



MONTGOMERY COUNTY



PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Construct a new I-270 interchange at Watkins Mill Road. Bicycle and pedestrian improvements will be included as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project will support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide access from I-270 to the Metropolitan Grove 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:
 MD 200, InterCounty Connector (Line 2)
 I-270 and US 15 Multimodal Corridor Study (Line 14)

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

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

EXPLANATION: The new interchange will provide new access points to I-270 and provide for additional east-west access for all roadway users while reducing congestion on existing nearby interchange ramps and parallel roadways. This interchange also supports planned growth and economic development in the vicinity.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. The County is contributing \$4.9 million towards engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$9.4 million is due to reduced inflation and a revised engineer's estimate.

| 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | |2017.... |2018.... |2019.... |2020.... | | | |
| Planning | 1,177 | 1,177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 1,770 | 1,030 | 310 | 192 | 238 | 0 | 0 | 0 | 740 | |
| Right-of-way | 39,771 | 52 | 1,000 | 23,000 | 15,719 | 0 | 0 | 0 | 39,719 | |
| Construction | 113,178 | 0 | 0 | 9,012 | 28,085 | 34,373 | 41,708 | 0 | 113,178 | |
| Total | 155,896 | 2,259 | 1,310 | 32,204 | 44,042 | 34,373 | 41,708 | 0 | 153,637 | |
| Federal-Aid | 41,756 | 1,535 | 1,310 | 23,192 | 15,719 | 0 | 0 | 0 | 40,221 | |

CLASSIFICATION:

STATE - Principal Arterial

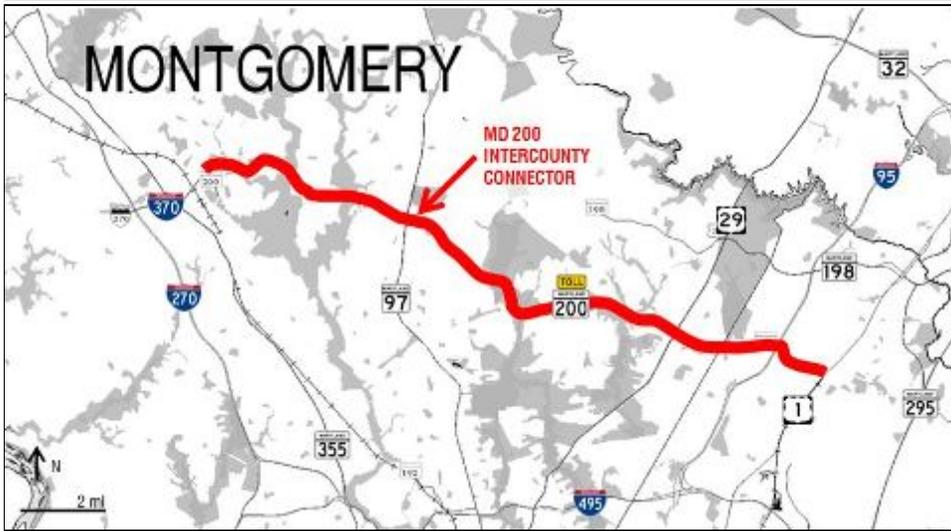
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 167,300

PROJECTED (2030) - 191,500



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construct a new east-west multimodal highway in Montgomery and Prince George's Counties between I-270, I-95 and 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 impacted by past development 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:

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

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 15,16)
- MD 28/MD 198, MD 97 to I-95 (Line 18)
- I-95/Contee Road Interchange (Prince George's County - Line 1)
- MD 201 Extended/US 1, I-95/I-495 to North of Muirkirk Road (Prince George's County - Line 27)

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 2014 - 19 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 and 2005 and Federal High Priority/NC11P Project Funds.

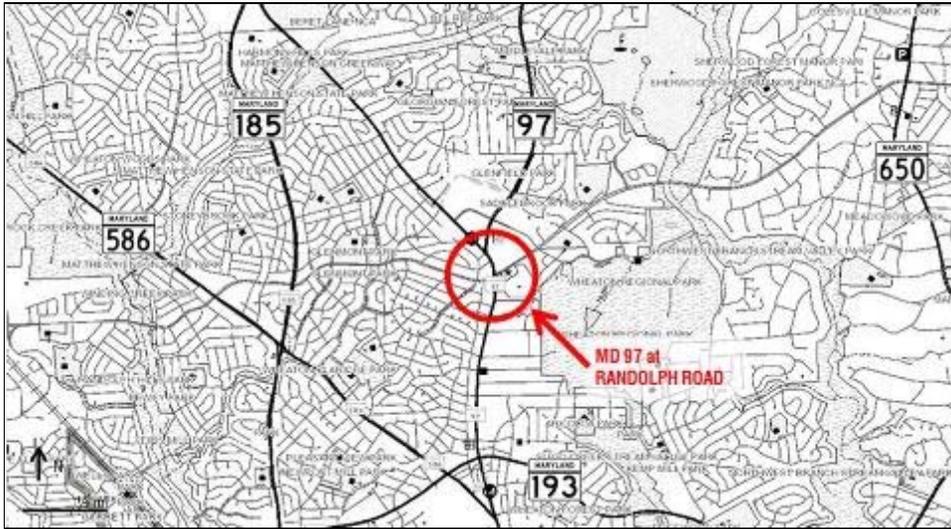
| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | | |
|---------------------------|------------------------|---|-------------------|------------------|----------------------------|----------------|----------------|----------------|---|----------------|---------------------|
| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPEND THRU 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2017..... |2018..... |2019..... |2020..... | | | |
| Planning | 130 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 19,292 | 19,292 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 19,422 | 19,422 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Federal-Aid | 19,422 | 19,422 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 32,550
 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 will reduce congestion at the existing intersection.

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

ASSOCIATED IMPROVEMENTS:
 MD 200, InterCounty Connector (Line 3)

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

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

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

STATUS: Construction underway. County to provide \$14.4 million for Right-of-Way and advanced utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$2.1 million is due to an unfavorable bid price.

| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | | |
|--------------|------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|-----------|-----------|----------------|---------------------|-----------|-----------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | YEAR 2017 | YEAR 2018 | | | YEAR 2019 | YEAR 2020 |
| | | | | |2017..... |2018..... |2019..... |2020..... | | | | | | |
| Planning | 1,097 | 1,097 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 6,371 | 5,971 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400 | 0 | |
| Right-of-way | 12,265 | 1,613 | 2,840 | 2,840 | 4,972 | 0 | 0 | 0 | 0 | 0 | 0 | 10,652 | 0 | |
| Construction | 43,423 | 5,759 | 9,670 | 13,300 | 14,694 | 0 | 0 | 0 | 0 | 0 | 0 | 37,664 | 0 | |
| Total | 63,156 | 14,440 | 12,910 | 16,140 | 19,666 | 0 | 0 | 0 | 0 | 0 | 0 | 48,716 | 0 | |
| Federal-Aid | 45,134 | 11,649 | 9,388 | 11,813 | 12,284 | 0 | 0 | 0 | 0 | 0 | 0 | 33,485 | 0 | |

