0	0	228	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

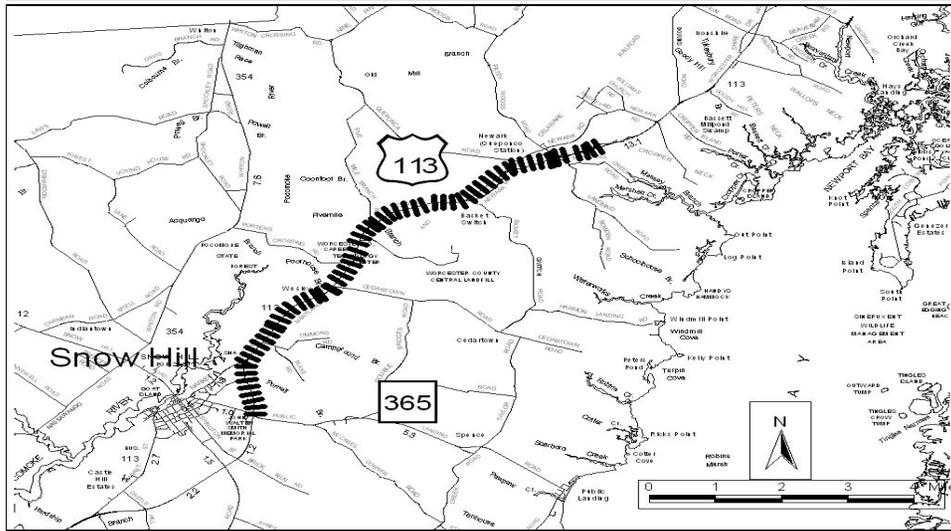
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 17,350
49,575 (Summer)

PROJECTED (2030) - 20,900
61,900 (Summer)



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, including access controls from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations and freight movement.

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 113, Goody Hill Road to Massey Branch (Line 1)

STATUS: Engineering underway for Phase 3 & 4 and Right-of-Way underway for Phase 3.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$10.7 million to Right-of-Way 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 ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		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	8,267	6,111	1,228	920	8	0	0	0	2,156	0
Right-of-way	10,700	594	3,567	3,567	2,972	0	0	0	10,106	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,967	6,705	4,795	4,487	2,980	0	0	0	12,262	0
Federal-Aid	6,218	4,237	1,132	849	0	0	0	0	1,981	0

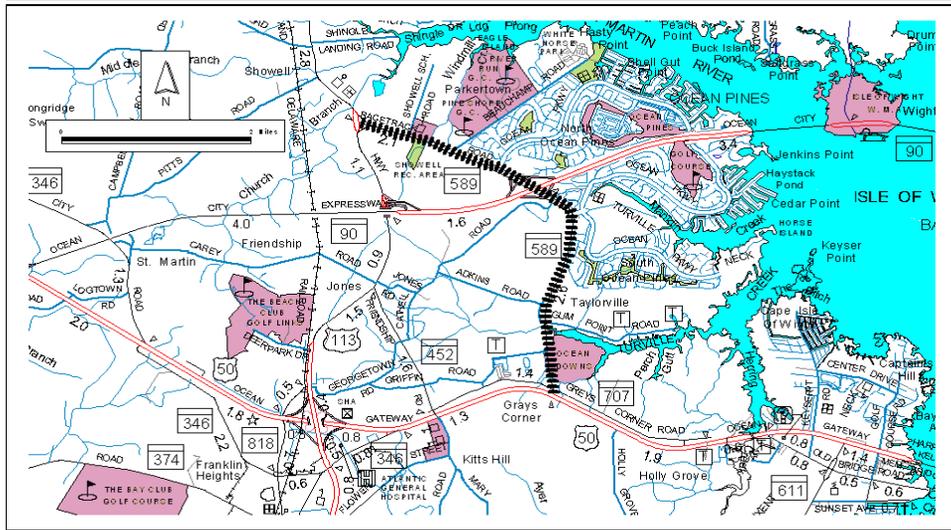
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 7,125 - 12,500
PROJECTED (2030) - 9,000 - 18,850
 11,300 - 23,700 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Bicycles and pedestrians will be accommodated by a shared-use path and sidewalks.

JUSTIFICATION: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 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:

STATUS: Feasibility study complete. Developing short term needs.

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				FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	.....2016.....	.....2017.....	.....2018.....	.....2019.....			
Planning	1,506	1,416	10	80	0	0	0	0	0	90	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	0	0	0	0	0	0	0	0	0	0	0
Total	1,506	1,416	10	80	0	0	0	0	0	90	0
Federal-Aid	717	627	10	80	0	0	0	0	0	90	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 21,000
26,700 (Summer)

PROJECTED (2030) - 27,000
43,650 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Year 2013 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; MD 818 to Wicomico County Line; resurface	2,525	Completed
<u>Safety/Spot Improvement</u>				
2	MD 374	Broad Street; West of Henry's Mill Drive to MD 818; ADA improvements	446	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
3		Various locations in Worcester County; resurface	4,242	FY 2014
4		Various locations in Worcester County; resurface	3,667	Under construction
5	US 50 WB	Ocean Gateway; Herring Creek to MD 818; resurface	2,200	FY 2014
<u>Bridge Replacement/Rehabilitation</u>				
6	US 13	Ocean Highway; bridge 2301601 and 2301602 over Pocomoke River; bridge rehabilitation	8,866	FY 2014
7	MD 346	Old Ocean City Boulevard; small structure over Double Bridge Branch; structure replacement	429	FY 2014
8	MD 575	Structure over Crippen Branch, structure replacement	430	Under construction
9	MD 568	Hatchery Road; small structure over Bunting Branch; structure replacement	429	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
<u>Fiscal Years 2014 and 2015 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
10	US 113	Worcester Highway; at MD 12 and MD 365; geometric improvements	3,000	FY 2014
11	MD 528	Coastal Highway; 72nd Street to 81st Street; ADA improvements	500	Under construction
12	MD 528	Coastal Highway; 123rd Street to 131st Street; ADA improvements	500	Under construction
<u>Community Safety and Enhancements</u>				
13	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Project on hold)		
<u>Intersection Capacity Improvements</u>				
14	US 50	Ocean Gateway; at Seahawk Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	800	FY 2014