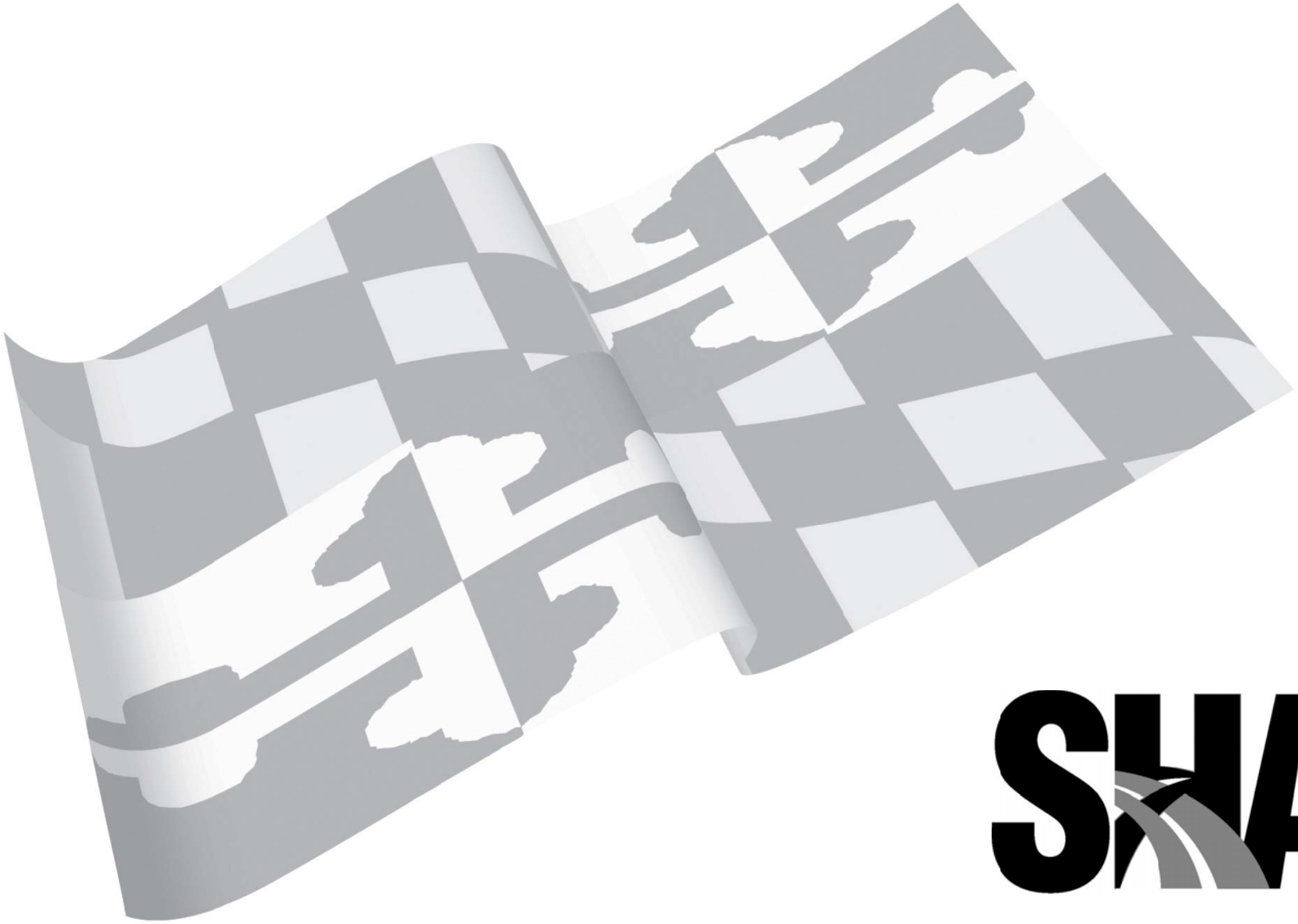
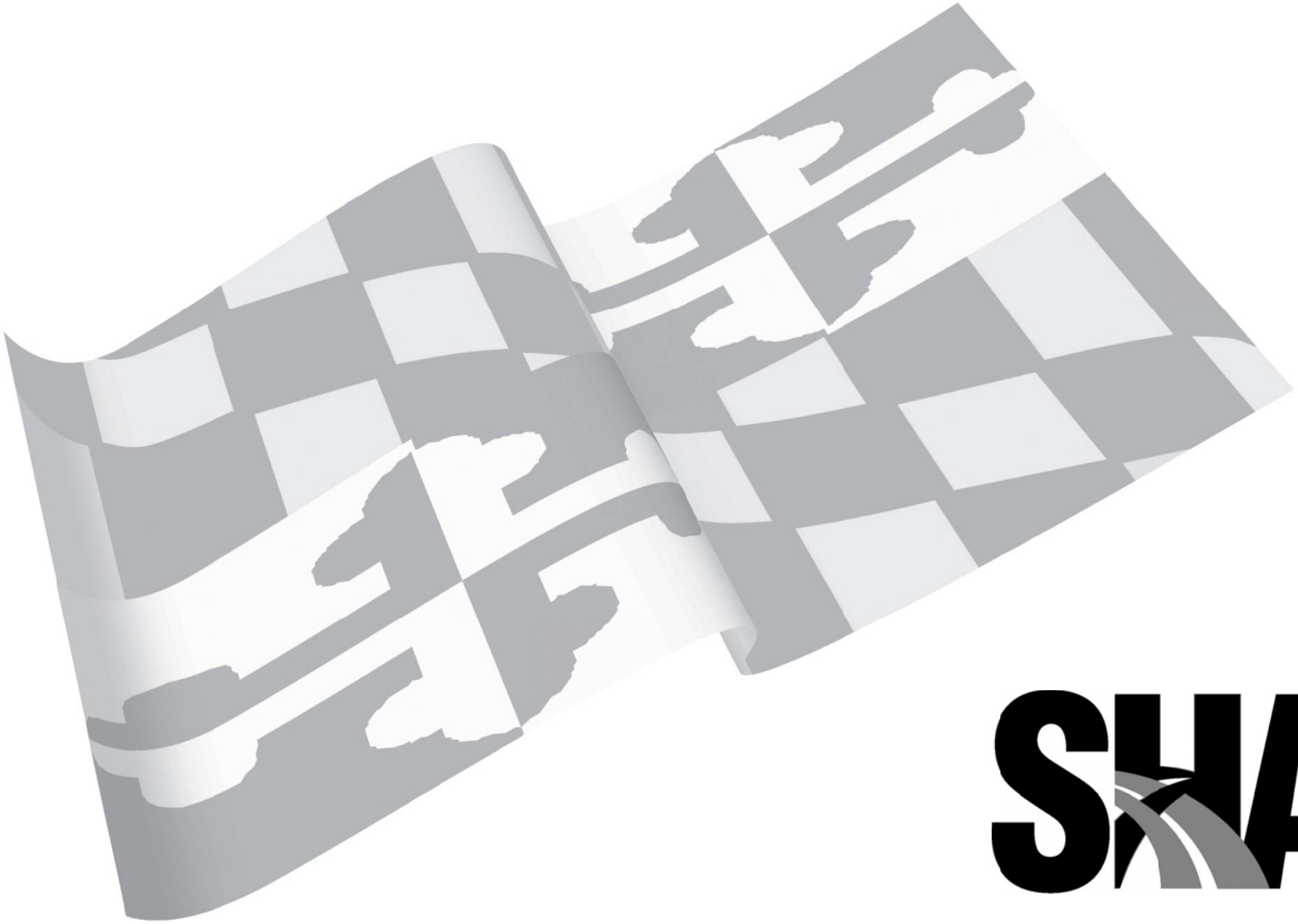


SHA

STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	SIX-YEAR TOTAL
Construction Program							
Major Projects	311.2	468.0	425.6	452.1	342.1	211.6	2,210.6
Safety, Congestion Relief and Community Enhancements	959.6	939.5	906.1	725.0	702.6	902.4	5,135.2
Other System Preservation	26.8	26.0	25.9	26.2	25.2	26.2	156.3
Reimbursables	15.0	15.0	15.0	15.0	15.0	15.0	90.0
Programs 3 & 8	79.2	77.8	77.2	77.0	77.6	77.8	466.6
Development & Evaluation Program	50.8	61.9	48.8	31.2	25.3	2.6	220.6
TOTAL	1,442.6	1,588.2	1,498.6	1,326.5	1,187.8	1,235.6	8,279.3
Special Funds	841.7	1,021.5	1,007.4	903.0	792.5	824.1	5,390.2
Federal Funds	589.5	555.0	489.8	419.6	392.8	411.5	2,858.2
Other Funds	11.3	11.6	1.4	3.9	2.5	-	30.7



SHA STATEWIDE

PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

PURPOSE & NEED SUMMARY STATEMENT: Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing system more efficiently through the application of Intelligent Transportation System technologies and interagency teamwork.

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

[X] Safety & Security
[X] System Preservation
[X] Quality of Service
[ ] Environmental Stewardship
[X] Community Vitality
[X] Economic Prosperity

EXPLANATION: Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public, which improves movement of both passengers and freight. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

STATUS: Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added funding in FY21.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	178,978	115,663	12,838	12,330	5,601	7,278	8,286	16,982	63,315	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	253,974	218,991	5,662	5,670	6,198	4,122	3,713	9,618	34,983	0
Total	432,952	334,654	18,500	18,000	11,799	11,400	11,999	26,600	98,298	0
Federal-Aid	393,610	324,800	12,950	12,600	8,260	7,980	8,400	18,620	68,810	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A

PROJECT: Sidewalk Program

DESCRIPTION: This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

PURPOSE & NEED SUMMARY STATEMENT: Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 program supports community revitalization and other efforts to encourage pedestrian usage along State Highways. Provides/promotes safer access to transit service for both surface bus and fixed rail systems.

STATUS: Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added funding in FY21.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	300	200	0	0	0	0	0	100	100	0
Engineering	16,047	8,747	1,200	1,200	1,200	1,200	1,200	1,300	7,300	0
Right-of-way	295	295	0	0	0	0	0	0	0	0
Construction	64,429	41,229	2,900	3,700	2,600	2,500	2,700	8,800	23,200	0
Total	81,071	50,471	4,100	4,900	3,800	3,700	3,900	10,200	30,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A

PROJECT: Sound Barrier Program

DESCRIPTION: Funding to implement retrofit sound barrier projects that meet eligibility criteria.

PURPOSE & NEED SUMMARY STATEMENT: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 program provides mitigation of highway noise to those communities that qualify for noise abatement. Improves quality of life for eligible communities adjacent to access controlled facilities.

STATUS: Engineering, Right-of-way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added funding in FY21.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	51,422	43,892	2,930	900	900	900	900	1,000	7,530	0
Right-of-way	1,038	538	100	100	100	100	100	0	500	0
Construction	324,923	296,353	13,270	11,300	1,300	1,200	1,300	200	28,570	0
Total	377,383	340,783	16,300	12,300	2,300	2,200	2,300	1,200	36,600	0
Federal-Aid	242,698	226,298	6,300	6,200	1,100	1,100	1,200	500	16,400	0

CLASSIFICATION:

STATE - N/A

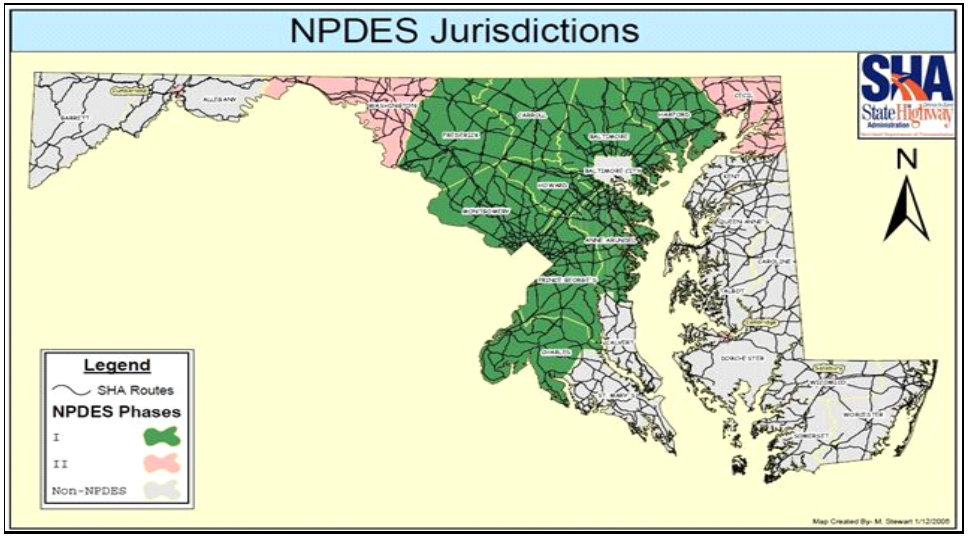
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: Total Maximum Daily Load (TMDL)

DESCRIPTION: Plan, design, and construct storm water controls and alternative water quality improvement strategies in Maryland Phase I and Phase II Counties in order to meet the US Environmental Protection Agency's (EPA) Chesapeake Bay Total Maximum Daily Load (TMDL) requirements by the year 2025. These strategies support the goal of protecting and restoring the Chesapeake Bay watershed. The implementation will follow the State of Maryland commitment in its Watershed Implementation Phase I Plan (WIP I).