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

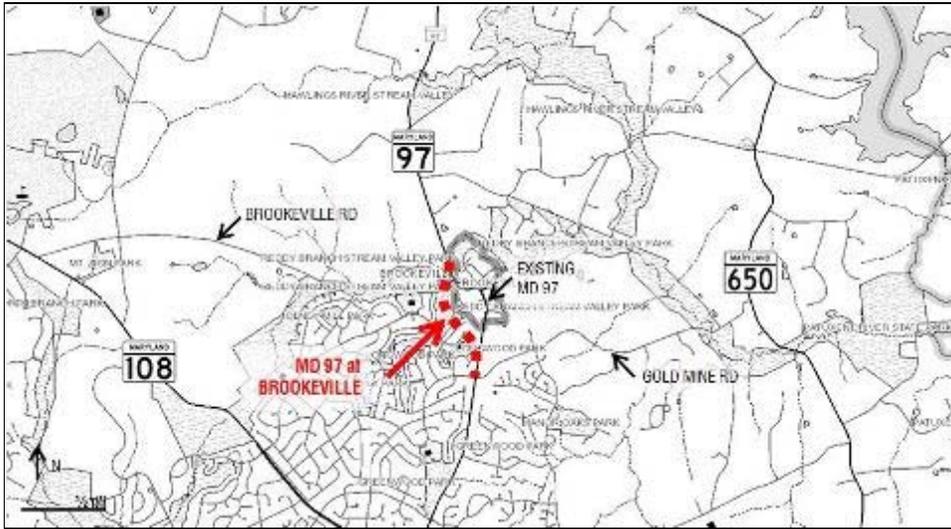
CLASSIFICATION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 48,500 (MD 97)
 39,050 (Randolph Road)
PROJECTED (2030) - 59,100 (MD 97)
 41,000 (Randolph Road)



PROJECT: MD 97, Georgia Avenue

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project will improve safety and operations for both through and local roadway users.

STATUS: Engineering underway. The County is contributing \$10.0 million towards Engineering and Right-of-Way. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2017..... |2018..... |2019..... |2020..... | | | |
| Planning | 2,064 | 2,064 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 24,757 | 0 | 0 | 0 | 5,595 | 10,002 | 9,160 | 0 | 24,757 | 0 | |
| Total | 26,821 | 2,064 | 0 | 0 | 5,595 | 10,002 | 9,160 | 0 | 24,757 | 0 | |
| Federal-Aid | 1,594 | 1,594 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

CLASSIFICATION:

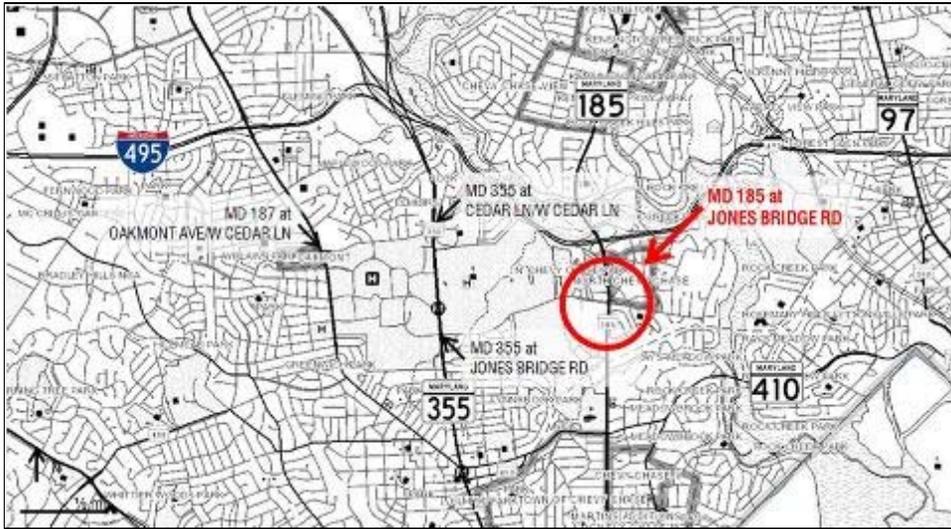
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 10,600

PROJECTED (2030) - 15,100



PROJECT: MD 185, Connecticut Ave.

DESCRIPTION: Constructed intersection improvements on MD 185 at Jones Bridge Road (Phases 1 and 2). Bicycle and pedestrian facilities were 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. 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:

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 9)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
- MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

EXPLANATION: Improvements to this intersection in the vicinity of the Naval Support Activity Bethesda is vital in support of the congressionally authorized BRAC initiative. This improvement reduced congestion and improved safety as well as provided 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2017..... |2018..... |2019..... |2020..... | | | |
| 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 | 788 | 344 | 0 | 0 | 0 | 0 | 0 | 344 | 0 | |
| Construction | 3,739 | 3,739 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 4,871 | 4,527 | 344 | 0 | 0 | 0 | 0 | 0 | 344 | 0 | |
| Federal-Aid | 4,396 | 4,088 | 308 | 0 | 0 | 0 | 0 | 0 | 308 | 0 | |

CLASSIFICATION:

STATE - Other Principal Arterial

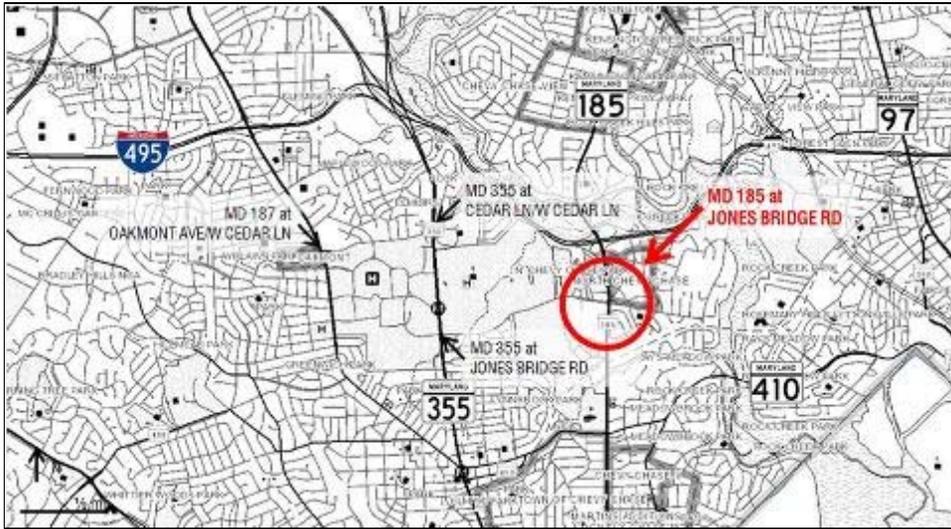
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 66,450

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 9)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
- MD 355, Woodmont Avenue to South Wood Road (Line 12)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

