



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 MD355/MD124 intersection. It will provide access from I-270 to Metropolitan Grove MARC 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

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 200, InterCounty Connector (Line 2)
 I-270 and US 15 Multimodal Corridor Study (Line 14)

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.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$5.9 million is due to reduced inflation, and a revised engineer's estimate. Due to a policy change the dollar amounts of the third party contributions are now being shown in the funding for the project.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECT CASH FLOW 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	0
Engineering	5,293	2,698	1,010	1,585	0	0	0	0	2,595	0
Right-of-way	39,771	20	250	17,000	15,719	6,782	0	0	39,751	0
Construction	113,178	0	0	9,012	28,085	34,373	41,708	0	113,178	0
Total	159,419	3,895	1,260	27,597	43,804	41,155	41,708	0	155,524	0
Federal-Aid	41,132	1,071	560	17,000	15,719	6,782	0	0	40,061	0

CLASSIFICATION:

STATE - Principal Arterial

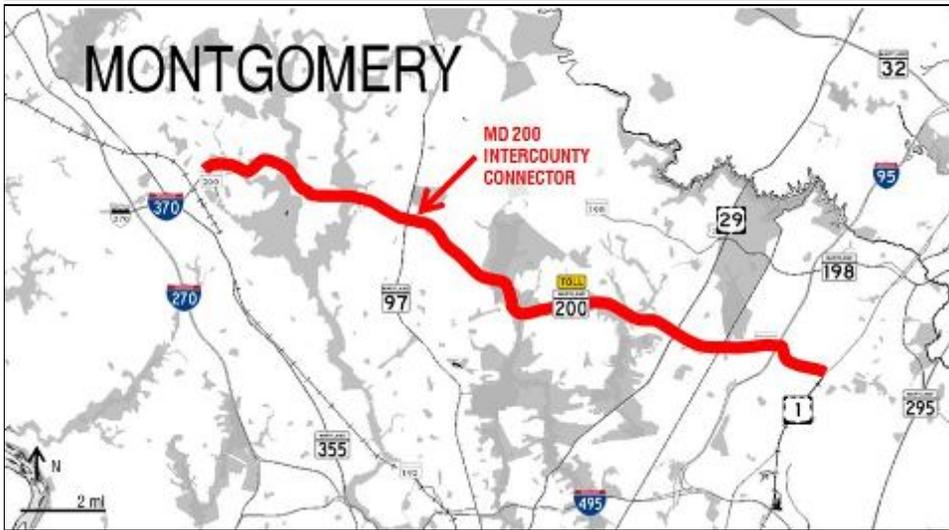
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 167,300

PROJECTED (2030) - 191,500



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed 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 was needed to increase community mobility and safety; to support development and local land-use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human, and cultural environments affected 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:

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

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 16,17)
- MD 28/MD 198, MD 97 to I-95 (Line 19)
- 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, InterCounty Connector provided an east-west connection to facilitate movement of freight and people. It provided an improved route for emergency vehicles and improved security during a state of emergency. The new access supported master development in Montgomery and Prince George's counties. The project included numerous planned environmental features such as wildlife crossings and stream restorations.

STATUS: 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:

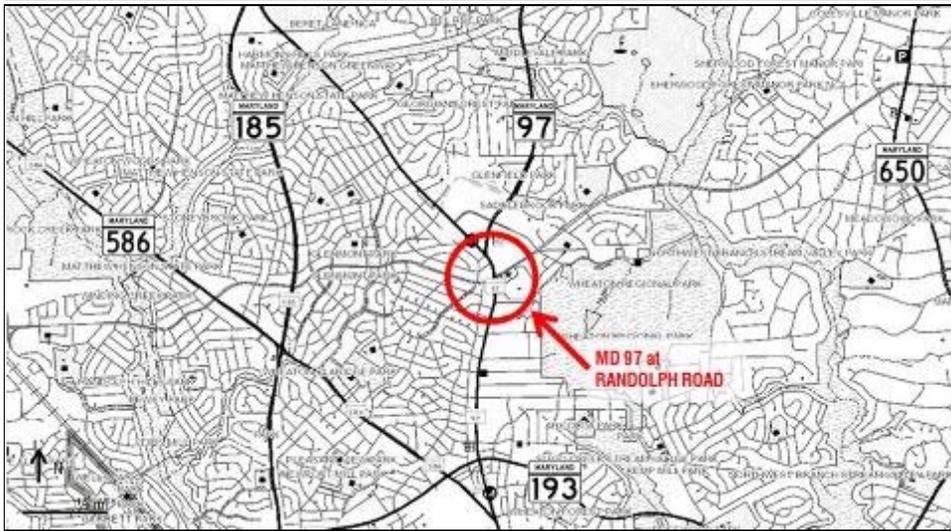
STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

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 2)

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 |

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

STATUS: Construction underway. County to provide \$14.4 million for Right-of-Way and advanced utilities.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$12.8 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	1,097	1,097	0	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0	0
Right-of-way	20,599	15,076	1,330	2,493	1,700	0	0	0	5,523	0	0
Construction	46,116	6,163	11,936	13,340	14,677	0	0	0	39,953	0	0
Total	73,831	28,355	13,266	15,833	16,377	0	0	0	45,476	0	0
Federal-Aid	45,004	11,480	7,708	12,792	13,024	0	0	0	33,524	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