PURPOSE & NEED SUMMARY STATEMENT: SHA is required to adhere to the Chesapeake Bay TMDL and local TMDLs as a result of its National Pollution Elimination Discharge System (NPDES) Phase I and Phase II Municipal Separate and Storm Sewer System Permit (MS4) permits. This programmatic effort is needed for compliance and supports the ultimate goal of improved water quality in Maryland streams, creeks, rivers, and the Chesapeake Bay.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ 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: Implement strategies through the year 2025 that will primarily reduce nitrogen, phosphorus and sediment loads in waters that drain to the Chesapeake Bay from SHA-owned roads and coverage areas. Implementation Strategies to include: Structural and Non-Structural Best Management Practices; Environmentally Sensitive Designs; Stream and Wetland Restoration; and Afforestation.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added funding in FY21.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	12,600	1,000	2,000	2,000	2,000	2,000	2,000	1,600	11,600	0
Engineering	198,700	47,700	30,000	31,000	27,000	29,000	17,000	17,000	151,000	0
Right-of-way	30,000	1,000	6,000	5,000	5,000	5,000	5,000	3,000	29,000	0
Construction	469,300	74,900	25,000	36,000	89,200	73,700	84,100	86,400	394,400	0
Total	710,600	124,600	63,000	74,000	123,200	109,700	108,100	108,000	586,000	0
Federal-Aid	69,494	50,794	2,000	1,700	0	0	2,000	13,000	18,700	0

CLASSIFICATION:

STATE - N/A

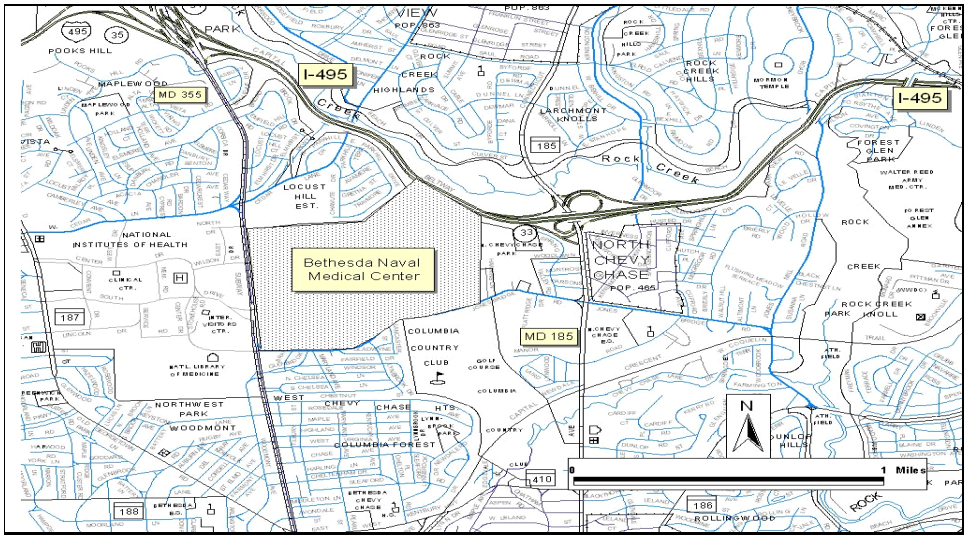
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: BRAC Intersections near Bethesda Naval Center

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycle and pedestrian facilities will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Phase 3) (Montgomery County Line 5)
MD 187, at West Cedar Lane (Montgomery County Line 6)
MD 320, at Sligo Creek (Montgomery County Line 9)
MD 355, at West Cedar Lane (Montgomery County Line 11)
MD 355, Woodmont Ave. to South Wood Rd. (Montgomery County Line 12)

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

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

EXPLANATION: Improvements to key intersections in the vicinity of Bethesda Naval Medical Center are vital in support of the congressionally authorized BRAC initiative. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

STATUS: Engineering underway. Office of Economic Adjustments has contributed $38.2 million towards the BRAC improvements.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,819	12,390	200	179	50	0	0	0	429	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,770	0	0	0	0	0	6,770	0	6,770	0
Total	19,589	12,390	200	179	50	0	6,770	0	7,199	0
Federal-Aid	8,323	2,924	500	129	0	0	4,770	0	5,399	0

CLASSIFICATION:

STATE - N/A

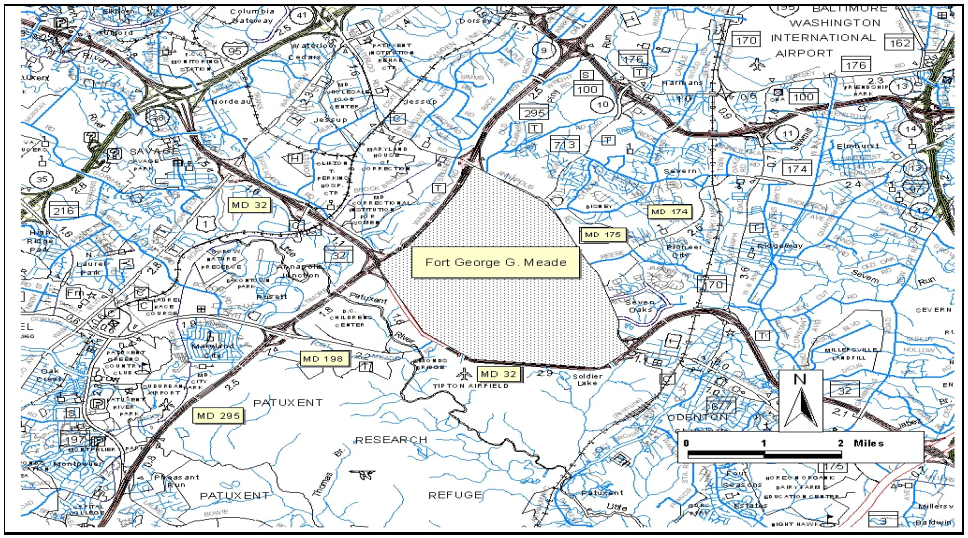
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: BRAC Intersections near Fort Meade

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Maples/Reece Roads (Anne Arundel Line 2)
MD 175, Disney Road to Reece Road (Anne Arundel Line 4)
MD 175, MD 295 to MD 170 (Anne Arundel County Line 7)
MD 198, MD 295 to MD 32 (Anne Arundel County Line 8)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	224	28	0	0	0	0	0	28	0
Engineering	7,482	7,482	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	7,734	7,706	28	0	0	0	0	0	28	0
Federal-Aid	1,397	1,371	26	0	0	0	0	0	26	0

CLASSIFICATION:

STATE - N/A

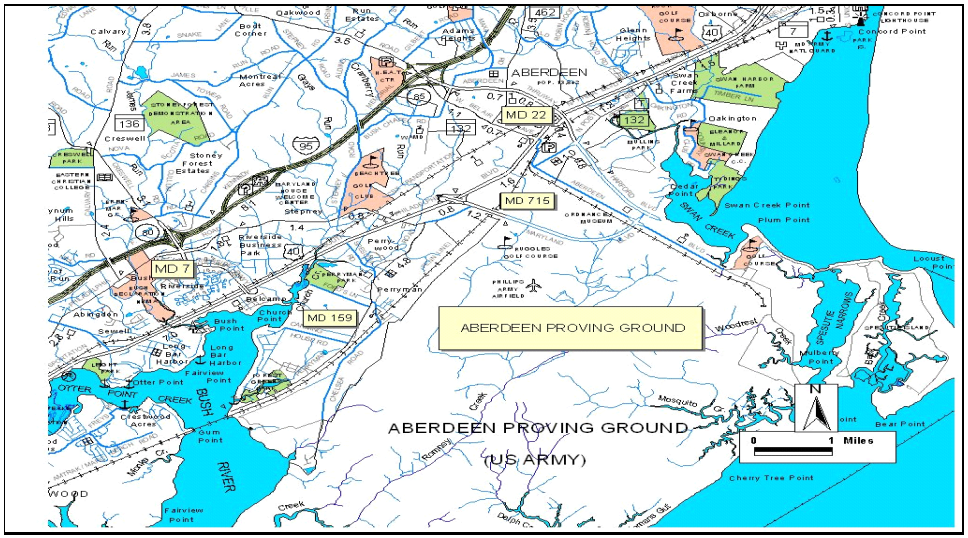
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: BRAC Intersections near Aberdeen Proving Grounds

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Harford County Line 1)
MD 22, at Beards Hill Road (Harford County Line 2)
MD 22, at MD 462 (Harford County Line 3)
US 40, at MD 7/MD 159 (Phase 2 - Harford County Line 5)
Perryman, Access Study (Harford County Line 7)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,948	8,848	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,948	8,848	100	0	0	0	0	0	100	0
Federal-Aid	4,452	4,352	100	0	0	0	0	0	100	0

CLASSIFICATION:

STATE - N/A

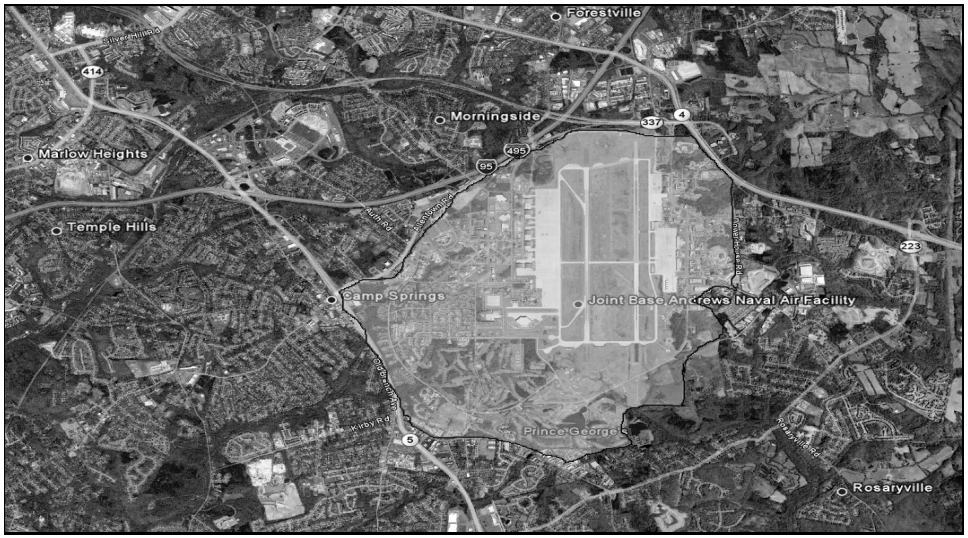
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: BRAC Intersections near Andrews Air Force Base

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Andrews Air Force Base. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Andrews Air Force Base is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, Branch Ave. Metro Access (Prince George's Line 1)
MD 4, at Suitland Parkway (Prince George's Line 8)
MD 337, at MD 218 and I-495 NB Off Ramp (Prince George's Line 13)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Prince George's Line 16)
MD 4, MD 223 to I-95 (Prince George's Line 18)
MD 5, US 301 to I-95 (Prince George's Line 19)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,298	2,298	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	2,298	2,298	0	0	0	0	0	0	0	0
Federal-Aid	2,263	2,263	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

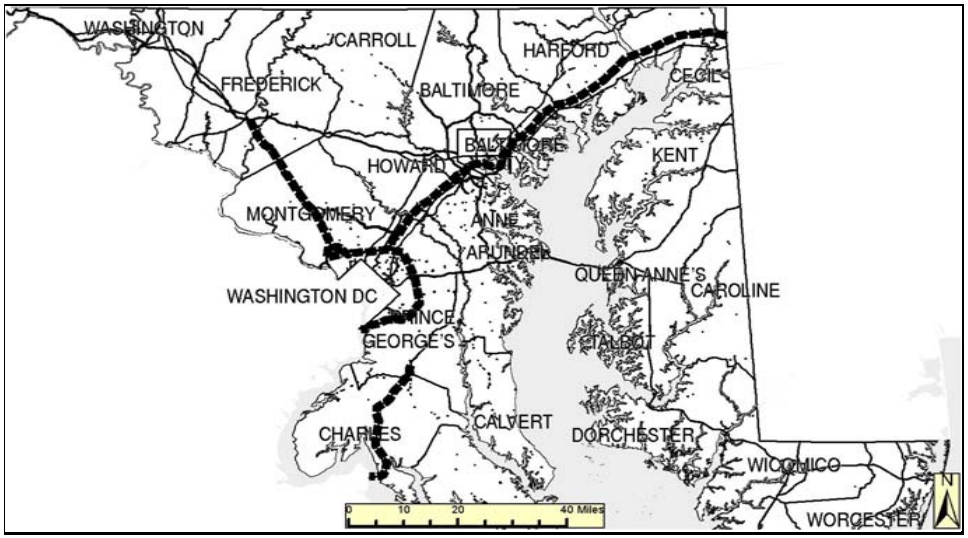
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: Operational Improvement Studies

DESCRIPTION: Develop traffic management strategies to improve operations on the Capital Beltway, I-95/495, I-270 and US 301.