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

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

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

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL | | <input checked="" type="checkbox"/> FEDERAL | | <input type="checkbox"/> GENERAL | | <input type="checkbox"/> OTHER | | | |
|---------------------------|------------------------|---|-------------------|---|----------------------------|----------------------------------|----------------|--------------------------------|--------|----------------|---------------------|
| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPEND THRU 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2017..... |2018..... |2019..... |2020..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 64 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 64 | 0 | |
| Right-of-way | 10,168 | 1,954 | 3,128 | 1,769 | 3,317 | 0 | 0 | 0 | 8,214 | 0 | |
| Construction | 8,120 | 0 | 914 | 3,882 | 3,324 | 0 | 0 | 0 | 8,120 | 0 | |
| Total | 18,352 | 1,954 | 4,042 | 5,651 | 6,641 | 0 | 64 | 0 | 16,398 | 0 | |
| Federal-Aid | 18,183 | 1,954 | 4,042 | 5,482 | 6,641 | 0 | 64 | 0 | 16,229 | 0 | |

CLASSIFICATION:

STATE - Other Principal Arterial

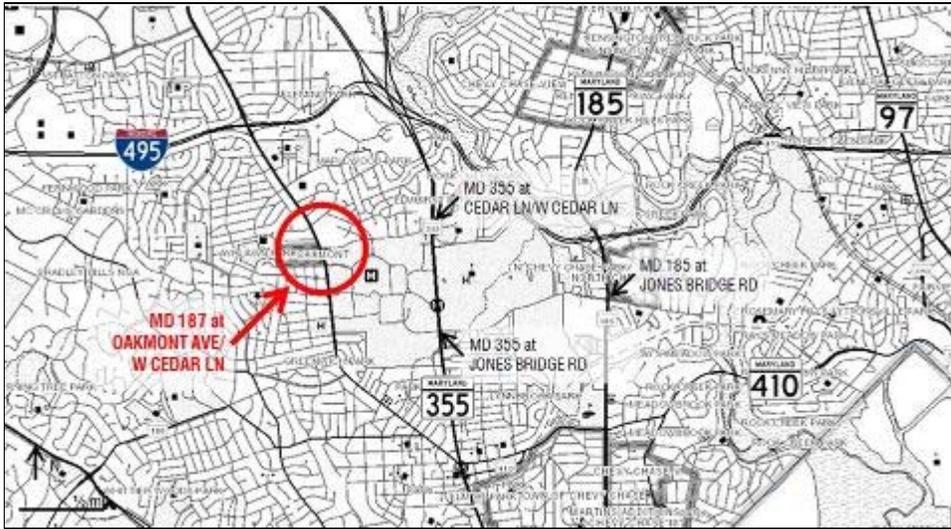
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 66,450

PROJECTED (2030) - 79,500



PROJECT: MD 187, Old Georgetown Road

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
- MD 185, at Jones Bridge (Line 6)
- MD 320, at Sligo Creek (Line 9)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
- MD 355, Woodmont Avenue to South Wood Road (Line 12)

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

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$4.6 million is due to reduced utility needs, because of prior rights.

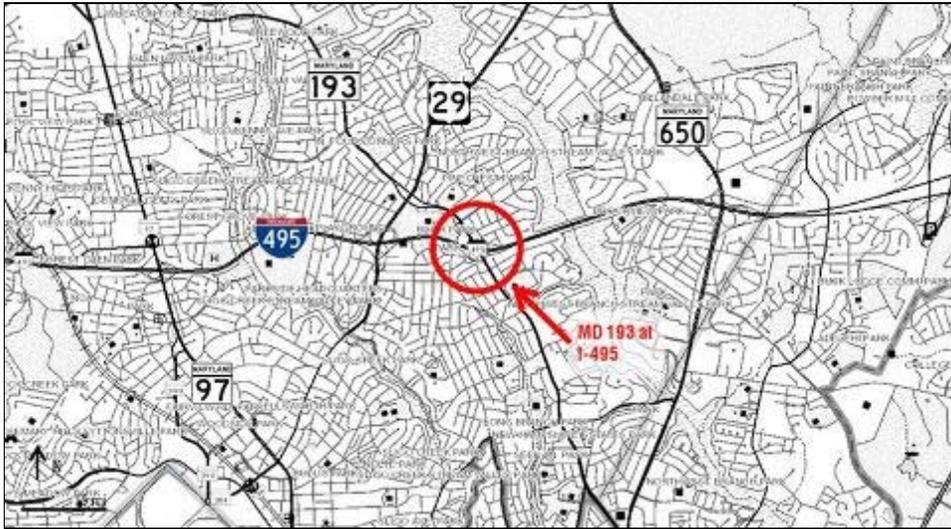
| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | |
|---------------------------|------------------------|---|-------------------|------------------|----------------------------|----------------|----------------|----------------|-------|----------------|---------------------|
| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPEND THRU 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2017..... |2018..... |2019..... |2020..... | | | |
| 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 | 1,084 | 640 | 444 | 0 | 0 | 0 | 0 | 0 | 444 | 0 | |
| Construction | 3,678 | 0 | 730 | 2,283 | 665 | 0 | 0 | 0 | 3,678 | 0 | |
| Total | 4,762 | 640 | 1,174 | 2,283 | 665 | 0 | 0 | 0 | 4,122 | 0 | |
| Federal-Aid | 4,762 | 640 | 1,174 | 2,283 | 665 | 0 | 0 | 0 | 4,122 | 0 | |

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 40,300 (MD 187)
 9,650 (West Cedar Lane)
PROJECTED (2030) - 45,600 (MD 187)
 10,950 (West Cedar Lane)



PROJECT: MD 193, University Boulevard

DESCRIPTION: Replace Bridge 15136 over I-495.

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

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

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

| 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2017.... |2018.... |2019.... |2020.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 761 | 761 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 9,807 | 4,597 | 3,506 | 1,704 | 0 | 0 | 0 | 0 | 5,210 | 0 | 0 |
| Total | 10,568 | 5,358 | 3,506 | 1,704 | 0 | 0 | 0 | 0 | 5,210 | 0 | 0 |
| Federal-Aid | 10,190 | 5,152 | 3,362 | 1,676 | 0 | 0 | 0 | 0 | 5,038 | 0 | 0 |

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,350

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 Trail System 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

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

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
- MD 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
- MD 355, Woodmont Avenue to South Wood Road (Line 12)

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

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2017..... |2018..... |2019..... |2020..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 26 | 26 | 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 | 408 | 1,092 | 0 | 0 | 0 | 0 | 1,500 | 0 | |
| Total | 1,526 | 26 | 408 | 1,092 | 0 | 0 | 0 | 0 | 1,500 | 0 | |
| Federal-Aid | 1,500 | 0 | 408 | 1,092 | 0 | 0 | 0 | 0 | 1,500 | 0 | |

CLASSIFICATION:

STATE - Other Principal Arterial

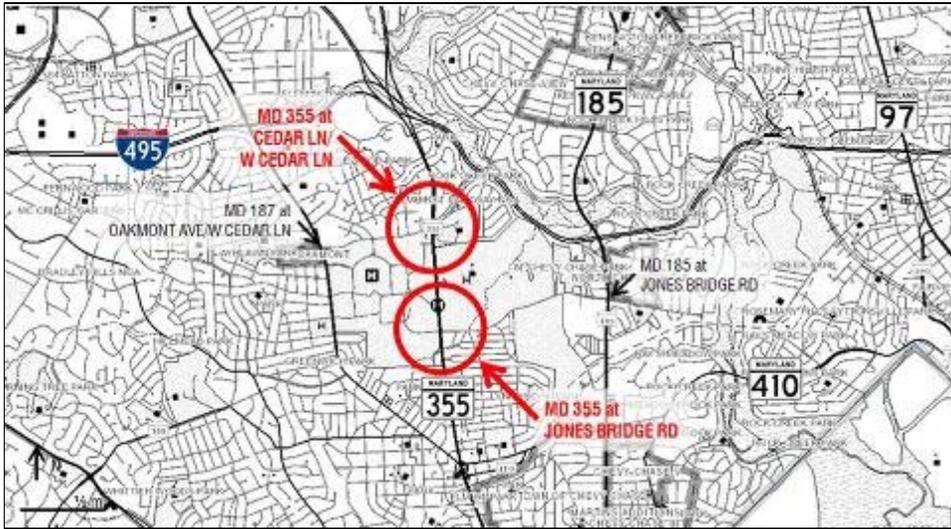
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 21,000

PROJECTED (2030) - 24,950



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Relocated utilities on MD 355 at Cedar Lane and Jones Bridge Road (Phases 1 and 2). Constructed dynamic lane controls on MD 355 at Cedar Lane (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. This project improved 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:

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
- MD 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 9)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
- MD 355, Woodmont Avenue to South Wood Road (Line 12)

EXPLANATION: Improvements to this intersection in the vicinity of the Naval Support Activity Bethesda is vital in support of the congressionally authorized BRAC initiative. This improvement reduced congestion and improved safety as well as provided for the safe and efficient movement of freight.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

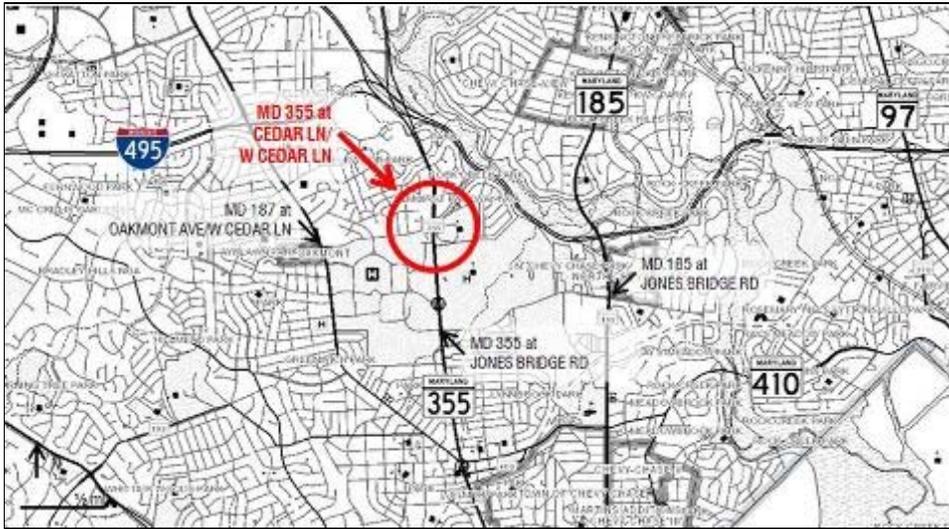
| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | |
|---------------------------|------------------------------|--|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| PHASE | PROJECT CASH FLOW | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 3,703 | 1,270 | 2,433 | 0 | 0 | 0 | 0 | 0 | 2,433 | 0 |
| Construction | 6,077 | 6,077 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 9,780 | 7,347 | 2,433 | 0 | 0 | 0 | 0 | 0 | 2,433 | 0 |
| Federal-Aid | 7,356 | 4,923 | 2,433 | 0 | 0 | 0 | 0 | 0 | 2,433 | 0 |

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,850 (MD 355 at Cedar Lane)
 42,650 (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 and 2). Bicycle and pedestrian facilities will be provided where appropriate (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to National Naval Medical Center is a vital component to accommodate the increase of 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:

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
- MD 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 9)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
- MD 355, Woodmont Avenue to South Wood Road (Line 12)

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

STATUS: Construction underway. Office of Economic Adjustments is contributing \$6.8 million towards construction.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

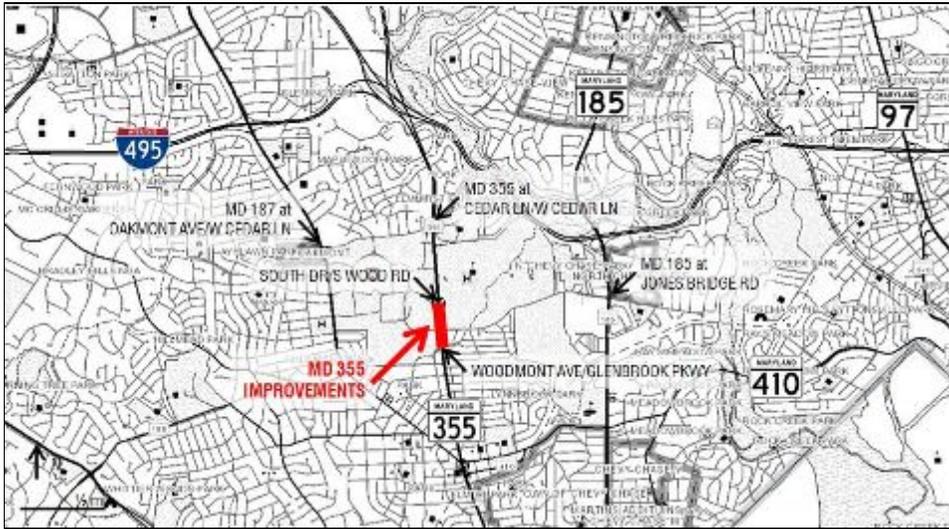
| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------|------------------|-------------------|------------------|----------------------------|----------|----------|----------|----------|----------------|---------------------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | TOTAL | | |
| | | | | | 2017 | 2018 | 2019 | 2020 | | | |
| 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 | 1,965 | 865 | 100 | 1,000 | 0 | 0 | 0 | 0 | 0 | 1,100 | 0 |
| Construction | 13,915 | 2,497 | 4,234 | 4,606 | 2,578 | 0 | 0 | 0 | 0 | 11,418 | 0 |
| Total | 15,880 | 3,362 | 4,334 | 5,606 | 2,578 | 0 | 0 | 0 | 0 | 12,518 | 0 |
| Federal-Aid | 12,967 | 2,975 | 3,387 | 4,580 | 2,025 | 0 | 0 | 0 | 0 | 9,992 | 0 |

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,850
 PROJECTED (2030) - 57,575



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements including upgrades to pedestrian/bicyclist facilities, resurfacing and geometric improvements from Woodmont Avenue to South Wood Road/South Drive (BRAC Intersection Improvements).