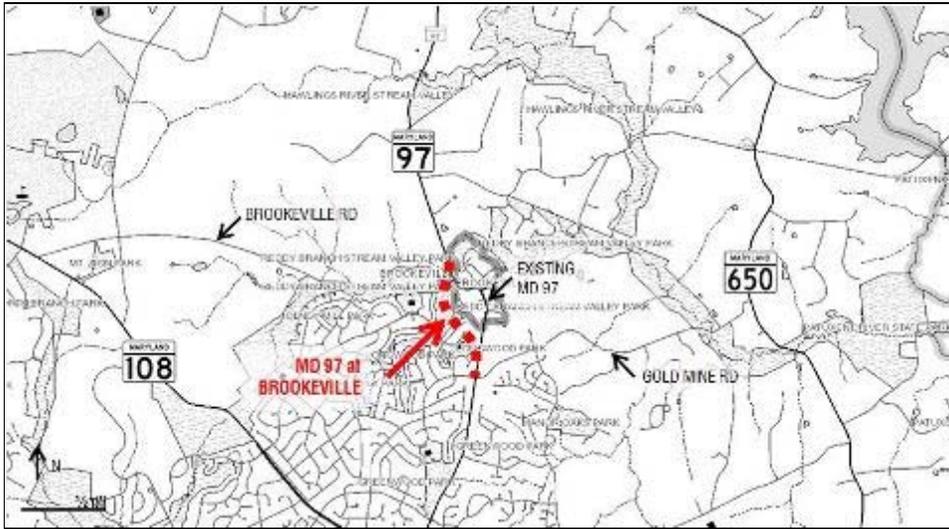
FEDERAL - Other Principal Arterial

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 and Right-of-Way underway. The County is contributing \$10.0 million towards Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$11.7 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

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 2020			
					2017	2018	2019	2020				
Planning	2,064	2,064	0	0	0	0	0	0	0	0	0	0
Engineering	5,562	391	800	800	1,000	2,571	0	0	0	5,171	0	0
Right-of-way	4,442	4	10	2,000	2,428	0	0	0	0	4,438	0	0
Construction	24,757	0	0	0	5,595	10,002	9,160	0	0	24,757	0	0
Total	36,825	2,459	810	2,800	9,023	12,573	9,160	0	0	34,366	0	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

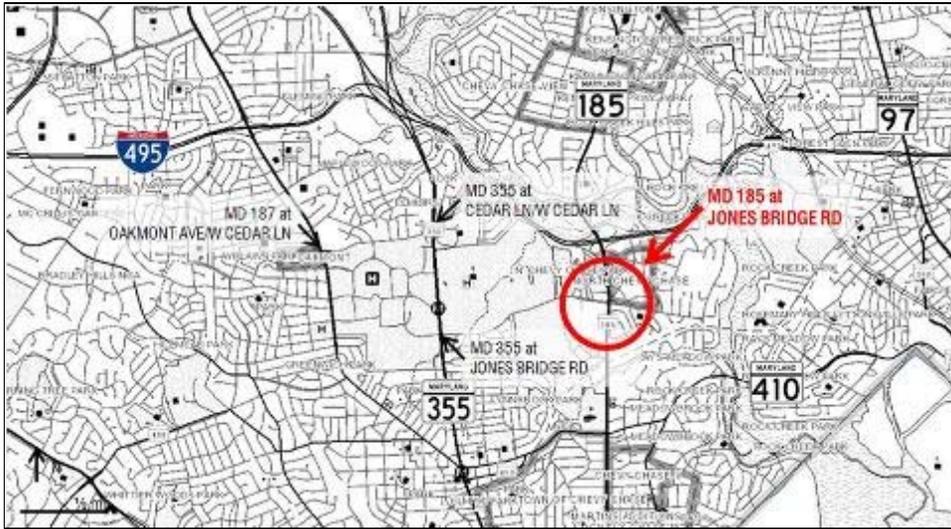
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 10,600

PROJECTED (2030) - 15,100



PROJECT: MD 185, Connecticut Avenue

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 type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input 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)

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.

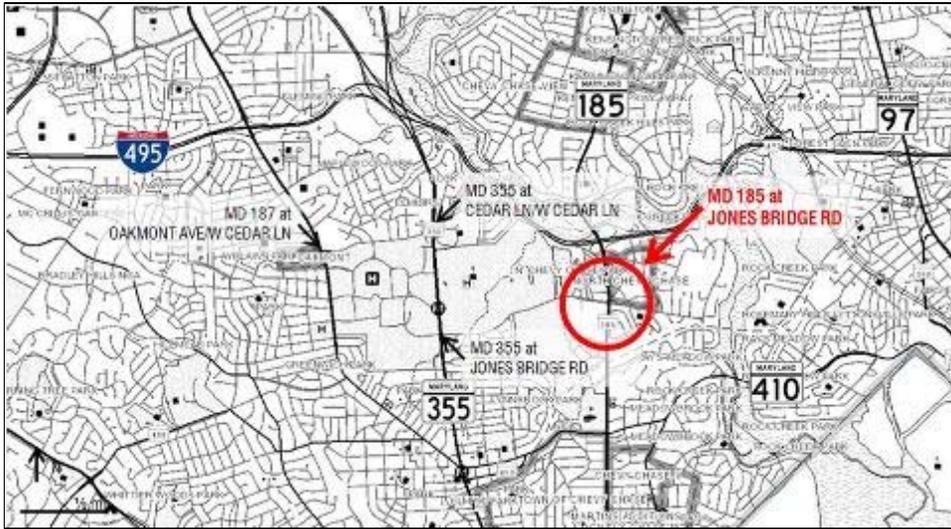
PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				YEAR 2017	YEAR 2018			YEAR 2019	YEAR 2020
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,209	715	386	108	0	0	0	0	0	0	0	494	0
Construction	3,821	3,821	0	0	0	0	0	0	0	0	0	0	0
Total	5,030	4,536	386	108	0	0	0	0	0	0	0	494	0
Federal-Aid	4,532	4,099	326	107	0	0	0	0	0	0	0	433	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 Avenue

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 operations in the near term.