JUSTIFICATION: A comprehensive set of relatively low cost strategies is needed to address recurring and non-recurring congestion that occurs along these corridors.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved $2.0 million to Active Traffic Management (ATM) and Innovative Congestion Mitigation (ICM) (Montgomery Line 2).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,052	947	1,500	605	0	0	0	0	2,105	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	3,052	947	1,500	605	0	0	0	0	2,105	0
Federal-Aid	2,841	789	1,447	605	0	0	0	0	2,052	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in District 4 and District 7; pavement marking	975	Completed
2		Various locations in Baltimore and Harford Counties; joint sealing	1,020	Completed
3		Various locations in Dorchester, Somerset, Wicomico, Worcester Counties; traffic barrier upgrades	1,207	Completed
4		Various locations in Anne Arundel, Calvert, Charles and St. Mary's County; drainage	853	Completed
5		Traffic barrier upgrades at various locations in District 3	1,143	Completed
6	US 50	Ocean Gateway; 0.5 miles west of MD 404 to 0.5 miles east of MD 404; resurface	1,502	Completed
		Bridge Replacement/Rehabilitation		
7		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 3; bridge rehabilitation	11,341	Completed
8		Provide access equipment and MOT Services for bridge inspection/evaluation	6,388	Completed
9		10 existing bridges on US 13, MD 353, MD 12 and US 113; clean/paint bridges	1,551	Completed
		Safety/Spot Improvement		
10		At various locations in District 2; raised pavement markings	553	Completed
11	MD 228	Berry Road; MD 210 to Marsh Hawk Drive; guardrail	1,200	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions (cont'd)		
		Traffic Management		
12		Install and modify Traffic Control devices in District 4; signalization	6,022	Completed
13		UPS/LED Signal installation/reconstruct in Districts in 3, 4, and 5	5,360	Completed
14		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Completed
15		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	Completed
		Environmental Preservation		
16		Various interchanges on I 70, I 68 and MD 200; landscaping	847	Completed
17		Landscaping at various locations in District 4 and District 7; landscaping	220	Completed
18		Landscaping at various locations in District 1 and District 2; landscaping	114	Completed
		Sidewalks		
19		Various locations in Caroline, Cecil, Kent, Talbot and Queen Anne's County; sidewalk	1,755	Completed
		Truck Weight		
20		Virtual Weigh Station - Overheight detection	1,200	Completed

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
21		At various locations on I-70, I-95, I-195, I-795, I-83, I-695, MD 695 and MD 295; safety and resurface	9,152	FY 2016
22		At various locations in District 1; pavement marking	1,170	FY 2016
23		At various routes in Carroll, Frederick and Howard counties; guard rail	2,003	FY 2016
24		At various locations in District 5; pavement marking	2,102	FY 2016
25		At various locations in District 4; pavement marking	1,416	FY 2016
26		At various locations in district 2; sidewalks	1,392	FY 2016
27		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot counties; slurry seal	2,310	FY 2016
28		At various locations in District 5; patching	3,377	FY 2016
29		At various locations in Caroline, Cecil, Kent, Queen Anne's and Talbot counties; guard rail	599	FY 2016
30		At various locations in Calvert, Charles and St. Mary's counties; joint sealing	1,064	FY 2016
31		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; patching	1,900	FY 2016
32		At various locations in Carroll County; resurface	10,501	Under construction
33		At various locations in Carroll County; resurface	13,000	Under construction
34		At various locations in Dorchester, Somerset, Wicomico and Worcester Counties; guard rail	1,566	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
35		At various locations in District 6; slurry seal	2,974	FY 2016
36		At various locations in District 5; sidewalks	3,023	FY 2016
37		At various locations in District 2; joint sealing	465	FY 2016
38		At various locations in District 4; guardrail	2,302	Under construction
39		At Various Locations in District 4; Joint Sealing	1,435	Under construction
40		At various locations in District 6; resurface	445	Under construction
41		At various locations in District 5; guardrail	933	Under construction
42		Various locations in Carroll, Frederick and Howard Counties; joint sealing	1,400	Under construction
43		At various locations in District 7; guardrails	2,313	Under construction
44		Various locations in Districts 3 and 5; pavement marking	2,638	Under construction
45		Various locations in Districts 1 and 2; pavement marking	2,055	Under construction
46		Various locations; guardrails	2,355	Under construction
47		Various locations in Montgomery and Prince George's Counties; resurface	2,055	Under construction
48		At various locations in District 5; widen and resurface	4,176	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
49		At various locations in Calvert, Charles and St. Mary's Counties; joint sealing	493	FY 2016
50		Various locations in Districts 4 and 7; pavement marking	2,025	Under construction
51		Various locations in District 2; slurry seal	1,186	Under construction
52		Various Locations in Carroll, Frederick and Howard Counties; joint sealing	997	FY 2016
53		Various locations in Carroll, Frederick and Howard Counties; patching	1,712	Under construction
54		Various locations in District 3 and 5; thermpolastic thinline striping	1,207	Under construction
55		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	5,195	Under construction
56		Various locations in District 2; guardrail	383	FY 2016
57		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	Under construction
58		Various locations in District 1 and 2; thermoplastic thinline striping	1,363	Under construction
59		Various locations in District 7; guardrail	1,413	Under construction
60		Various locations in Cecil, Kent, Queen Anne's and Caroline Counties; sidewalks	737	Under construction
61		Traffic barrier upgrades at various locations in District 7; guardrail	1,556	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
62		Install/upgrade Traffic barrier at various locations in District 6	725	Under construction
63		Various Locations in District 5; slurry seal	1,932	Under construction
		Bridge Replacement/Rehabilitation		
64		Invert paving and restoration to various structures; miscellaneous	2,860	FY 2016
65		Preservation/minor rehab fixed bridges, culverts, retaining walls in District 6; bridge rehabilitation	1,997	FY 2016
66		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 1; bridge rehabilitation	9,838	FY 2016
67		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 2; bridge rehabilitation	11,322	Under construction
68		Preservation and minor rehab of fixed bridges, culverts and walls - Contract 4; bridge rehabilitation	11,333	Under construction
69		At various locations on lower Georges Creek Road, National Freeway, Friendsville Road; clean/paint bridges	1,585	Under construction
70		Preservation and minor rehab of moveable and fixed bridges, culverts and walls; bridge rehabilitation	9,033	FY 2017
71		Install troughs and rehabilitation of joints to 25 bridges in WA and BA counties; joint sealing	3,360	Under construction
72		Bridges 14006, 1402700 and 2001800 in Kent and Talbot counties; clean/paint bridges	1,364	Under construction
73		Invert paving and restoration to various structures; miscellaneous	1,449	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement		
74		At Various locations in Anne Arundel, Calvert, Charles and St. Mary's Counties; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,860	FY 2017
75		At various locations statewide; drainage improvement	3,312	FY 2016
76		At various locations in Prince George's and Montgomery counties; geometric improvements	3,292	FY 2016
77		At various locations in District 2; RPM	603	FY 2016
78		At various locations in Baltimore and Harford counties; rumble strips	1,130	FY 2016
79		At various locations in District 4; sidewalks	3,432	FY 2016
80		At various locations in District 6; drainage improvement	8,786	FY 2016
81		ADA at various locations in District 1; sidewalks	4,541	FY 2016
82		At various locations statewide - Stormwater/drainage asset remediation; drainage improvement	3,582	FY 2016
83		At various locations in District 6; sidewalks	3,392	FY 2016
84		At various locations in District 3; sidewalks	3,494	FY 2016
85		Clearing and grubbing at various locations for utilities relocation in District 5; miscellaneous	273	FY 2016
86		Various locations in District 7; ADA compliance	2,515	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement (cont'd)		
87		At various locations in District 1 and 2; pavement marking	899	Under construction
88		At various locations Statewide; drainage improvement	2,742	Under construction
89		Various locations in District 3, 4, 5, 6 and 7; pavement marking	1,712	Under construction
90		At various locations in District 1; rumble strips	505	Under construction
91		At various locations Statewide; drainage improvement	3,120	FY 2016
92		At various locations in District 3; surface treatment	4,164	Under construction
93		Various locations statewide; drainage improvement	2,495	FY 2016
94		Various locations in District 2; rumble strips	232	Under construction
95		ADA Compliance Program in District 1	4,135	FY 2016
96		Various locations in Baltimore and Harford Counties; safety	5,141	Under construction
97		At various locations in District 3; sidewalks	3,744	Under construction
98		Various locations statewide; drainage	1,457	Under construction
99		Various locations in Allegany and Garrett Counties; geometric improvements	2,271	Under construction
100		Various locations in District 4; pavement markings	517	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement (cont'd)		
101		Repairs on Stormwater Facilities in various locations; drainage improvement	622	Under construction
102		Sign Reflectivity Management Statewide; signing	8,000	Under construction
103		Stormwater Management facilities at various locations Statewide; drainage improvement	2,717	Under construction
104	US 13	Ocean Highway; Jones Road to North of Eden Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,975	FY 2016
105	US 40	Baltimore National Pike; Bethany Lane to Tyson Road and Johnnycake Road to Coleridge Road; guard rail	760	Under construction
		Noise Barriers		
106		Noise barrier fire door remediation in district 3; noise abatement	1,354	FY 2016
107		Various locations; noise abatements	1,410	Under construction
108	I 495	Capital Beltway; noisewalls 15110 and 15113; drainage improvements	499	Under construction
		Traffic Management		
109		At various locations - sign retroreflectivity; signing Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,300	FY 2017
110		At various locations in Districts 1 and 2; signalization	3,793	FY 2016
111		At various locations in Districts 6 and 7; lighting	3,378	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Traffic Management (cont'd)		
112		At various locations statewide; signing	6,251	Under construction
113		Light Emitting Diode (LED) Upgrades - Statewide	4,030	FY 2016
114		Modify/Install/Reconstruct Signals; signalization	5,740	FY 2016
115		Tourism and service signing; signing	3,157	FY 2016
116		With APS/CPS in Districts 3, 4 and 7; signalization	6,970	FY 2016
117		APS in Districts 6 and 7; signalization	5,037	FY 2016
118		At various locations in District 3; lighting	4,930	FY 2016
119		At various locations in District 3; signalization	6,874	FY 2016
120		At various locations in District 4; lighting	4,268	FY 2016
121		At various locations in District 5; lighting	4,007	FY 2016
122		At various locations in District 6; signing	3,693	FY 2016
123		Various locations in District 3; signing	3,737	FY 2016
124		Various locations in District 6 and 7; lighting	4,875	FY 2016
125		Various locations in District 4; signalization	5,696	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Traffic Management (cont'd)		
126		Various locations in District 1 and 2; lighting	4,861	FY 2016
127		Various Locations in District 5; signalization	5,664	FY 2016
128		Various locations in District 4; signing	3,048	Under construction
129		Automatic Traffic Recorders Statewide; miscellaneous	1,988	FY 2016
130		Modify/reconstruct with in Districts 3, 4, 5; signalization	11,503	Under construction
131		Traffic signs and APS in District 3; signalization	7,153	FY 2016
132		Sign Structure replacement in District 7	4,777	FY 2016
133		Sign Structure replacement in District 4	4,905	FY 2016
134		Sign Structure replacement in District 3	5,003	FY 2016
135		Various locations in District 3, 4 and 5; signalization	5,671	Under construction
136		Various Locations in Districts 6 and 7; signalization	3,168	Under construction
137		At various locations in District 5; signing	2,295	Under construction
138		Various locations in District 5; signalization	5,935	Under construction
139		Modify/Install/Reconstruct traffic signals - District 3; signalization	6,194	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Traffic Management (cont'd)		
140		Various Locations in District 1 and 2; signalization	1,064	Under construction
141		Various Locations in District 4; lighting	1,783	Under construction
142		Various Locations in District 1 and 2; signing	1,287	Under construction
143		Various Locations in District3; signalization	2,146	Under construction
144		Various Locations in District 3; signing	2,810	Under construction
145		Various Locations in District 5; signalization	2,104	Under construction
146		Various Locations in District 6 and 7; lighting	930	Under construction
147		Various Locations in District 4; signing	2,999	Under construction
148		Various Locations in District 5; lighting	1,674	Under construction
149		Various Locations in District 3; lighting	1,984	Under construction
150		Various Locations in District 6 and 7; signing	2,170	Under construction
151		Various Locations in District 1 and 2; lighting	1,300	Under construction
152		Various Locations in District 4; signalization	2,048	Under construction
153		Various Locations in District 6 and 7; signalization	1,074	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Traffic Management (cont'd)		
154		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	Under construction
		C.H.A.R.T. Projects		
155		CHART CCTV Deployment (Phase 5C) in Allegany, Frederick, Garrett and Washington Counties	2,802	FY 2016
156		CHART DMS Deployment - Phase 4; miscellaneous	4,283	FY 2016
157		CHART CCTV Deployment (Phase 5B) in Anne Arundel, Baltimore, Carroll and Howard Counties	2,509	FY 2016
158		CHART CCTV Deployment (Phase 5A) in Dorchester, Frederick, Montgomery, Prince George's, Queen Anne's, Talbot, Wicomico, Worcester Counties	3,636	Under construction
159		Road Weather Information Systems Upgrade	500	Under construction
160		CHART Closed Circuit Television deployment - Phase 4	799	Under construction
161		CHART - Areawide Dynamic Message Signs Deployment - Phase 3	3,200	Under construction
162		Back-up Power for CHART Cameras	1,818	Under construction
163		10 CCTV Cameras Project	700	Under construction
164	MD 295	Baltimore Washington Parkway; CHART ITS devices in Districts 3 and 5; miscellaneous	772	Under construction
		Environmental Preservation		
164		Landscape sustainability improvements V for Districts 3 and 5; landscape	428	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Environmental Preservation (cont'd)		
165		Landscape Sustainability IV at various locations in District 1; landscape	90	FY 2016
166		Landscape Sustainability IV at various locations in District 2; landscape	106	FY 2016
167		At various locations in District 4; landscape	1,274	FY 2016
168		At various locations in District 7; landscape	509	FY 2016
169		I 695 to Mountain Road and various sites; landscape	514	Under construction
170		Various locations in District 3 and 5; landscape	588	Under construction
171		Various locations in District 1 and 2; landscape	400	FY 2016
172		Various locations in District 4 and 7; landscape	468	Under construction
173		Various locations in District 1 and 2; landscape	162	Under construction
174		Various locations in District 3 and 5; landscape	479	Under construction
175		Various interchanges on US 50 and US 13; landscaping	1,087	Under construction
176		Various interchanges on I 83, I 695 and I 95; landscaping	1,527	Under construction
177		Various Interchanges on US 50 and MD 100	1,220	Under construction
178		Various interchanges on I 70, I 95 ,US 29 and MD 100 ; landscaping	1,663	Under construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Environmental Preservation (cont'd)		
179		Landscaping at various locations in District 3 and District 5; landscaping	204	Under construction
180	US 50	MD 404/MD 309; Integrated roadside vegetation management at various locations in District 2	449	FY 2016
181	I 68	Integrated roadside vegetation management - Allegany/Washington County line to Allegany/Garrett County line; landscaping	959	Under construction
182	I 95	Vegetation Management at various interchanges between MD 100 to I 495; landscaping	3,011	Under construction
183	US 301	Blue Star Memorial Highway; US 50 split to Delaware State Line; landscape	222	Under construction
		Sidewalks		
184		Various locations in District 2; sidewalks	2,506	Under construction
185		Various locations in District 3; sidewalks	3,661	FY 2016
186		At various locations in District 5; sidewalks	2,983	FY 2016
187		At Various locations in District 5; sidewalks	2,006	FY 2016
188		Various locations in District 3; sidewalks	2,613	Under construction
		TMDL Compliance		
189		SWM at various locations in District 7 - Group 1; drainage improvement	6,544	FY 2017
190		Stream restoration and SWM at DNR Patapsco; wetlands replacement (reimbursed by DNR)	0	FY 2016