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

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

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

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1 and 2) (Line 5)
- MD 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 9)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)

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

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 4,696 | 0 | 421 | 1,520 | 1,732 | 1,023 | 0 | 0 | 4,696 | 0 |
| Total | 4,696 | 0 | 421 | 1,520 | 1,732 | 1,023 | 0 | 0 | 4,696 | 0 |
| Federal-Aid | 4,696 | 0 | 421 | 1,520 | 1,732 | 1,023 | 0 | 0 | 4,696 | 0 |

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 46,250
 PROJECTED (2030) - 54,000



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 5,17)
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 Purple Line Study (MTA Program)
 Capital Beltway South Side Transit Study (MTA Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 11,044 | 11,044 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 11,044 | 11,044 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 9,717 | 9,717 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Principal Arterial

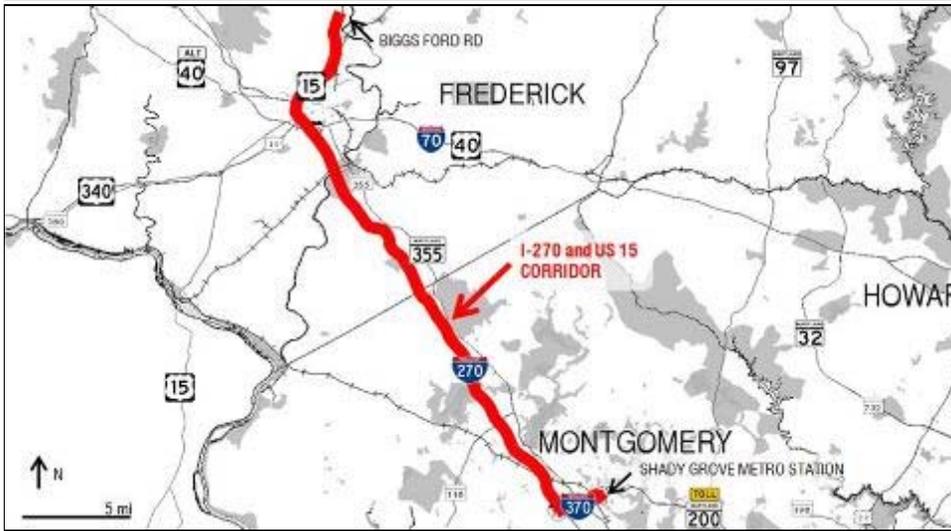
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 102,850 - 246,300

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



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multimodal 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: I-270 and US 15 experience poor levels of traffic service and safety problems throughout Montgomery and Frederick counties and the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. 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)
 MD 200, InterCounty Connector (Line 2)
 US 15, Interchange at Monocacy Boulevard (Frederick County - Line 2)
 I-70, Mount Phillip Road to I-270 (Frederick County - Line 5)
 Corridor Cities Transitway (MTA Program)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 17,428 | 17,428 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1,107 | 1,107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18,535 | 18,535 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 14,396 | 14,396 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Principal Arterial

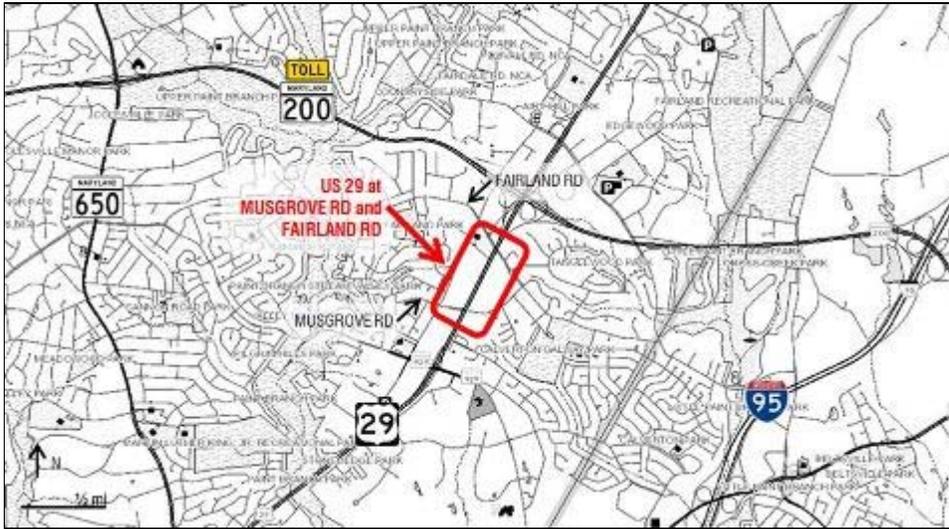
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,100 - 104,400 (US 15)
 80,800 - 215,050 (I-270)

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



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove and Fairland roads.

JUSTIFICATION: Development along the US 29 corridor has resulted in traffic growth and congestion. This project will reduce 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:
 MD 200, InterCounty Connector (Line 2)
 US 29, Interchanges (Line 16)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | PROJECT CASH FLOW | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | | FOR PLANNING PURPOSES ONLY | | | | | |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 8,000 | 1,346 | 1,179 | 1,825 | 1,825 | 1,825 | 0 | 0 | 6,654 | 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 | 2,425 | 1,179 | 1,825 | 1,825 | 1,825 | 0 | 0 | 6,654 | 0 |
| Federal-Aid | 1,542 | 1,539 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |

CLASSIFICATION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 64,600

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 reduce 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:
 MD 200, InterCounty Connector (Line 2)
 US 29, Interchanges (Line 15)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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) | TOTAL EXPEND THRU 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 2,448 | 2,448 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,276 | 4,276 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 545 | 545 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,269 | 7,269 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 2,743 | 2,743 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 50,400 - 69,250

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



PROJECT: US 29, Colesville Road

DESCRIPTION: Bus rapid transit (BRT) study from Silver Spring Metro Station to Burtonsville. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 384 and US 29 from Silver Spring Metro Station to Burtonsville. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance transit connectivity and improve operational efficiency and travel times in Montgomery County. 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:
 US 29, at Musgrove/Fairland Road (Line 15)
 US 29, Interchanges (Line 16)
 MD28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

| 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 3,000 | 0 | 1,500 | 1,500 | 0 | 0 | 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 | 3,000 | 0 | 1,500 | 1,500 | 0 | 0 | 0 | 0 | 3,000 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