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

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

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1 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)

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.

STATUS: Right-of-Way underway. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$4.0 million is due to a reduced scope and property impacts. Construction delayed from FY 15 to Fy 18 due to property impacts and utilities relocation.

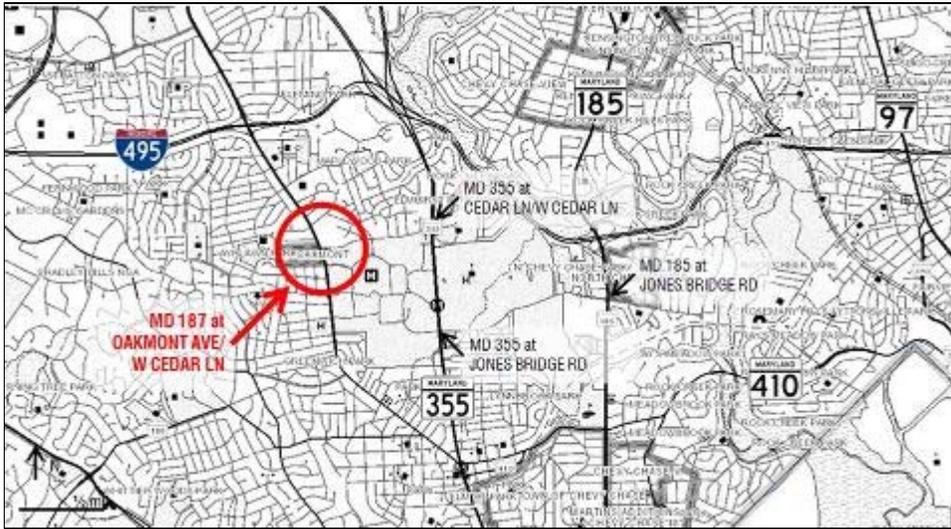
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET 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	9,764	620	3,673	1,569	1,000	590	2,312	0	9,144	0
Construction	4,573	0	0	0	0	406	2,152	2,015	4,573	0
Total	14,337	620	3,673	1,569	1,000	996	4,464	2,015	13,717	0
Federal-Aid	14,164	616	3,673	1,400	1,000	996	4,464	2,015	13,548	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: Construction underway. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$4.9 million is due to reduced utility needs.

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	1,054	375	287	336	56	0	0	0	679	0
Construction	3,366	1	1,765	1,600	0	0	0	0	3,365	0
Total	4,420	376	2,052	1,936	56	0	0	0	4,044	0
Federal-Aid	4,401	363	2,046	1,936	56	0	0	0	4,038	0

CLASSIFICATION:

STATE - Other Principal Arterial

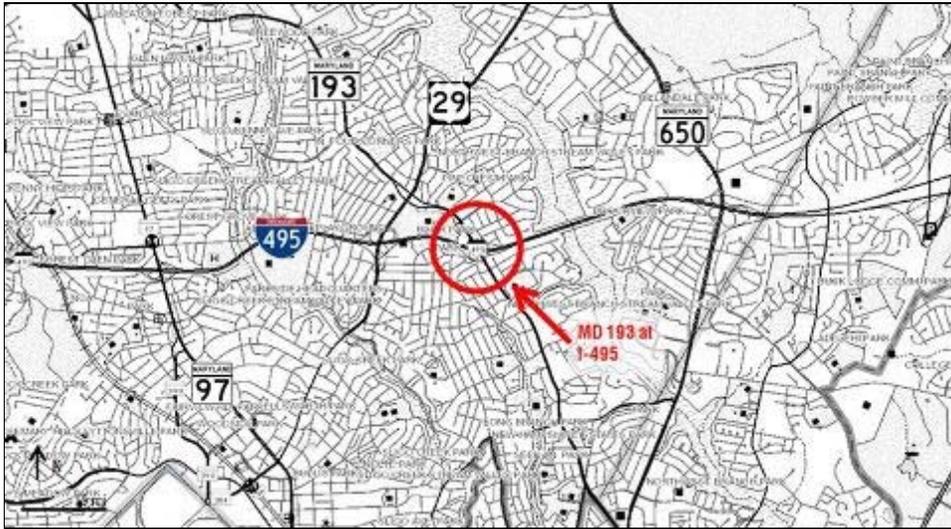
FEDERAL - Other Principal Arterial

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.

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	0	0	0	0	0	0	0	0	0	0
Engineering	762	761	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,793	4,487	3,411	1,895	0	0	0	0	5,306	0
Total	10,555	5,248	3,412	1,895	0	0	0	0	5,307	0
Federal-Aid	10,177	4,901	3,391	1,885	0	0	0	0	5,276	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 Anacostia Tributary Trail System pedestrian bridge over Sligo Creek which will improve safety and accessibility for trail users. (BRAC Intersection Improvement)

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 checked="" type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input 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 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.