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		TMDL Compliance (cont'd)		
191		Tree planting at various locations in Anne Arundel and Charles Counties; landscape	1,206	FY 2016
192		Tree planting at various locations in District 6; landscape (Transportation Infrastructure Investment Act of 2013)	1,144	FY 2016
193		Tree planting at various locations in Harford County; landscape (Transportation Infrastructure Investment Act of 2013)	1,772	Under construction
194		Tree Planting at various locations in District 7; landscape (Transportation Infrastructure Investment Act of 2013)	2,345	Under construction
195		At various locations in District 4; drainage improvement (Transportation Infrastructure Investment Act of 2013)	2,442	FY 2016
196	I 97	John Hanson Highway; Grass swales at various locations in District 5; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,946	FY 2016
		Enhancements (cont'd)		
		Archaeological Planning & Research (cont'd)		
197		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	Underway
198		Maryland Archeological Conservation Lab; creation of an archeological context database curated at the MAC Lab	55	Underway
		Congressional Earmarks		
199		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark $10 million; R/W) (Project underway)	0	

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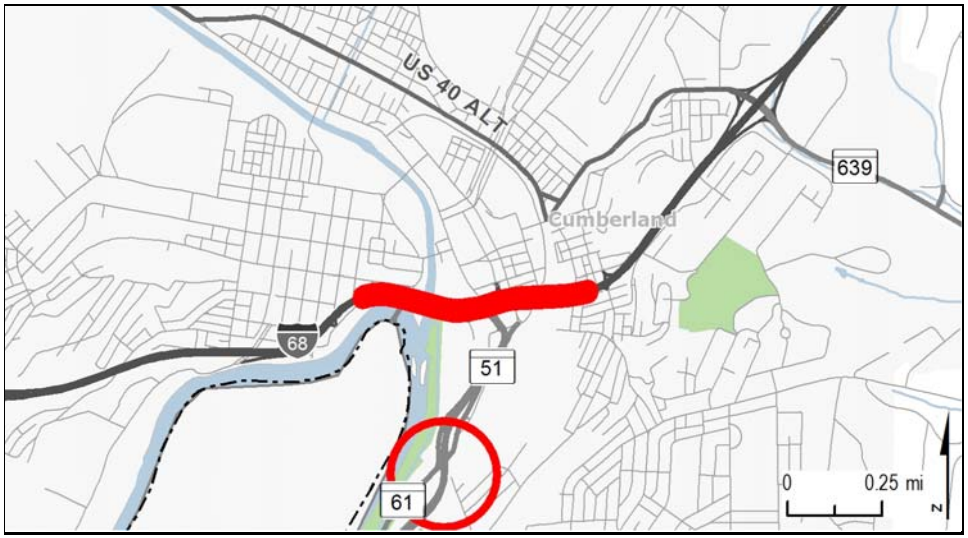
ALLEGANY COUNTY MARYLAND 1789

ALLEGANY COUNTY



PROJECT: I-68, National Freeway, and MD 51, Industrial Boulevard

DESCRIPTION: Rehabilitated I-68 Bridge 01096, including ramp structures 01107, 01108, 01109, 01110, 01111 and 01112, over Wills Creek, CSXT Railroad, and municipal streets, and, MD 51 Bridge 01092 over CSXT Railroad and Canal Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures required rehabilitation including: cleaning, painting, lighting, superstructure, and substructure repair.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Maintaining these structures supports critical regional transportation needs.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	18,041	18,041	0	0	0	0	0	0	0	0
Total	18,041	18,041	0	0	0	0	0	0	0	0
Federal-Aid	17,993	17,993	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

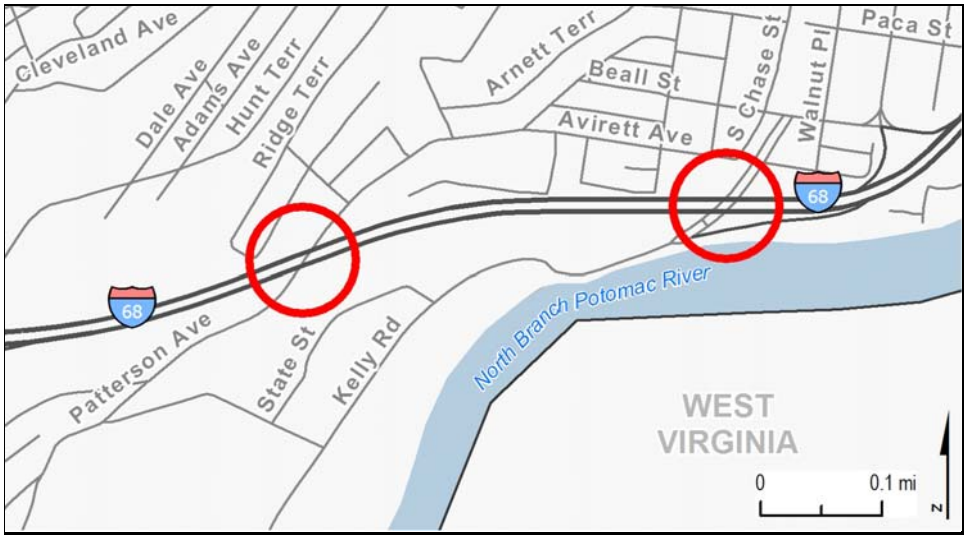
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 49,100

PROJECTED (2035) - 65,550



PROJECT: I-68, National Freeway

DESCRIPTION: Replaced/rehabilitated Bridge deck 01102 over Kelly Road and CSXT Railroad and Bridge deck 01103 over Patterson Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge required rehabilitation including: cleaning, painting, lighting, deck, superstructure, and substructure repairs.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-68 provides a critical link through Western Maryland. Rehabilitating these structures supports critical regional transportation needs.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	511	511	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,712	10,712	0	0	0	0	0	0	0	0
Total	11,223	11,223	0	0	0	0	0	0	0	0
Federal-Aid	11,061	11,061	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

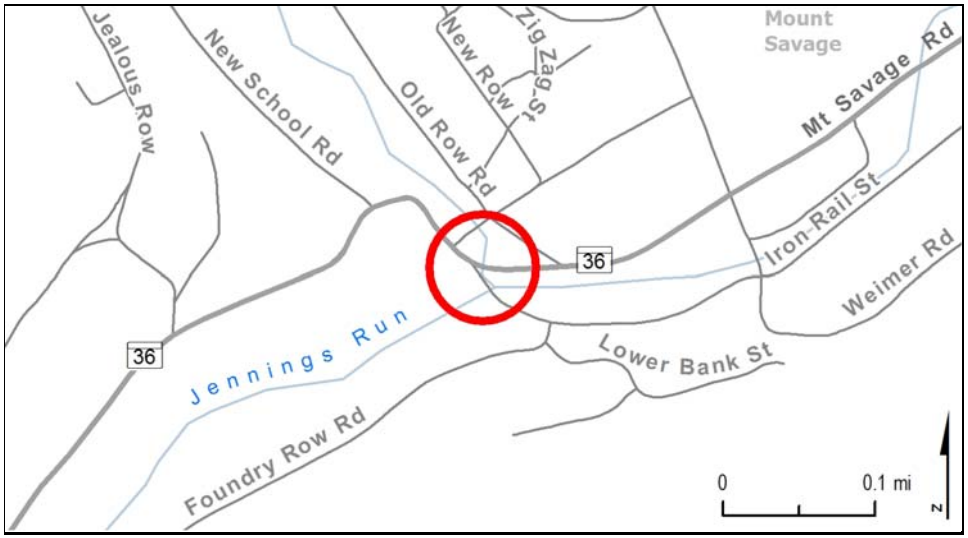
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 13,800

PROJECTED (2035) - 20,750



PROJECT: MD 36, Mount Savage Road

DESCRIPTION: Replace Bridge 01008 over Jennings Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	883	244	639	0	0	0	0	0	639	0
Right-of-way	234	0	46	46	46	46	46	4	234	0
Construction	3,000	0	0	780	2,220	0	0	0	3,000	0
Total	4,117	244	685	826	2,266	46	46	4	3,873	0
Federal-Aid	705	194	511	0	0	0	0	0	511	0

CLASSIFICATION:

STATE - Minor Arterial

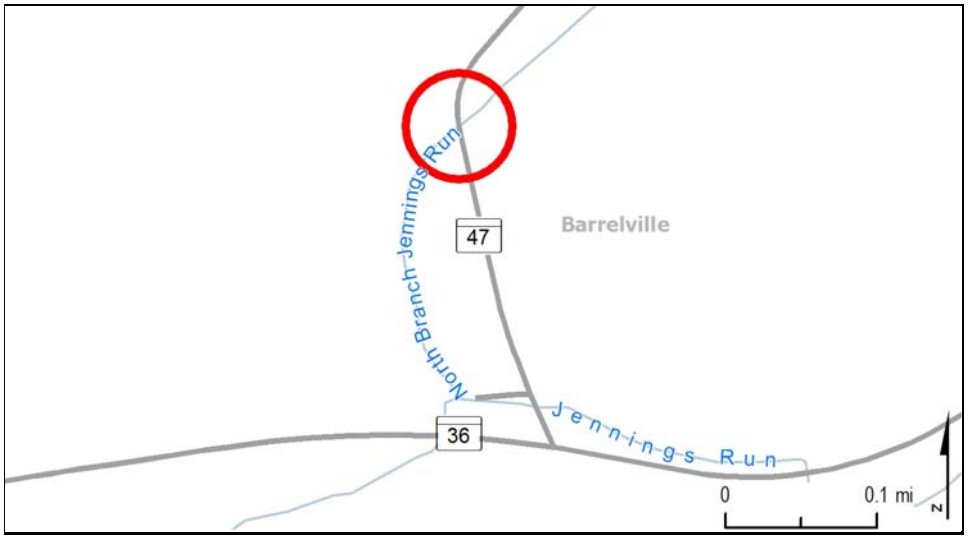
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 2,350

PROJECTED (2035) - 2,600



PROJECT: MD 47, Barrelville Road

DESCRIPTION: Replace Bridge 01043 over North Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1923, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program..