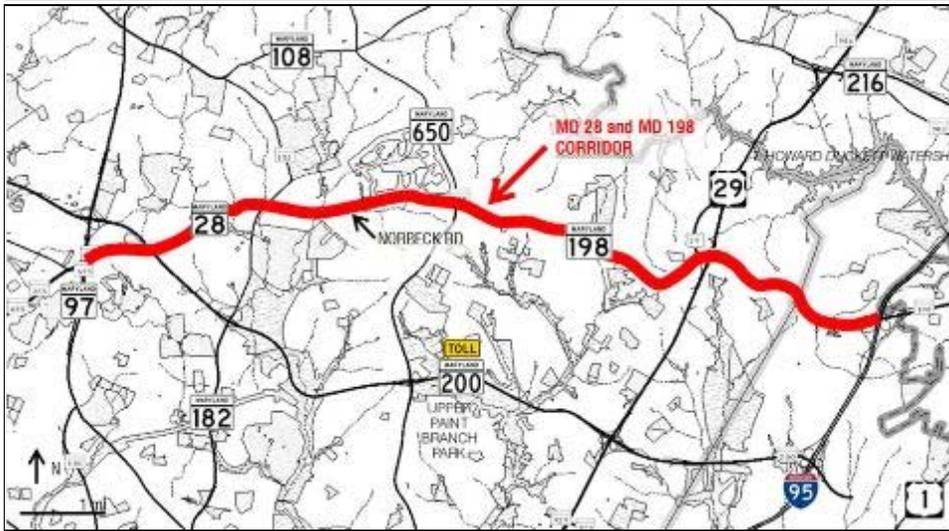
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 29,650 - 64,650

PROJECTED (2030) - 31,550 - 84,900



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

DESCRIPTION: Study to construct capacity improvements in the MD 28/MD 198 corridor 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 reduce present and future traffic congestion and improve traffic operations.

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

ASSOCIATED IMPROVEMENTS:

- MD 97/MD 28 Interchange (Line 19)
- MD 97, Bus Rapid Transit Study (Line 21)
- I-95/Contee Road Interchange (Prince George's County - Line 1)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

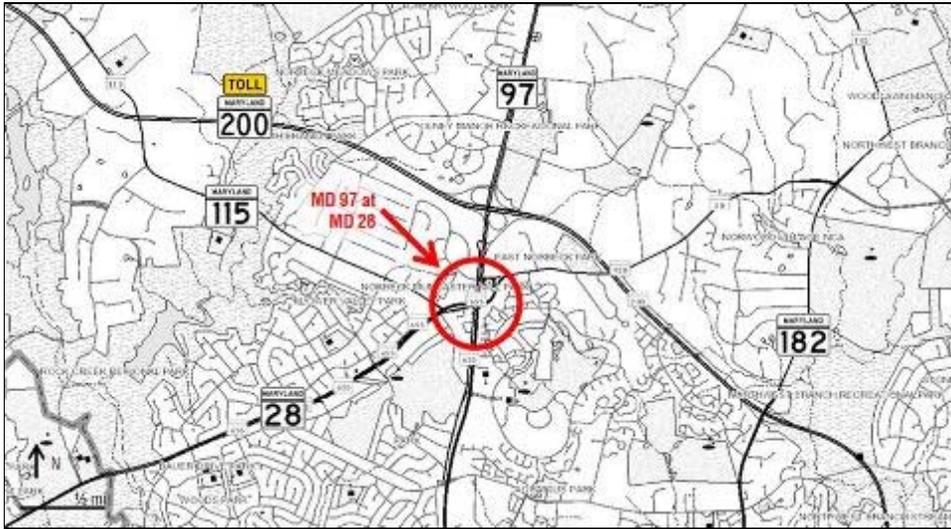
| POTENTIAL FUNDING SOURCE: | | | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|---|----------------------------|----------------|----------------|----------------|-------|---|----------------|---------------------|
| PHASE | TOTAL | | | PROJECT CASH FLOW | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPEND THRU 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | | | | |
| | | | | |2017..... |2018..... |2019..... |2020..... | | | | |
| Planning | 7,032 | 4,182 | 700 | 1,100 | 1,050 | 0 | 0 | 0 | 2,850 | 0 | | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total | 7,032 | 4,182 | 700 | 1,100 | 1,050 | 0 | 0 | 0 | 2,850 | 0 | | |
| Federal-Aid | 2,822 | 2,822 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 18,050 - 23,100 (MD 28)
 15,500 - 43,000 (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 reduce congestion at the existing intersection.

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

ASSOCIATED IMPROVEMENTS:
 MD 200, InterCounty Connector (Line 2)
 MD 28/MD 198, MD 97 to I-95 (Line 18)
 MD 97, Bus Rapid Transit Study (Line 21)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 1,982 | 1,982 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 845 | 845 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,827 | 2,827 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 2,172 | 2,172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 46,150

PROJECTED (2030) - 51,775



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: MD 192/Forest Glen Road to MD 390/16th 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: Planning underway. County is contributing \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Other Principal Arterial

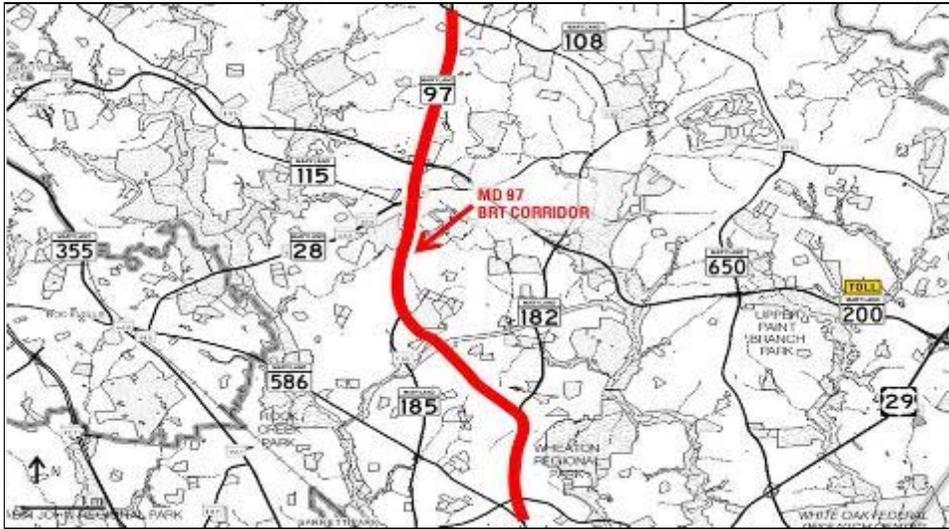
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 82,200

PROJECTED (2030) - 91,350



PROJECT: MD 97, Georgia Avenue

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

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

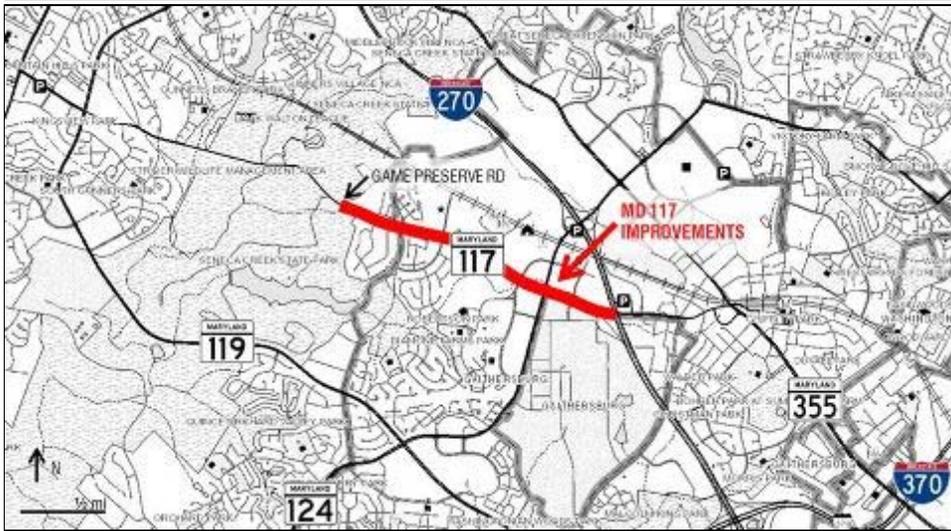
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 47,450