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 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	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	375	1,125	0	0	0	0	1,500	0	
Total	1,500	0	375	1,125	0	0	0	0	1,500	0	
Federal-Aid	1,500	0	375	1,125	0	0	0	0	1,500	0	

CLASSIFICATION:

STATE - Other Principal Arterial

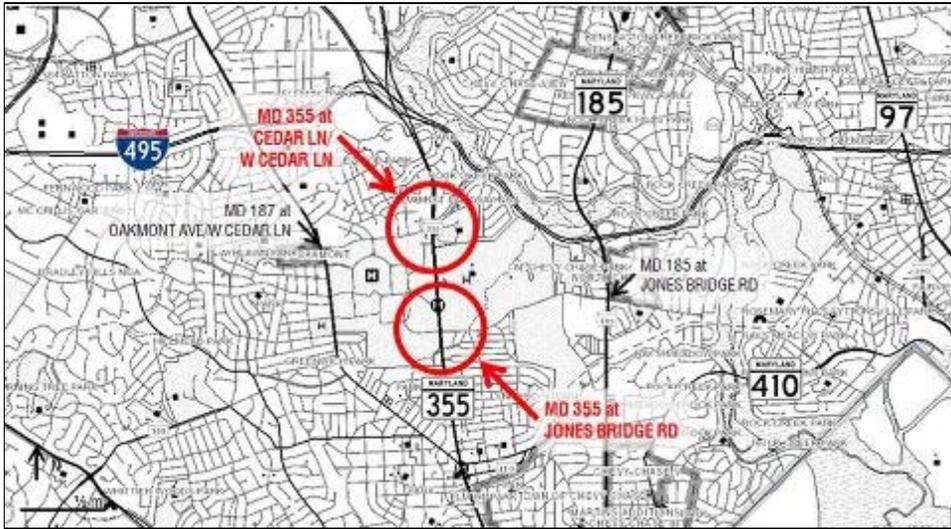
FEDERAL - Other Principal Arterial

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 operations in the near term.

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

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

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1 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.

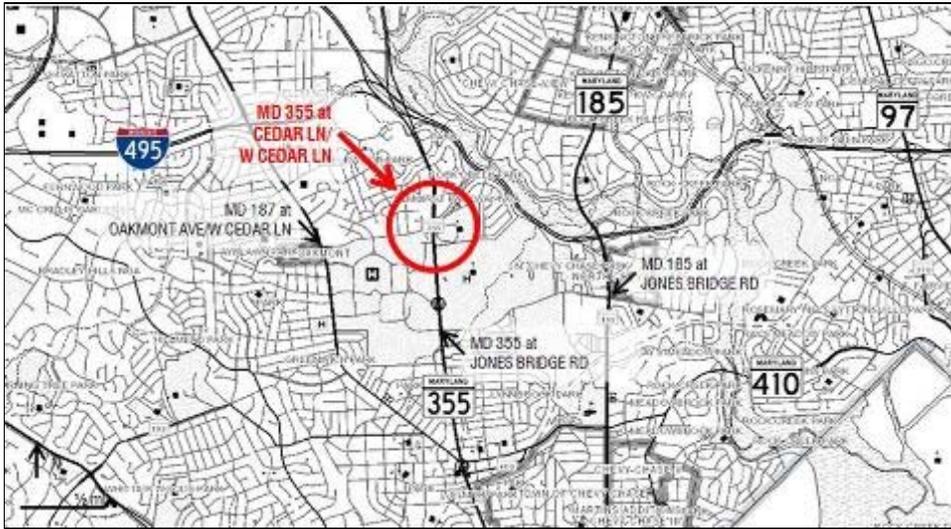
PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				YEAR 2020			
					2017	2018	2019	2020				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,703	532	3,171	0	0	0	0	0	0	3,171	0	0
Construction	6,264	6,241	23	0	0	0	0	0	0	23	0	0
Total	9,967	6,773	3,194	0	0	0	0	0	0	3,194	0	0
Federal-Aid	7,419	4,225	3,194	0	0	0	0	0	0	3,194	0	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 operations 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 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)

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

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 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.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" 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	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,114	883	50	50	1,131	0	0	0	1,231	0
Construction	13,867	3,182	4,987	3,549	2,149	0	0	0	10,685	0
Total	15,981	4,065	5,037	3,599	3,280	0	0	0	11,916	0
Federal-Aid	13,103	3,549	3,788	2,915	2,851	0	0	0	9,554	0

CLASSIFICATION:

STATE - Other Principal Arterial

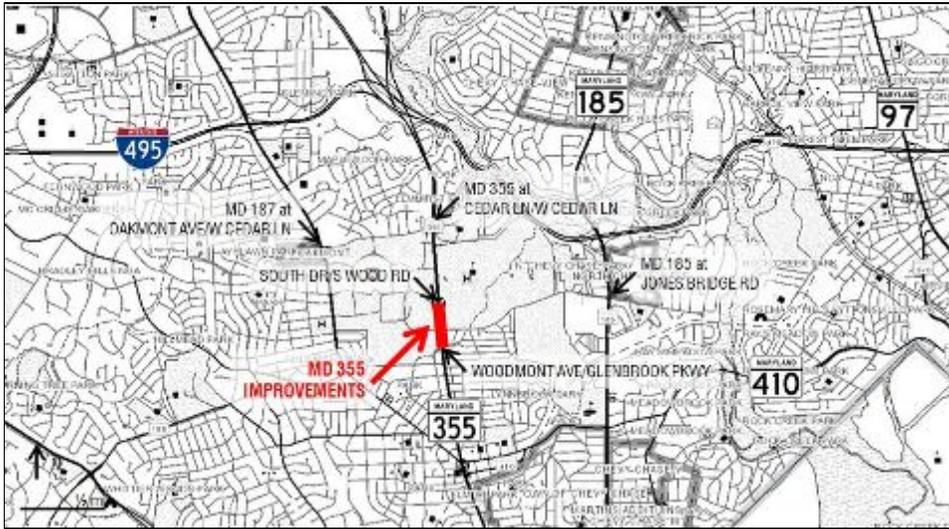
FEDERAL - Other Principal Arterial

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	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	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 is causing 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)	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	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