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,325	1,038	231	56	0	0	0	0	287	0
Right-of-way	482	392	57	33	0	0	0	0	90	0
Construction	4,004	0	521	2,357	1,126	0	0	0	4,004	0
Total	5,811	1,430	809	2,446	1,126	0	0	0	4,381	0
Federal-Aid	3,745	398	585	1,883	879	0	0	0	3,347	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 2,400

PROJECTED (2035) - 2,850

PROJECT: US 220, McMullen Highway

DESCRIPTION: Study to upgrade and/or relocate US 220 from I-68 to the West Virginia State Line (18.8 miles). This project represents Maryland's portion of a Maryland/West Virginia joint study, between I-68 and Appalachian Development Highway System Corridor H.

JUSTIFICATION: Improvements in the US 220 South corridor will enhance accessibility and promote economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. The cost shown is Maryland's share only. Maryland is the lead in conducting this joint study.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,363	2,080	676	1,800	1,807	0	0	0	4,283	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,363	2,080	676	1,800	1,807	0	0	0	4,283	0
Federal-Aid	4,413	1,069	531	1,404	1,409	0	0	0	3,344	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,400 - 12,600

PROJECTED (2035) - 18,700 - 37,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in Allegany County; resurface	5,848	Completed
2	MD 51	Oldtown Road; Town Creek Bridge 0104700 to west of Comerford Drive; resurface	1,700	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
3		At various locations in Allegany County; resurface	5,567	Under construction
4	MD 51	Oldtown Road; Pack Horse Road to Town Creek Bridge; resurface	1,506	Under construction
		Bridge Replacement/Rehabilitation		
5	MD 956	Patriot Parkway; Bridge 0109800 over Potomac River; bridge deck replacement	2,707	FY 2016
		Safety/Spot Improvement		
6	US 220	McMullen Highway; at Louise Drive; geometric improvements	1,882	Under construction
7	MD 935	Lower Georges Creek Road; at Railroad Street; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	500	FY 2017
8	MD 936	Upper Georges Creek Road; Green Street to US 40 Alt; drainage improvement	411	FY 2016
		Intersection Capacity Improvements		
9	MD 51	Industrial Boulevard; at Virginia Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,716	FY 2017

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
10		Amtrak Station Entryway Improvement	243	FY 2016
		Establishment of Transportation Museums		
11		Allegany Museum Permanent Transportation Exhibition; rehabilitation of the Allegany Museum and construction of a exhibition exploring the National Road and C&O Canal	150	FY 2016

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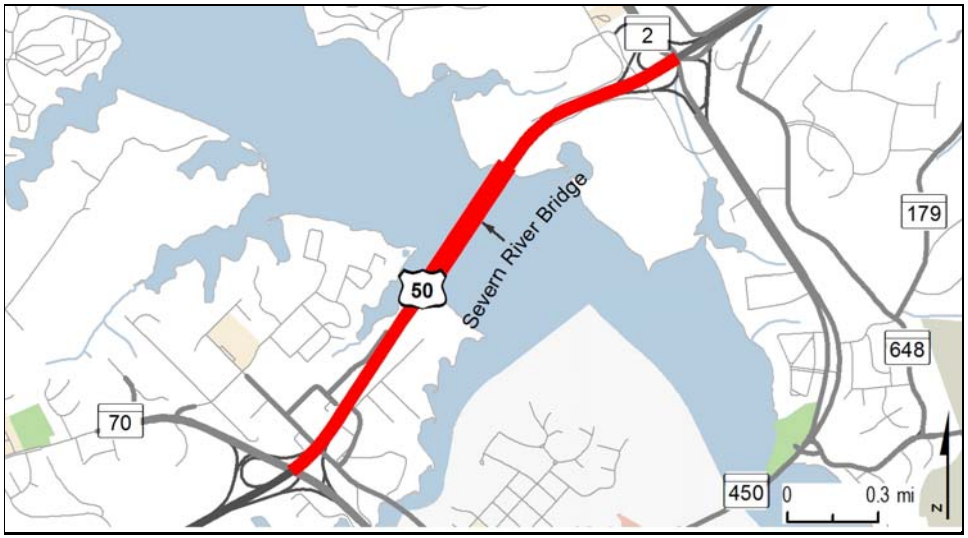


PROJECT: US 50, John Hanson Highway

DESCRIPTION: Project to ease congestion on US 50 from MD 70 to MD 2 northbound (1.7 miles) by restriping lanes on the Severn River/Pearl Harbor Memorial Bridge to accommodate an additional eastbound travel lane.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ 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 segment of US 50 experiences severe congestion during peak travel hours. An additional eastbound travel lane on the Severn River/Pearl Harbor Memorial Bridge will improve safety and operations along this important commuter corridor.

STATUS: Planning underway. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,563	763	1,000	800	0	0	0	0	1,800	0
Engineering	2,936	0	1,000	1,100	836	0	0	0	2,936	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,066	0	0	0	1,966	6,963	6,963	5,174	21,066	0
Total	26,565	763	2,000	1,900	2,802	6,963	6,963	5,174	25,802	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

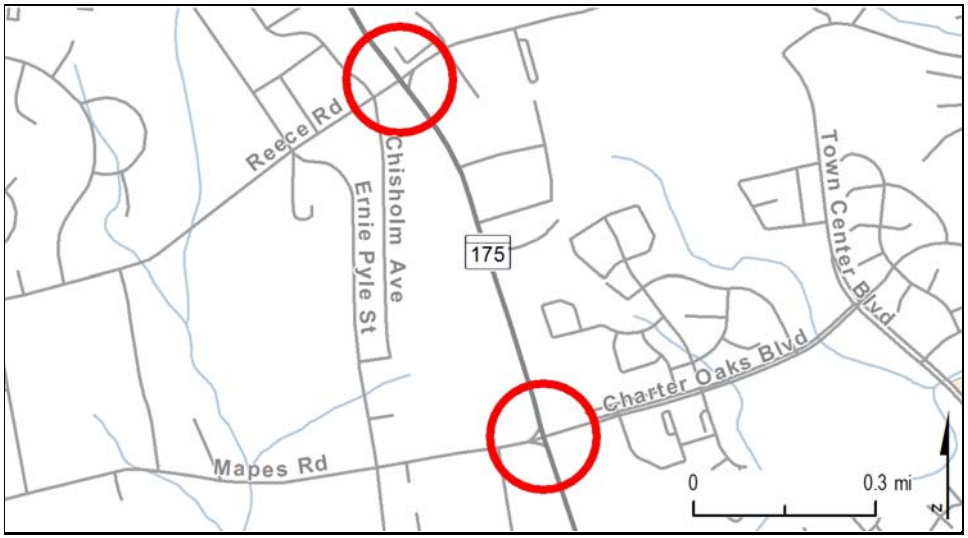
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 126,450

PROJECTED (2035) - 159,900



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Construct intersection capacity improvements at Mapes Road/Charter Oaks Boulevard and Reece Road. (BRAC intersection improvement) This project includes construction of a new security fence and tree buffer along Fort Meade's property. Bicycle and pedestrian facilities will be provided.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, Disney Road to Reece Road (Line 4)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	13,908	3,498	6,383	3,335	692	0	0	0	10,410	0
Construction	14,386	3,275	3,401	3,992	3,718	0	0	0	11,111	0
Total	28,294	6,773	9,784	7,327	4,410	0	0	0	21,521	0
Federal-Aid	22,900	5,516	7,891	5,914	3,579	0	0	0	17,384	0

CLASSIFICATION:

STATE - Urban Minor Arterial

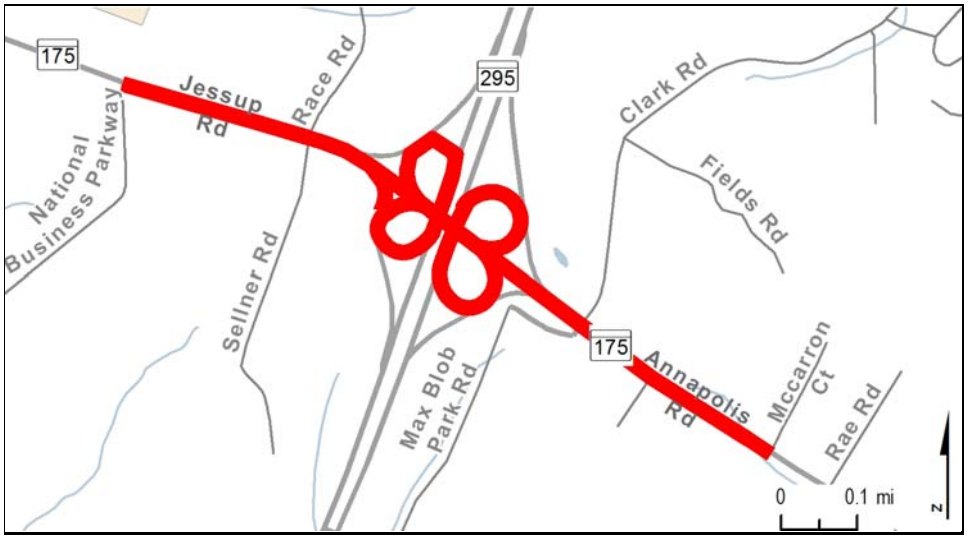
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800

PROJECTED (2035) - 65,700



PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from National Business Parkway to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece (Line 2)
MD 175, Disney Road to Reece Road (Line 4)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

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

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

EXPLANATION: This project will address safety concerns at the MD 295 interchange and relieve traffic congestion related to BRAC expansion at Fort Meade.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $81.2 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 175 from MD 295 to MD 170 (Line 7).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	1,140	1,000	980	480	0	0	0	2,460	0
Right-of-way	24,272	2,190	4,250	5,500	6,272	6,060	0	0	22,082	0
Construction	81,210	0	0	0	0	12,474	18,277	19,436	50,187	31,023
Total	109,082	3,330	5,250	6,480	6,752	18,534	18,277	19,436	74,729	31,023
Federal-Aid	1,280	312	200	384	384	0	0	0	968	0

CLASSIFICATION:

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800 - 38,000

PROJECTED (2035) - 54,300 - 65,700

PROJECT: MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Disney Road to Reece Road, from the existing two lane roadway to a six lane roadway. Bicycle and pedestrian facilities will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future congestion along MD 175 and will improve access to Fort Meade.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

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

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

EXPLANATION: This project will relieve current and future congestion along the MD 175 corridor and will improve access to Fort Meade.