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 shared-use path on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce 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 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 1,030 | 1,030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,901 | 1,901 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,931 | 2,931 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 546 | 546 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Minor Arterial

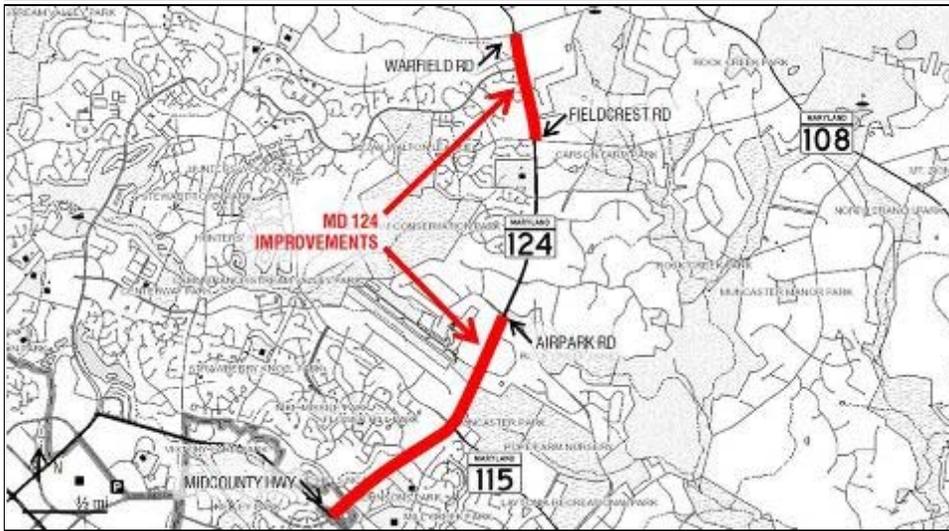
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 28,750 - 46,000

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 that 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 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 2,114 | 2,114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,752 | 875 | 200 | 750 | 1,058 | 869 | 0 | 0 | 2,877 | 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 | 3,013 | 200 | 750 | 1,058 | 869 | 0 | 0 | 2,877 | 0 |
| Federal-Aid | 690 | 55 | 0 | 0 | 0 | 635 | 0 | 0 | 635 | 0 |

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 18,650

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 reduce traffic congestion that occurs at the Randolph Road/Parklawn Drive intersection and at the Randolph Road 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

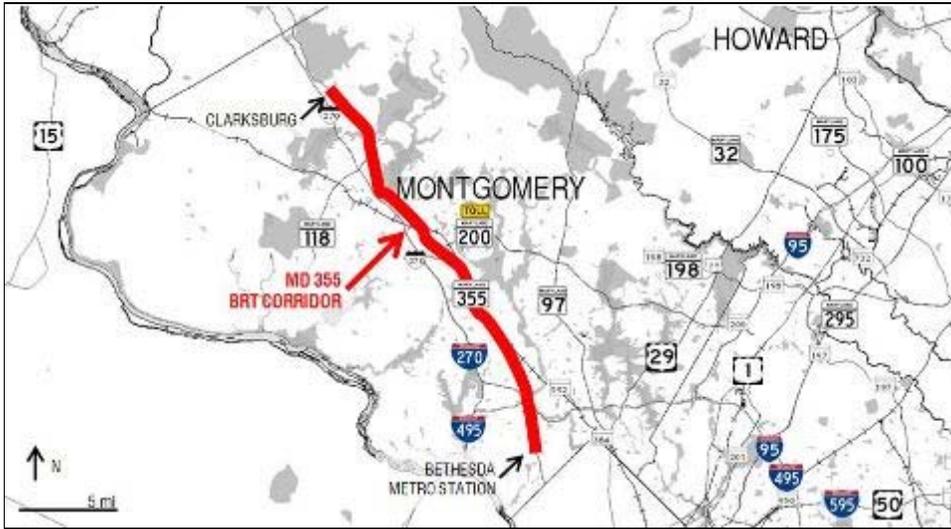
ASSOCIATED IMPROVEMENTS:
 Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. County is contributing \$9.0 million to engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 1,860 | 1,860 | 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 | 1,860 | 1,860 | 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: Secondary
Annual Average Daily Traffic (vehicles per day)
CURRENT (2014) - 57,750 (MD 355)
PROJECTED (2030) - 92,550 (MD 355)



PROJECT: MD 355, Frederick Road

DESCRIPTION: Bus rapid transit (BRT) study from Bethesda Metro Station to Clarksburg. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 355 from Bethesda Metro Station to Clarksburg. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance transit connectivity and improve operational efficiency and travel times in Montgomery County. 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: MD 355, at Cedar Lane and Jones Bridge Road (Line 10)
 MD 355, at Cedar Lane (Phases 1 and 2) (Line 11)
 MD 355, Woodmont Avenue to South Wood Road (Line 12)

STATUS: Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

| 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 6,500 | 0 | 3,000 | 3,500 | 0 | 0 | 0 | 0 | 6,500 | 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 | 6,500 | 0 | 3,000 | 3,500 | 0 | 0 | 0 | 0 | 6,500 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Intermediate Arterial

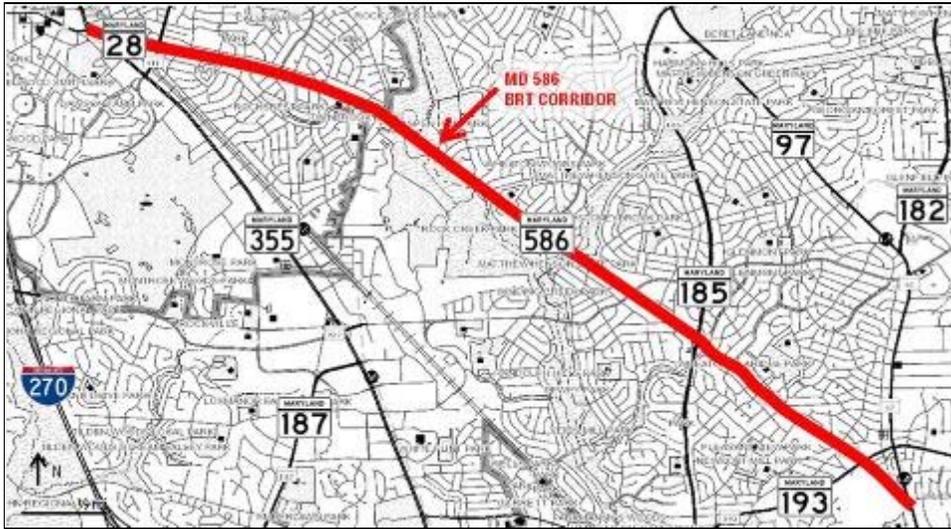
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 17,525 - 67,000