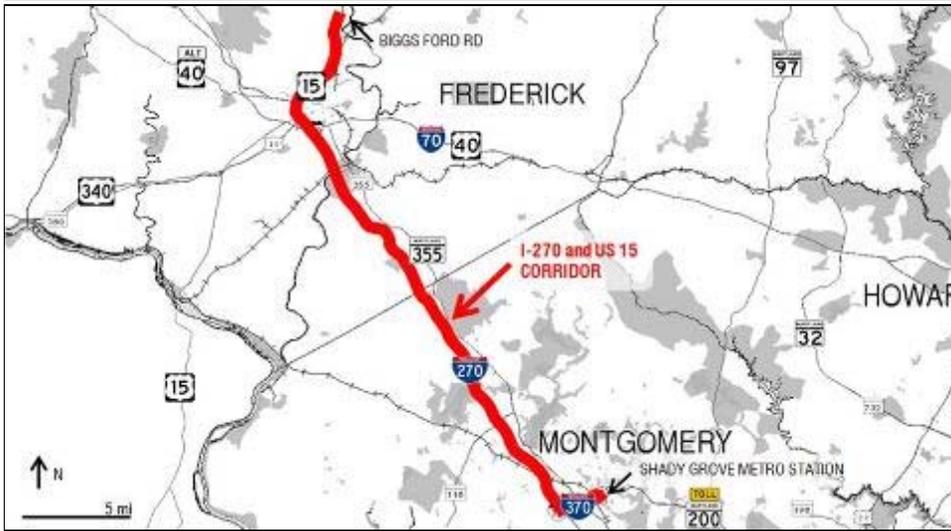
FEDERAL - Interstate

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 6)
 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	17,429	17,429	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	18,536	18,536	0	0	0	0	0	0	0	0
Federal-Aid	14,398	14,398	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: I-270, Eisenhower Highway, and I-495, Capital Beltway

DESCRIPTION: Planning study of I-270 improvements from I-495 to I-370, I-270 Spur improvements from I-495 to I-270, and I-495 improvements from the Potomac River to I-270 Spur.

JUSTIFICATION: Increasing growth in Montgomery County and the concurrent increase in traffic is causing these routes 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, Capital Beltway (Line 13)

STATUS: Planning will 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 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	6,000	0	150	1,300	1,625	1,625	1,300	0	6,000	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	6,000	0	150	1,300	1,625	1,625	1,300	0	6,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

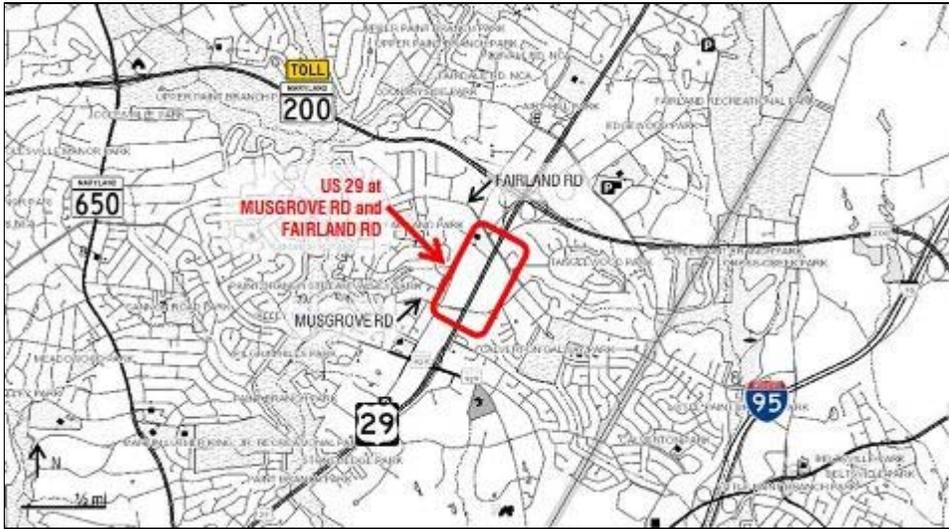
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 112,400 - 260,950 (IS 270)
 102,325 - 258,950 (IS-495)

PROJECTED (2030) - 117,800 - 272,000 (I-270)
 112,150 - 288,050 (I-495)



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 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 17)

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	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,000	1,331	500	1,825	1,825	2,519	0	0	6,669	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	2,410	500	1,825	1,825	2,519	0	0	6,669	0
Federal-Aid	1,737	1,737	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) - 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 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: 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	2,262	2,262	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 16)
- US 29, Interchanges (Line 17)
- MD28/MD 198, MD 97 to I-95 (Line 19)

STATUS: Planning underway.