STATUS: Engineering underway. Construction to begin during budget fiscal year. The project received $10.0 million in TIGER grants for construction.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.0 million is due to reduced inflation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	750	750	500	0	0	0	0	1,250	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,680	0	0	14,798	12,630	11,946	4,306	0	43,680	0
Total	45,680	750	750	15,298	12,630	11,946	4,306	0	44,930	0
Federal-Aid	35,670	600	600	11,942	9,851	9,318	3,359	0	35,070	0

CLASSIFICATION:

STATE - Urban Minor Arterial

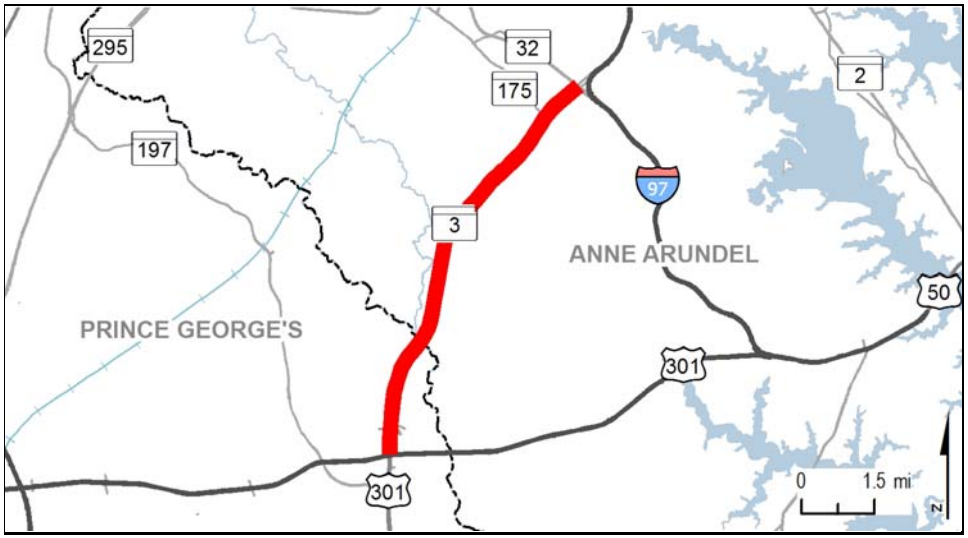
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800

PROJECTED (2035) - 65,700



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Prince George's County - Line 23)
US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 24)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 31)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,873	3,873	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,546	8,546	0	0	0	0	0	0	0	0
Federal-Aid	2,868	2,868	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

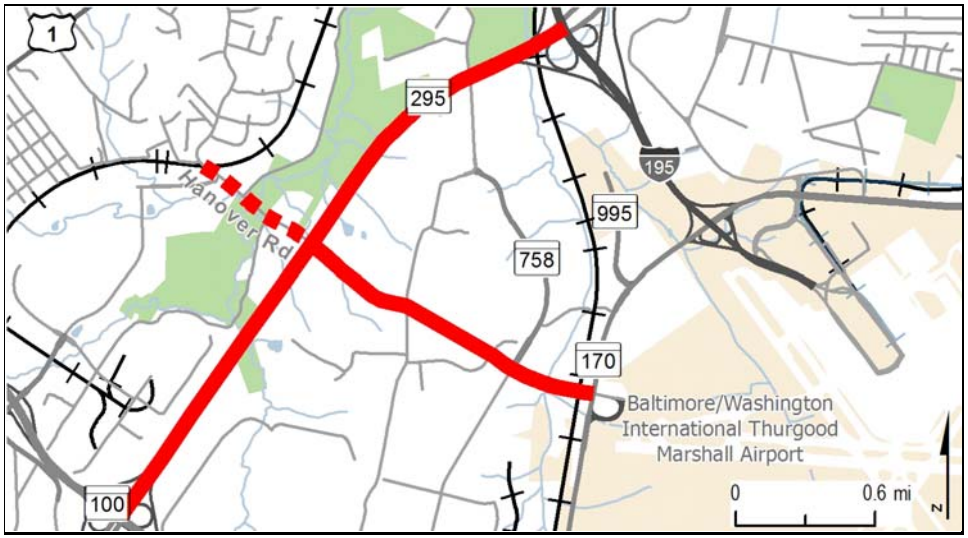
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,750 - 84,700

PROJECTED (2035) - 82,950 - 138,450



PROJECT: MD 295, Baltimore Washington Parkway

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,554	2,554	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0
Federal-Aid	1,814	1,814	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

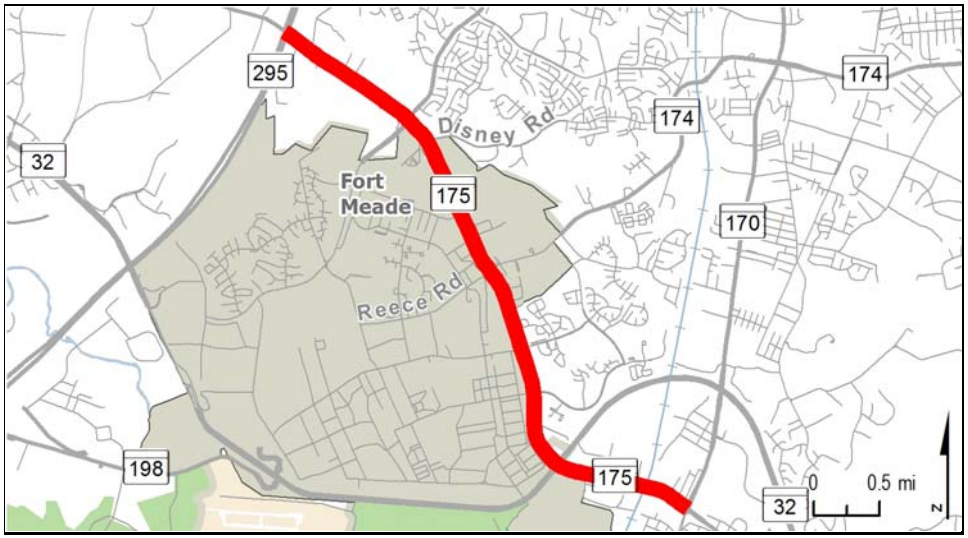
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 98,900

PROJECTED (2035) - 134,700



PROJECT: MD 175, Annapolis Road

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, Disney Road to Reece Roads (Line 4)
MD 198, MD 295 to MD 32 (Line 8)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $34.1 million is due to moving the segment from National Business Parkway to McCarron Court to the Construction Program (Line 3).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,601	2,601	0	0	0	0	0	0	0	0
Engineering	5,067	3,995	300	232	540	0	0	0	1,072	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	7,668	6,596	300	232	540	0	0	0	1,072	0
Federal-Aid	7,037	5,965	300	232	540	0	0	0	1,072	0

CLASSIFICATION:

STATE - Urban Minor Arterial

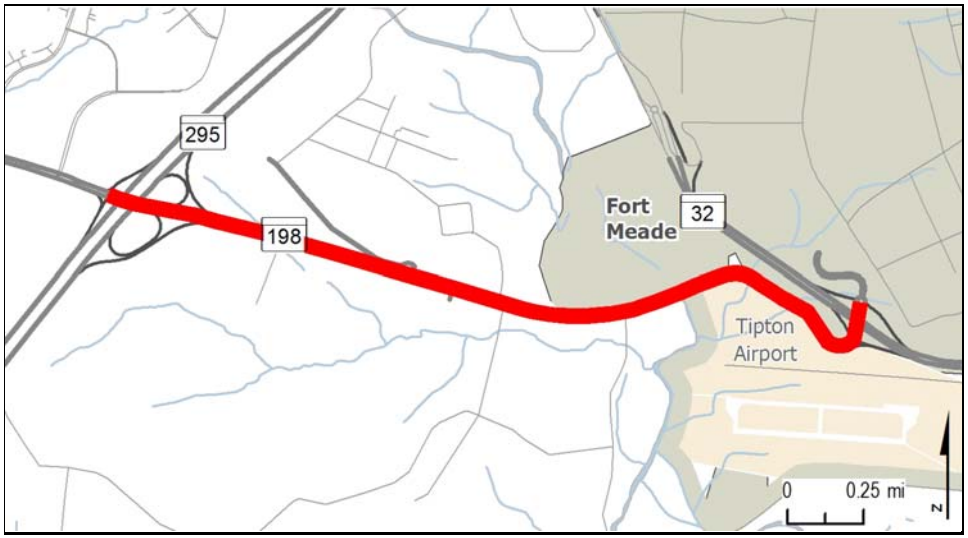
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800 - 38,000

PROJECTED (2035) - 54,300 - 65,700



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.7 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 175, at Mapes and Reece Roads (Line 2)
MD 175, National Business Parkway to McCarron Court (Line 3)
MD 175, Disney Road to Reece Roads (Line 4)
MD 175, MD 295 to MD 170 (Line 7)
BRAC Intersection Improvements at Fort Meade (Statewide Line 6)

STATUS: County contributed $3.5 million for the planning phase. Engineering underway for segment from Corridor Market Place to MD 295 (Phase 1) and the partial interchange at MD 198 and MD 295.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,500	3,500	0	0	0	0	0	0	0	0
Engineering	2,000	251	650	249	0	0	0	0	899	850
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	5,500	3,751	650	249	0	0	0	0	899	850
Federal-Aid	1,600	600	600	400	0	0	0	0	1,000	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 26,650

PROJECTED (2035) - 43,000

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in Southern Anne Arundel County; mill/grind, patch and resurface pavement	10,482	Completed
2		Various locations in Northern Anne Arundel County; mill/grind, patch and resurface pavement	9,345	Completed
		Bridge Replacement/Rehabilitation		
3		11 Existing bridges on MD 295 and MD 100; clean/paint bridges	1,539	Completed
4	MD 173	Fort Smallwood Road; bridge 02045 over Stoney Creek; clean/paint bridges	2,497	Completed
5	I 695	Baltimore Beltway; bridge over Patapsco River and Hammonds Ferry Road; clean/paint bridges	4,779	Completed
		Safety/Spot Improvement		
6	MD 2	Solomon's Island Road; Jewel Road/MD 423; safety	2,051	Completed
7	MD 10	Arundel Expressway; MD 177 to MD 695; guardrail	1,100	Completed
		Urban Reconstruction		
8	MD 450	West Street; North Homeland Avenue to Generals Highway (MD 178); engineering study	1,429	Completed
		Traffic Management		
9		MD 450 and Severn River/Naval Academy Bridge; lighting	399	Completed

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
10		At various locations in Anne Arundel County; patching	1,314	FY 2016
11		At various locations in south Anne Arundel county; mill and resurface	13,954	FY 2016
12		At various locations in north Anne Arundel county; mill and resurface	12,616	FY 2016
13		At various locations in Anne Arundel county; joint sealing	707	FY 2016
14		At various locations in southern Anne Arundel County; resurface	12,967	Under construction
15		At various locations in Northern Anne Arundel county; resurface	12,287	Under construction
16		At Various locations in Anne Arundel County; joint sealing	386	Under construction
		Safety/Spot Improvement		
17		At various locations in Anne Arundel County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
18	MD 2	Solomon's Island Road; at Owensville Sudley Road; geometric improvements	2,496	Under construction
19	MD 2	Solomon's Island Road; at MD 256; geometric improvements	2,888	Under construction
20	MD 2	Solomon's Island Road; at MD 255; geometric improvements (Transportation Infrastructure Investment Act of 2013)	3,340	Under construction
21	MD 2	Solomon's Island Road; at Harwood Drive; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,671	Under construction

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement (cont'd)		
22	MD 32	Sappington Station Road and MD 175; drainage improvement	2,059	Under construction
23	US 50	John Hanson Highway; MD 665 to Severn River; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,567	FY 2016
24	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements	26	FY 2016
25	MD 258	Bay Front Road; MD 794; geometric improvements	1,800	FY 2017
26	MD 424	Davidsonville Road; MD 3 to MD 450; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,038	Under construction
		Urban Reconstruction		
27		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Under construction
28	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; urban reconstruct (Funded for preliminary engineering)	2,500	Design Underway
		Noise Barriers		
29	I 97	At Oakdale - Type 1A noise barrier; noise abatement	4,265	Under construction
		Traffic Management		
30	I 97	Washington Boulevard; At US 1 and I-97 - generator back-up systems; signal systemization	71	Under construction
31	I 595	John Hanson Highway; MD 424 to Severn River Bridge; lighting	7,632	Under construction

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Traffic Management (cont'd)		
32	I 695	Baltimore Beltway; at I 895 and MD 2; lighting	2,105	Under construction
		Environmental Preservation		
33		Phase 1 IRVM: US50 (AA/PG Co. line to I-97) & I-97 (US50 to MD3); landscape	2,863	FY 2016
		Commuter Action Improvements		
34	MD 424	Davidsonville Road; US 50 south of interchange; ridesharing lot expansion	1,862	Under construction
		Sidewalks		
35	MD 424	Davidsonville Road; Duke of Kent Drive to MD 450 (Defense Highway) - Phase 2; sidewalks	2,300	FY 2016
		Intersection Capacity Improvements		
36	MD 2	Governor Ritchie Highway; at Earleigh Heights Road/Magothy Bridge Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	5,229	Under construction
37	MD 177	Mountain Road; at Woods Road; geometric improvements (Anne Arundel County is funding this project)	0	FY 2016
		Bicycle Retrofit		
38	MD 170	Camp Meade Road; MD 648 to Andover Road; bicycle retrofit	1,522	Under construction
		TMDL Compliance		
39	I 97 SB	West of East-West Boulevard; drainage improvement	611	Under construction