PROJECTED (2030) - 23,125 - 80,600



PROJECT: MD 586, Veirs Mill Road

DESCRIPTION: Bus rapid transit (BRT) study from Rockville Metro Station to Wheaton Metro Station. This study will evaluate roadway improvements to implement Montgomery County's (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 and 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:

MD 97, BRT Study (Line 21)
 MD 355, BRT Study (Line 25)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014 | CURRENT YEAR 2015 | BUDGET YEAR 2016 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2017..... |2018..... |2019..... |2020..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 22,850 - 46,000

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 27

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of August 1, 2014 |
|--|-----------|---|--------------------------------|---|
| <u>Fiscal Year 2014 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 185 | Connecticut Avenue; Warner Street to MD 97; resurface | 4,925 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 2 | MD 182 | Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182 | 1,528 | Completed |
| <u>Intersection Capacity Improvements</u> | | | | |
| 3 | MD 27 | Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes | 384 | Completed |
| <u>Congressional Earmarks</u> | | | | |
| 4 | | Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark \$1.120 million; CO) (Complete) | 0 | |
| <u>Fiscal Years 2015 and 2016</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 5 | MD 28 | First Street; Monroe Street to MD 911; resurface (project on hold) | 2,153 | FY 2015 |
| 6 | MD 28 | West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface | 2,213 | Under construction |
| 7 | MD 28 | Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface | 1,938 | Under construction |
| 8 | MD 182 | Layhill Road; MD 97 to Longmead Road; resurface | 4,251 | FY 2015 |
| 9 | MD 97 | Georgia Avenue; Old Baltimore Road to Queen Mary Drive; resurface | 2,052 | FY 2015 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2014 |
|---|-----------|---|--------------------------------|---|
| <u>Fiscal Years 2015 and 2016 (cont'd)</u> | | | | |
| <u>Resurface/Rehabilitate (cont'd)</u> | | | | |
| 10 | MD 97 | Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface | 5,093 | Under construction |
| 11 | MD 124 | Woodfield Road; MD 115 to Lindbergh Drive; resurface | 904 | FY 2015 |
| 12 | MD 124 | Quince Orchard Road; MD 28 to Orchard Ridge Drive; resurface | 2,709 | FY 2015 |
| 13 | MD 182 | Layhill Road; Park Vista Drive to Chester Mill Road; resurface | 2,280 | FY 2015 |
| 14 | MD 185 | I-495 Southbound Ramp to Dupont Avenue | 3,809 | FY 2015 |
| 15 | MD 185 | Connecticut Avenue; DC Line to north of MD 410; resurface | 2,678 | Under construction |
| 16 | MD 190 | River Road; I 495 to MD 614; resurface | 3,115 | FY 2015 |
| 17 | MD 193 | University Boulevard; I 495 to MD 320; resurface | 3,260 | FY 2015 |
| 18 | MD 355 | Rockville Pike; MD 547 to Nicholson Lane; resurface | 1,258 | FY 2015 |
| 19 | MD 355 | Frederick Road; Central Avenue to MD 117; resurface | 2,288 | FY 2015 |
| 20 | MD 355 | Wisconsin Avenue; Bradley Lane to MD 187; resurface | 2,770 | Under construction |
| 21 | MD 355 | North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface | 2,962 | Under construction |
| 22 | MD 355 | Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface | 2,117 | Under construction |
| 23 | I 370 | I 270 to west of MD 355; resurface | 4,571 | FY 2015 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2014 |
|---|-----------|---|--------------------------------|---|
| <u>Fiscal Years 2015 and 2016 (cont'd)</u> | | | | |
| <u>Resurface/Rehabilitate (cont'd)</u> | | | | |
| 24 | MD 410 | Montgomery Avenue; MD 355 to MD 185; resurface | 3,052 | FY 2015 |
| 25 | MD 410 | East West Highway; Carey Lane to Fenton Street; resurface | 1,830 | FY 2015 |
| 26 | I 495 | Cabin John Parkway; Clara Barton Parkway to I 495; resurface | 2,631 | FY 2015 |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 27 | | 7 existing bridges on I 495, US 29 and MD 117; clean and paint bridges | 1,560 | FY 2015 |
| 28 | MD 650 | New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation | 2,459 | Under construction |
| <u>Safety/Spot Improvement</u> | | | | |
| 29 | US 29 | Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement | 1,177 | Under construction |
| 30 | MD 118 | Germantown Road; at Observation Drive; geometric improvements | 498 | FY 2015 |
| 31 | MD 119 | Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements | 787 | FY 2015 |
| 32 | MD 185 | Connecticut Avenue; Washington Street to Saul Road; safety improvements | 1,392 | Under construction |
| 33 | MD 190 | River Road; Ventnor Road to Baltimore Avenue; geometric improvements | 999 | FY 2015 |
| 34 | MD 191 | Bradley Lane; at Strathmore Avenue; safety | 449 | FY 2015 |
| 35 | MD 193 | University Boulevard West; MD 185 to Lexington Street; ADA improvements | 120 | Under construction |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2014 |
|---|-----------|---|--------------------------------|---|
| <u>Fiscal Years 2015 and 2016 (cont'd)</u> | | | | |
| <u>Safety/Spot Improvement (cont'd)</u> | | | | |
| 36 | MD 586 | Veirs Mill Road; at Ferrara Avenue; geometric improvements | 797 | FY 2015 |
| <u>Traffic Management</u> | | | | |
| 37 | | Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization | 651 | FY 2015 |
| 38 | | Various locations in Montgomery County; signalization | 3,760 | FY 2015 |
| 39 | US 29 | Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization | 661 | Under construction |
| 40 | I 270 | Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting | 680 | Under construction |
| 41 | MD 650 | New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization (Project on hold) | | |
| <u>Sidewalks</u> | | | | |
| 42 | MD 355 | Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013) | 1,400 | FY 2015 |
| <u>Intersection Capacity Improvements</u> | | | | |
| 43 | MD 650 | New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold) | | |
| <u>TMDL Compliance</u> | | | | |
| 44 | | Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013) | 1,700 | FY 2015 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2014 |
|--|-----------|---|--------------------------------|---|
| <u>Fiscal Years 2015 and 2016 (cont'd)</u> | | | | |
| <u>Enhancements</u> | | | | |
| <u>Environmental Mitigation</u> | | | | |
| 45 | | I 270 Stormwater Management Facilities Functional Upgrades | 528 | FY 2016 |
| <u>Congressional Earmarks</u> | | | | |
| 46 | | Long Branch Village Center; access improvements (Earmark \$750,000; CO) | 0 | |
| 47 | | US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO) | 0 | |
| 48 | | 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 | |