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	800	900	1,300	0	0	0	0	3,000	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	3,000	0	800	900	1,300	0	0	0	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

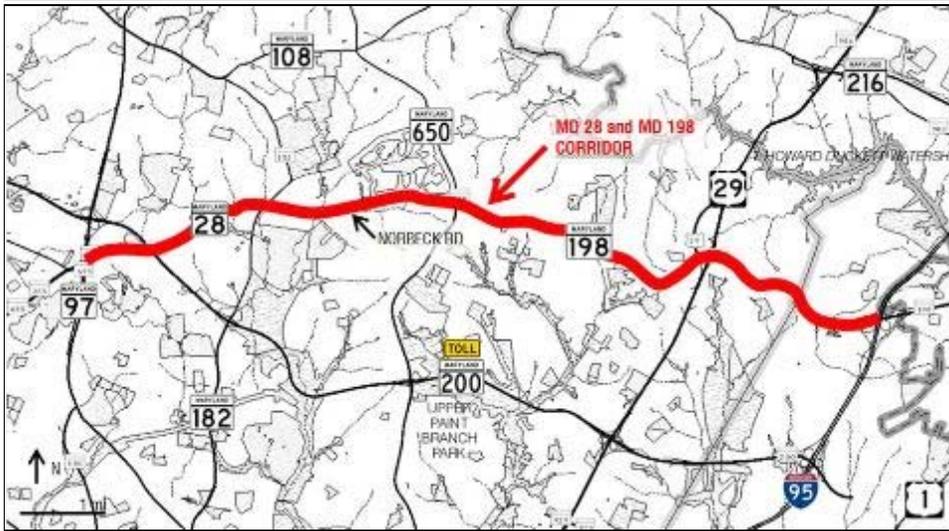
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

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 of safety, capacity, and operational 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 address safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also reduce 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

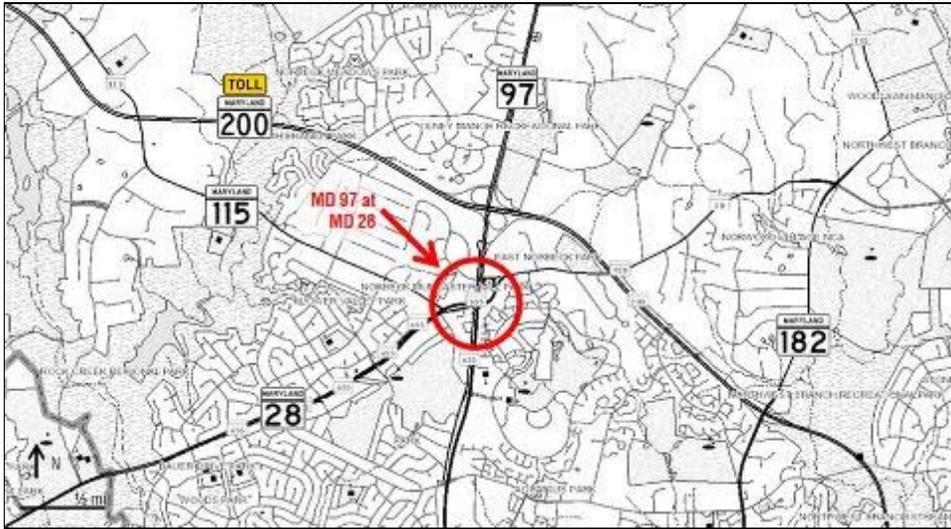
ASSOCIATED IMPROVEMENTS:
 MD 97/MD 28, Interchange (Line 20)
 MD 97, Bus Rapid Transit Study (Line 22)
 I-95/Contee Road, Interchange (Prince George's County - Line 1)

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	4,032	375	1,325	1,300	0	0	0	0	3,000	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	7,032	4,032	375	1,325	1,300	0	0	0	0	3,000	0	
Federal-Aid	3,207	3,207	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) - 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. 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 19)
 MD 97, Bus Rapid Transit Study (Line 22)

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	2,238	2,238	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: The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97 between MD 192 and MD 390. 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: The cost increase of \$3.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

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	3,000	1,321	700	979	0	0	0	0	1,679	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	1,321	700	979	0	0	0	0	1,679	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

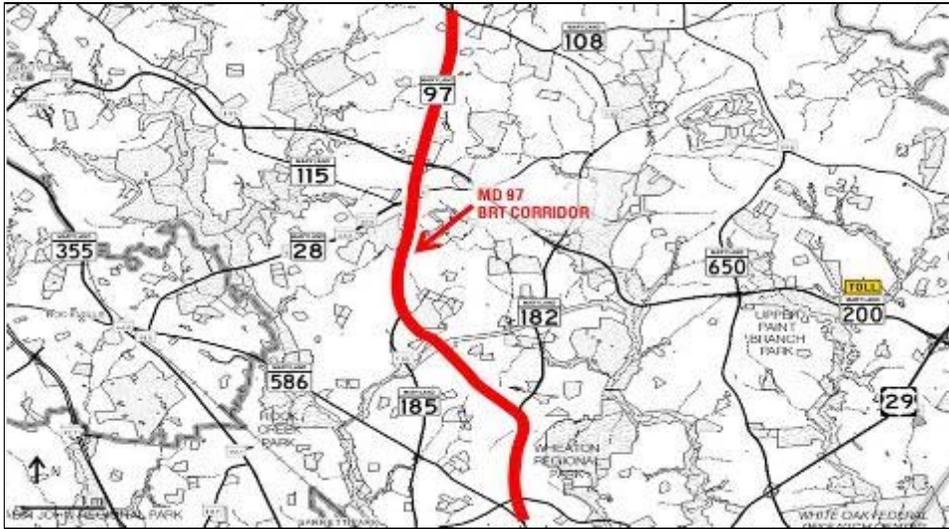
FEDERAL - Other Principal Arterial

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 19)
 MD 97/MD 28, Interchange (Line 20)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$5.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

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	5,000	1,008	300	1,500	2,192	0	0	0	3,992	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	5,000	1,008	300	1,500	2,192	0	0	0	3,992	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