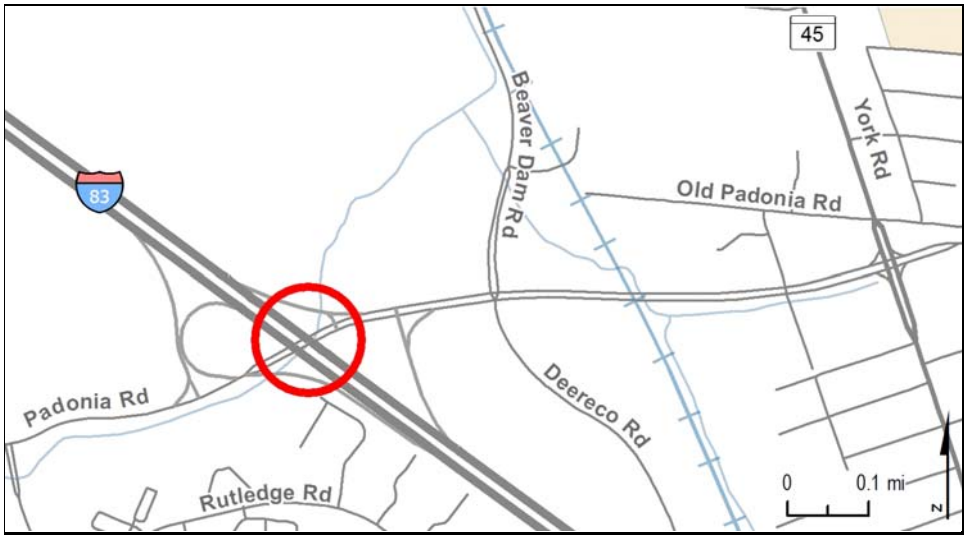
STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		TMDL Compliance (cont'd)		
40	MD 665	Aris T Allen Boulevard; Broad Creek Stream Restoration; wetlands replacement (Transportation Infrastructure Investment Act of 2013)	1,621	FY 2016
		Enhancements (cont'd)		
		Rehabilitation/Operation of Historic Transportation Structures (cont'd)		
41		Historic Generals Highway Corridor Study; archaeology surveys, historic research and public outreach along Generals Highway	300	Underway
		Environmental Mitigation		
42		Rutland Road Fish Passage	748	FY 2016
43		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2016
		Congressional Earmarks		
44		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark $1.6 million; PE, CO)	0	

SHA

BALTIMORE COUNTY MARYLAND

BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 03062 over Padonia Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge carrying northbound and southbound I-83 over Padonia Road was constructed in 1950 and does not allow for shoulders and sidewalks on Padonia Road. Project will provide bike and pedestrian accomodations to meet current MDOT policy. Bridge is nearing the end of its structural life.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-83, I-695 to Shawan Road (Line 2)

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

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

EXPLANATION: This bridge is functionally obsolete and structurally deficient. Bridge serves as a major link along the I-83 commuter and freight route. The I-83 corridor links southern Pennsylvania to Baltimore County and City.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	941	113	432	396	0	0	0	0	828	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	0	2,600	7,400	0	0	10,000	0
Total	10,941	113	432	396	2,600	7,400	0	0	10,828	0
Federal-Aid	7,800	0	0	0	2,028	5,772	0	0	7,800	0

CLASSIFICATION:

STATE - Principal Arterial

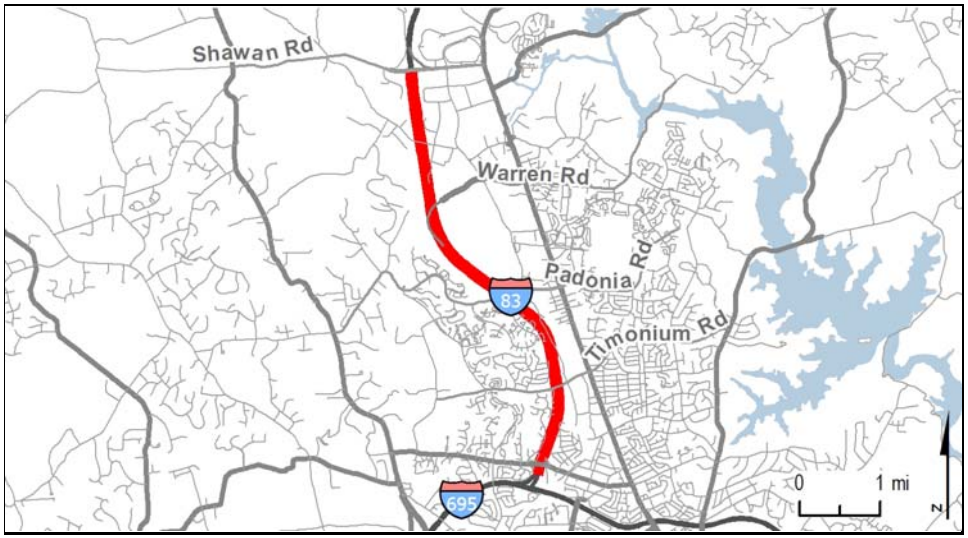
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 120,850

PROJECTED (2035) - 141,700



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Construct safety and resurfacing improvements on I-83 from I-695 to Shawan Road.

PURPOSE & NEED SUMMARY STATEMENT: This is a safety and resurfacing project with minor drainage improvements and traffic barrier upgrades.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-83, at Padonia Road, Bridge Replacement (Line 1)
I-695, Bridge over I-695 and MTA Light Rail - Cleaning & Painting (System Preservation Program)
I-83, at Padonia Road - Lighting Reconstruction (System Preservation Program)

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

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

EXPLANATION: I-83 is a major commuter/freight route and links southern Pennsylvania to Baltimore County and Baltimore City. This route is being resurfaced as part of the State's System Preservation and Maintenance Program.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	262	262	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,057	10,057	0	0	0	0	0	0	0	0
Total	10,319	10,319	0	0	0	0	0	0	0	0
Federal-Aid	9,196	9,196	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 (2015) - 152,500

PROJECTED (2035) - 182,400

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03125 on Crosby Road over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge, constructed in 1961, is nearing the end of its structural life. Replacement bridge will accommodate ultimate section of I-695.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 14)

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

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

EXPLANATION: Crosby Road bridge is nearing the end of its structural life. The bridge links communities on either side of the Beltway. This segment of I-695 is one of the most heavily traveled. The project enhances safety, operation, and accomodates pedestrians and bicycles.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	940	34	209	209	209	209	70	0	906	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,000	0	0	0	540	2,655	2,385	420	6,000	0
Total	6,940	34	209	209	749	2,864	2,455	420	6,906	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

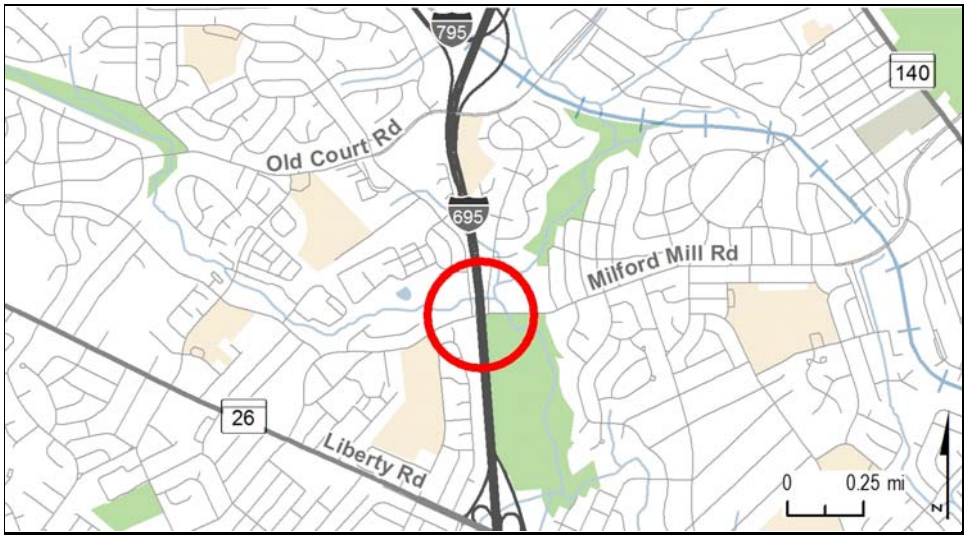
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 12,700

PROJECTED (2035) - 14,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03140 over Milford Mill Road.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 14)

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,435	1,435	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,235	14,617	11,618	0	0	0	0	0	11,618	0
Total	27,670	16,052	11,618	0	0	0	0	0	11,618	0
Federal-Aid	24,600	14,222	10,378	0	0	0	0	0	10,378	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 204,850

PROJECTED (2035) - 249,950

PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.7 million is due to additional engineering needed to raise the profile of the beltway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,212	11,564	648	0	0	0	0	0	648	0
Right-of-way	2,596	2,401	100	95	0	0	0	0	195	0
Construction	104,342	0	12,109	19,465	21,362	26,462	18,214	6,730	104,342	0
Total	119,150	13,965	12,857	19,560	21,362	26,462	18,214	6,730	105,185	0
Federal-Aid	87,368	9,914	11,600	17,545	19,155	22,146	7,008	0	77,454	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 195,700

PROJECTED (2035) - 251,600

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of Bridge 03113 on I-695 Inner Loop over Benson Ave. and Bridge 03114 on I-695 Inner Loop over Leeds Ave., US 1, AMTRAK and Herbert Run. The project also includes the realignment of the access to the I-695 on-ramp from Leeds Ave. to US 1.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 14)

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,796	3,796	0	0	0	0	0	0	0	0
Right-of-way	4,256	682	1,490	1,483	601	0	0	0	3,574	0
Construction	42,819	6,927	15,894	13,880	6,118	0	0	0	35,892	0
Total	50,871	11,405	17,384	15,363	6,719	0	0	0	39,466	0
Federal-Aid	45,370	10,017	15,576	13,746	6,031	0	0	0	35,353	0

CLASSIFICATION:

STATE - Principal Arterial

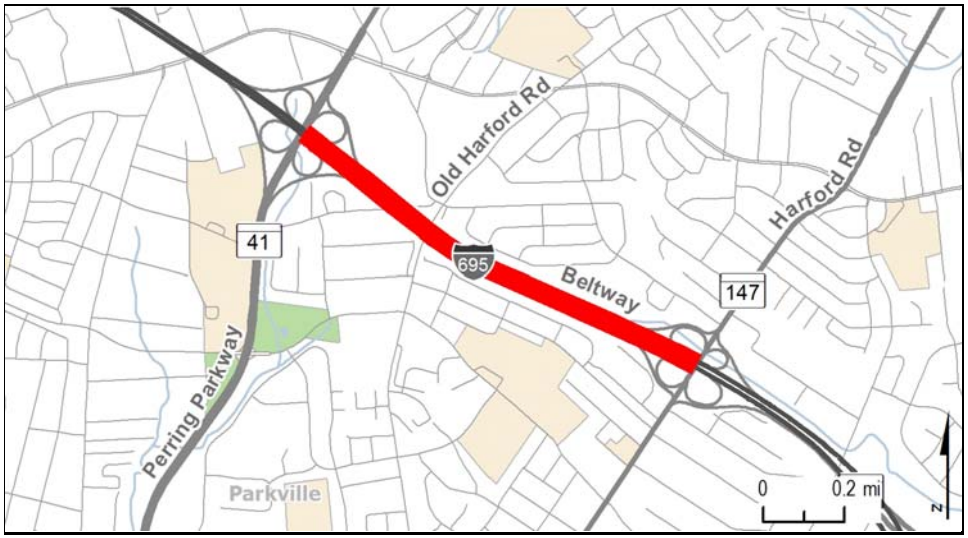
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 202,200
4,600 (Leeds Ave. ramp)

PROJECTED (2035) - 247,800
6,850 (Leeds Ave. ramp)



PROJECT: I-695, Baltimore Beltway

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

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along this segment of I-695. The removal of the loop ramp will eliminate the existing weave maneuver along the Inner Loop of I-695, which in turn is expected to reduce crashes and delays.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-83 to I-95 (Line 15)

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,231	4,731	250	250	0	0	0	0	500	0
Right-of-way	1,911	917	994	0	0	0	0	0	994	0
Construction	25,947	7,155	8,918	9,874	0	0	0	0	18,792	0
Total	33,089	12,803	10,162	10,124	0	0	0	0	20,286	0
Federal-Aid	5,571	4,248	1,107	216	0	0	0	0	1,323	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 161,500

PROJECTED (2035) - 185,700

PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Widening northbound MD 140 from Painters Mill Road to Garrison View Road to accommodate an additional third travel lane and a bicycle-compatible shoulder. Additional work includes adding new Americans with Disability Act-compliant sidewalks, storm drain system improvements and land scaping.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the proposed development in the area, including the Transit Oriented Development at the Owings Mills Metro Station and Foundry Row.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 140, Painters Mill Road to Owings Mills Boulevard (Line 18)

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

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

EXPLANATION: This project will relieve congestion, accommodate development in the area, and provide bike and pedestrian accomodations to current MDOT policy.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $5.4 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 140 from Garrison View Road to Owings Mills Boulevard (Line 18).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,100	769	331	0	0	0	0	0	331	0
Right-of-way	7,574	2,282	3,248	1,525	519	0	0	0	5,292	0
Construction	5,399	0	0	1,670	1,039	1,385	1,305	0	5,399	0
Total	14,073	3,051	3,579	3,195	1,558	1,385	1,305	0	11,022	0
Federal-Aid	801	536	265	0	0	0	0	0	265	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 39,850