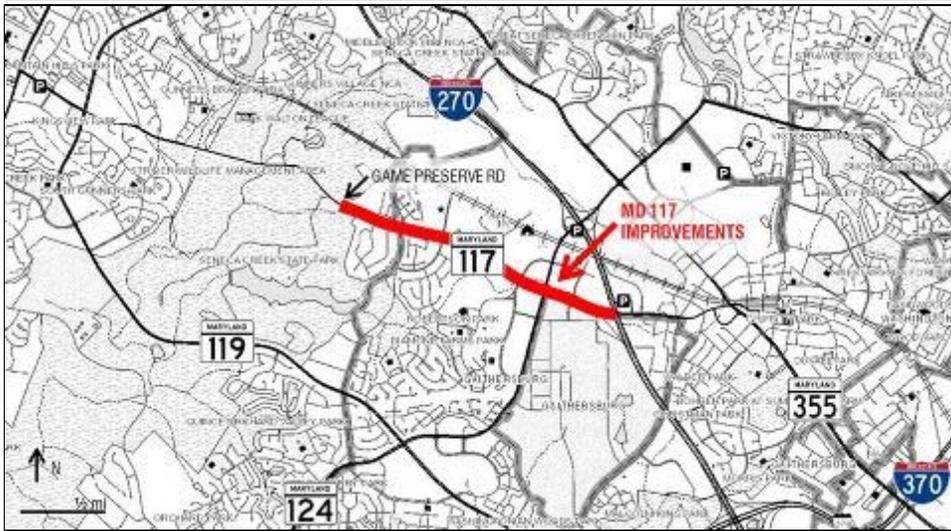
FEDERAL - Other Principal Arterial

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 a 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 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	1,903	1,903	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	2,933	2,933	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

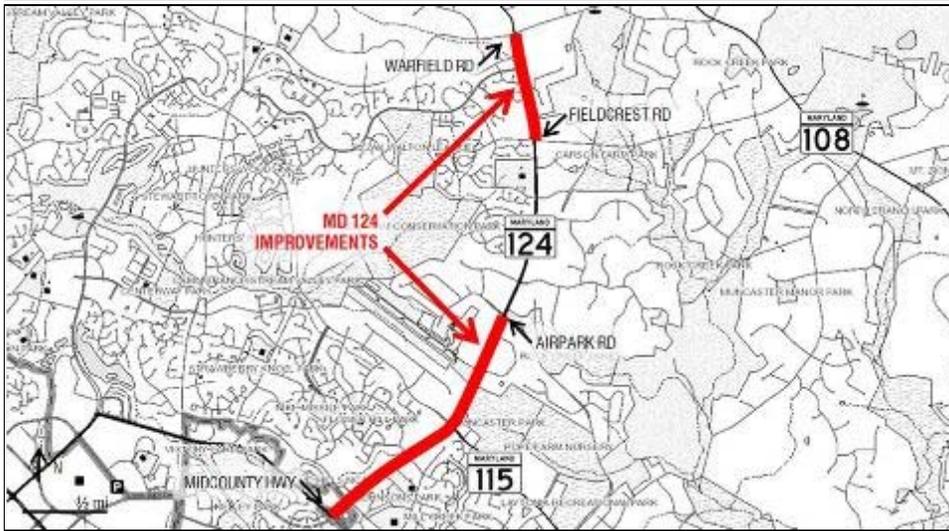
FEDERAL - Minor Arterial

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. The County is contributing \$5.0 million to Engineering and Right-of-Way

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$5.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW							SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					YEAR TOTAL	TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0		
Engineering	3,683	790	50	50	989	869	935	0	2,893	0		
Right-of-way	5,024	24	0	0	0	2,500	2,500	0	5,000	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Total	10,821	2,928	50	50	989	3,369	3,435	0	7,893	0		
Federal-Aid	653	18	0	0	0	0	635	0	635	0		

CLASSIFICATION:

STATE - Major Collector

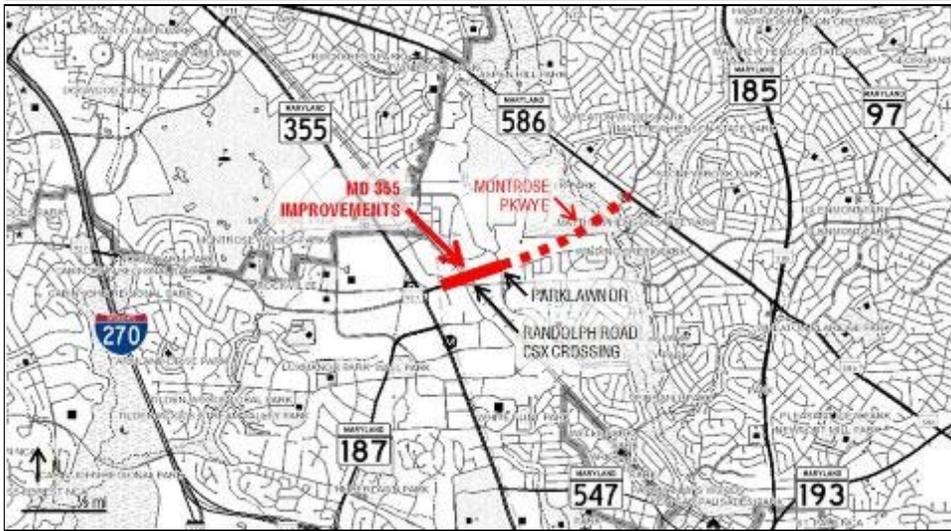
FEDERAL - Major Collector

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 grade-separated crossing over CSX railroad and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will 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.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$9.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

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	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	9,000	2,400	1,500	1,000	4,100	0	0	0	6,600	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	10,860	4,260	1,500	1,000	4,100	0	0	0	6,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

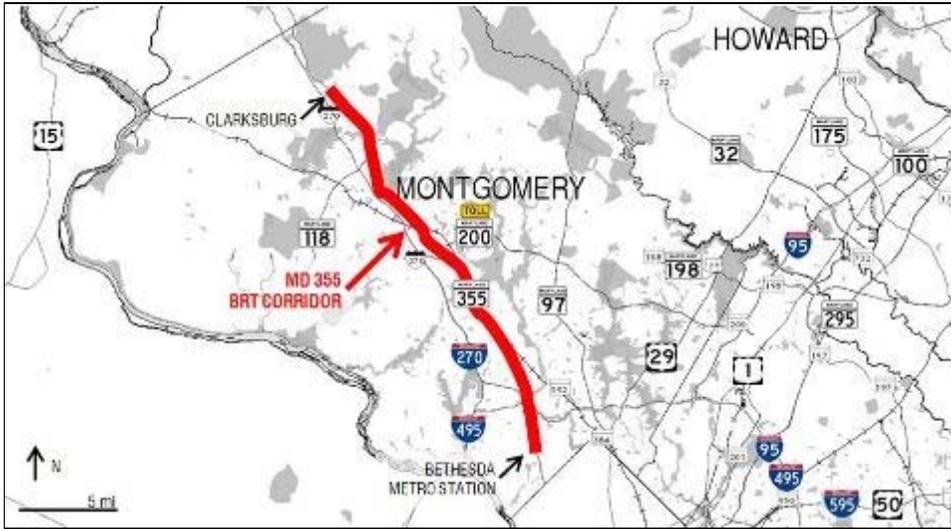
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

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 underway.

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	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	6,500	0	1,200	2,800	2,500	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	1,200	2,800	2,500	0	0	0	6,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

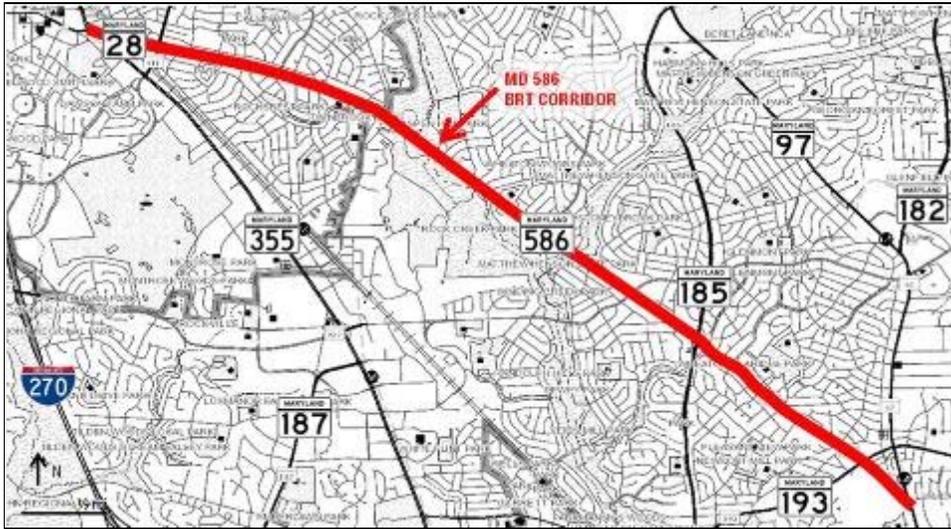
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

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 22)
 MD 355, BRT Study (Line 26)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$6.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

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	6,000	1,587	800	1,659	1,954	0	0	0	4,413	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	6,000	1,587	800	1,659	1,954	0	0	0	4,413	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 28

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 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	Under construction
9	MD 97	Georgia Avenue; Old Baltimore Road to Queen Mary Drive; resurface	2,052	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 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	Under construction
12	MD 124	Quince Orchard Road; MD 28 to Orchard Ridge Drive; resurface	2,709	Under construction
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; resurface	3,809	Under construction
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	Under construction
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	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 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	3,797	FY 2015
25	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	1,856	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	Under construction
28	MD 195	Carroll Avenue; Bridge 1503300 over Sligo Creek Parkway and Sligo Creek; bridge rehabilitation	4,000	FY 2015
29	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,459	Under construction
<u>Safety/Spot Improvement</u>				
30	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	Under construction
31	MD 118	Germantown Road; at Observation Drive; geometric improvements	498	Completed
32	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	787	Under construction
33	MD 124	Midcounty Highway; at Saybrooke Oaks Boulevard; geometric improvements	2,110	FY 2015
34	MD 124	Montgomery Village Avenue; at Russell Avenue; safety	5,125	FY 2016
35	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	1,392	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2014
<u>Fiscal Years 2015 and 2016 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
36	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	819	FY 2015
37	MD 191	Bradley Lane; at Strathmore Avenue; safety	449	Under construction
38	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	FY 2015
39	MD 586	Veirs Mill Road; at Ferrara Avenue; geometric improvements	797	Under construction
<u>Traffic Management</u>				
40		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	851	FY 2015
41		Various locations in Montgomery County; signalization	3,760	Under construction
42	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	661	Under construction
43	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	680	Under construction
44	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization (Project on hold)		
<u>Sidewalks</u>				
45	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,400	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 28 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2014
<u>Fiscal Years 2015 and 2016 (cont'd)</u>				
<u>Intersection Capacity Improvements</u>				
46	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Concepts Underway
<u>TMDL Compliance</u>				
47		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,301	FY 2015
<u>Congressional Earmarks</u>				
48		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
49		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
50		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	