PROJECTED (2035) - 50,650

PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Construct noise wall on MD 295, from I-895 to north of Daisy Avenue to benefit the Riverview/Baltimore Highlands Community.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce noise generated by traffic along MD 295 in the Riverview/Baltimore Highlands Community.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project will reduce noise generated by traffic on MD 295, from I-895 to north of Daisy Avenue in the Riverview/Baltimore Highlands Community.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $3.2 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,446	1,446	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,233	1,235	7,214	1,784	0	0	0	0	8,998	0
Total	11,679	2,681	7,214	1,784	0	0	0	0	8,998	0
Federal-Aid	10,029	2,461	6,067	1,501	0	0	0	0	7,568	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

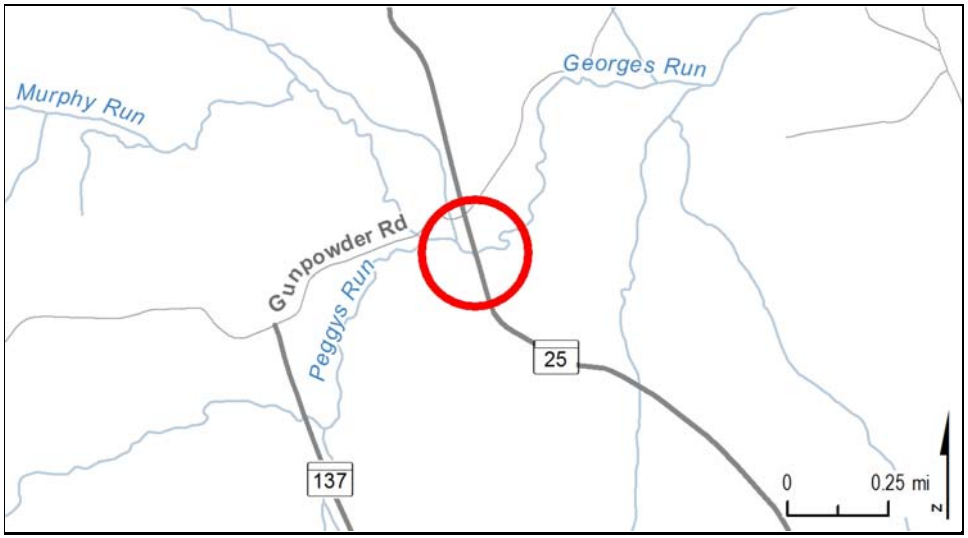
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 76,200

PROJECTED (2035) - 94,200



PROJECT: MD 25, Falls Road

DESCRIPTION: Replace Bridge 03019 to Georges Run.

PURPOSE & NEED SUMMARY STATEMENT: The bridge, constructed in 1932, is nearing the end of its structural life and needs to be replaced.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ 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 bridge serves as an important link along the MD 25 corridor, and is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.8 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	970	970	0	0	0	0	0	0	0	0
Right-of-way	379	128	193	58	0	0	0	0	251	0
Construction	3,713	44	3,494	100	75	0	0	0	3,669	0
Total	5,062	1,142	3,687	158	75	0	0	0	3,920	0
Federal-Aid	3,708	747	2,825	78	58	0	0	0	2,961	0

CLASSIFICATION:

STATE - Rural Major Collector

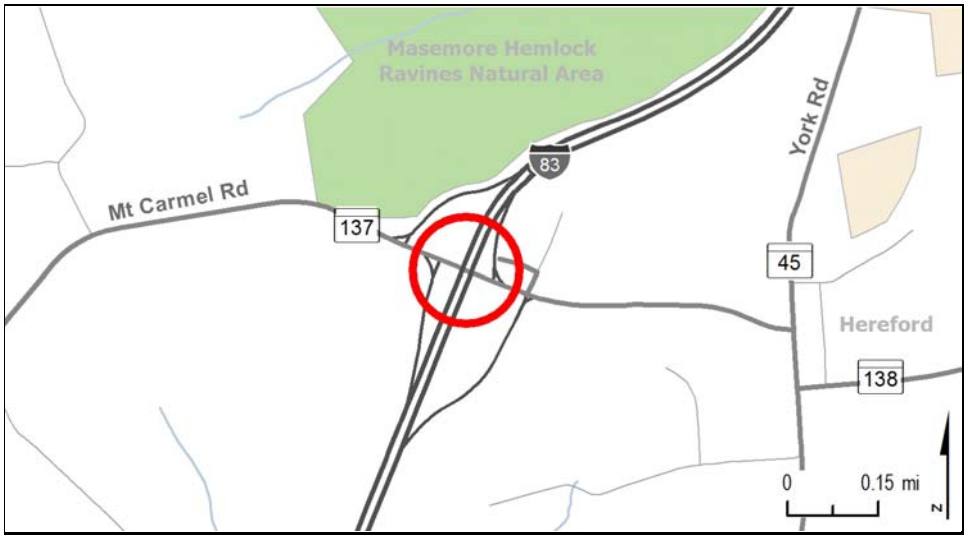
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,850

PROJECTED (2035) - 7,625



PROJECT: MD 137, Mount Carmel Road

DESCRIPTION: Replace Bridge 03050 over I-83.

PURPOSE & NEED SUMMARY STATEMENT: This bridge was constructed in 1955, is listed as structurally deficient, and is nearing the end of its structural life. This project will provide bike and pedestrian accomodations to meet current MDOT policy.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 bridge is structurally deficient. This bridge links communities on either side of I-83. I-83 is a major commuter and freight route and links southern Pennsylvania to Baltimore County and Baltimore City.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	776	339	437	0	0	0	0	0	437	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	1,040	2,960	0	0	0	4,000	0
Total	4,776	339	437	1,040	2,960	0	0	0	4,437	0
Federal-Aid	612	263	349	0	0	0	0	0	349	0

CLASSIFICATION:

STATE - Minor Arterial

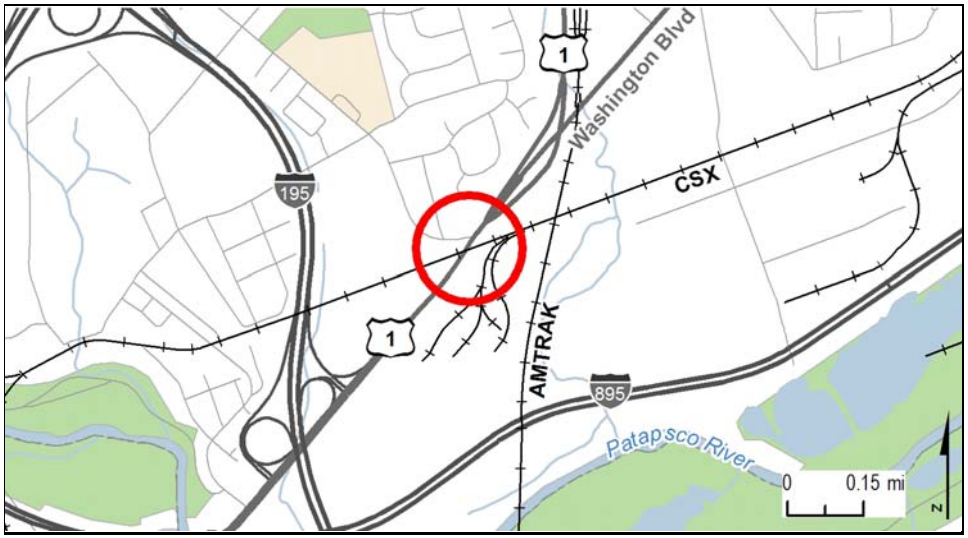
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 8,650

PROJECTED (2035) - 11,000



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Replace Bridge 03008 over CSX.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge, built in 1930, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, US 1 Alt. to Baltimore City Line-Bike/Ped Route (System Preservation Program)

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

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

EXPLANATION: This structurally deficient bridge links communities in Baltimore and Howard Counties.

STATUS: Construction to begin during fiscal year 2018.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	232	232	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	0	5,250	19,750	0	0	25,000	0
Total	25,232	232	0	0	5,250	19,750	0	0	25,000	0
Federal-Aid	184	184	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 (2015) - 23,400

PROJECTED (2035) - 28,500

PROJECT: US 40, Pulaski Highway

DESCRIPTION: Replace Bridges 0303403 and 0303404 over Little Gunpowder Falls and Bridges 0303503 and 0303504 over Big Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in 1935, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ 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 structurally deficient bridges links communities in Baltimore and Harford Counties.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,396	907	1,489	0	0	0	0	0	1,489	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	3,950	6,050	0	0	0	10,000	0
Total	12,396	907	1,489	3,950	6,050	0	0	0	11,489	0
Federal-Aid	1,906	715	1,191	0	0	0	0	0	1,191	0

CLASSIFICATION:

STATE - Intermediate Arterial

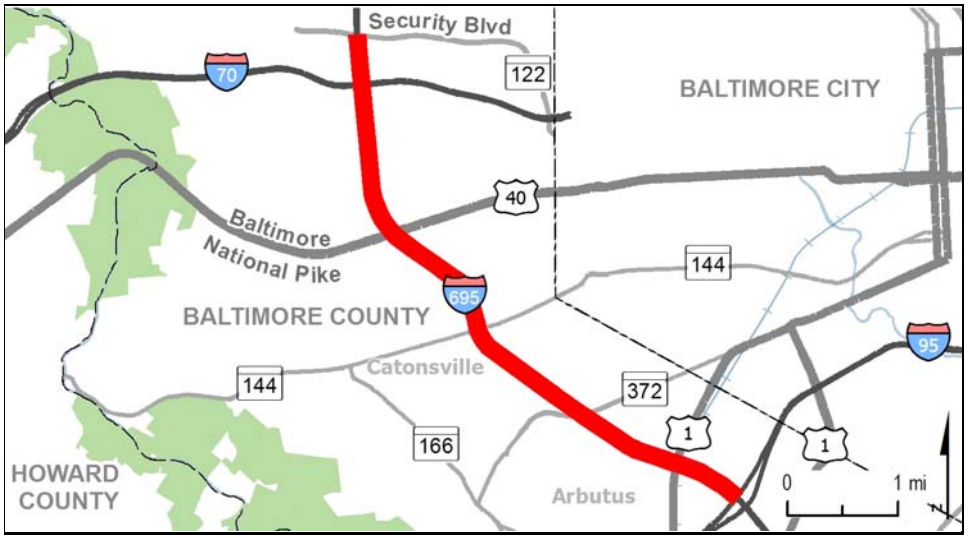
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,675

PROJECTED (2035) - 41,225



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.7 miles).

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

I-695, Crosby Road Bridge Replacement (Line 3)
I-695, US 40 to MD 144, SWOL Widening (Line 5)
I-695, Benson Ave., Leeds Ave. US 1, Amtrak, and Herbert Run Bridge Replacement (Line 6)
I-695, Operational Studies (Line 16)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	6,669	6,669	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,095	8,095	0	0	0	0	0	0	0	0
Federal-Aid	4,669	4,669	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

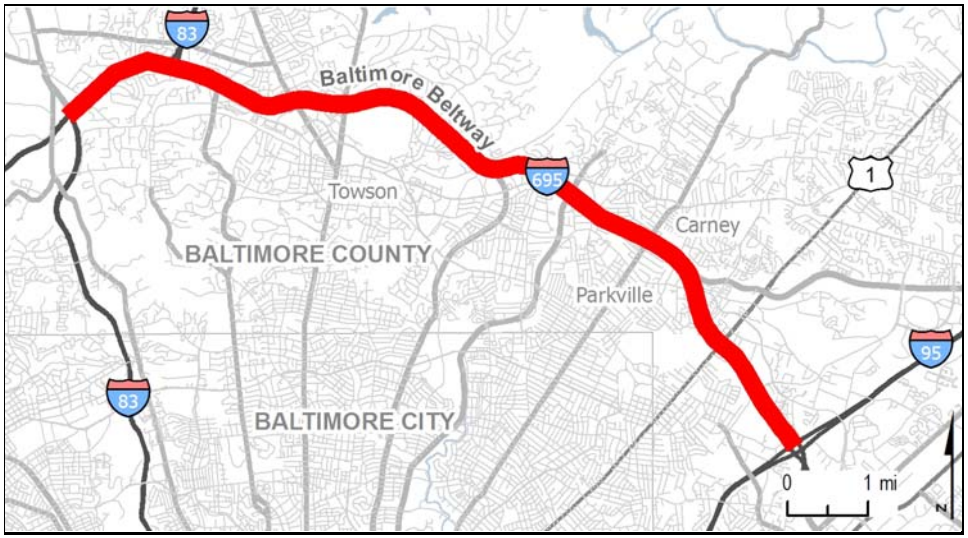
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 221,100

PROJECTED (2035) - 262,350



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (JFK) including the MD 139 (Charles Street) Interchange (11.4 miles).

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, MD 41 to MD 147 (Line 7)
I-695, Operational Studies (Line 16)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	4,096	4,096	0	0	0	0	0	0	0	0
Right-of-way	30	30	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,641	5,641	0	0	0	0	0	0	0	0
Federal-Aid	3,952	3,952	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

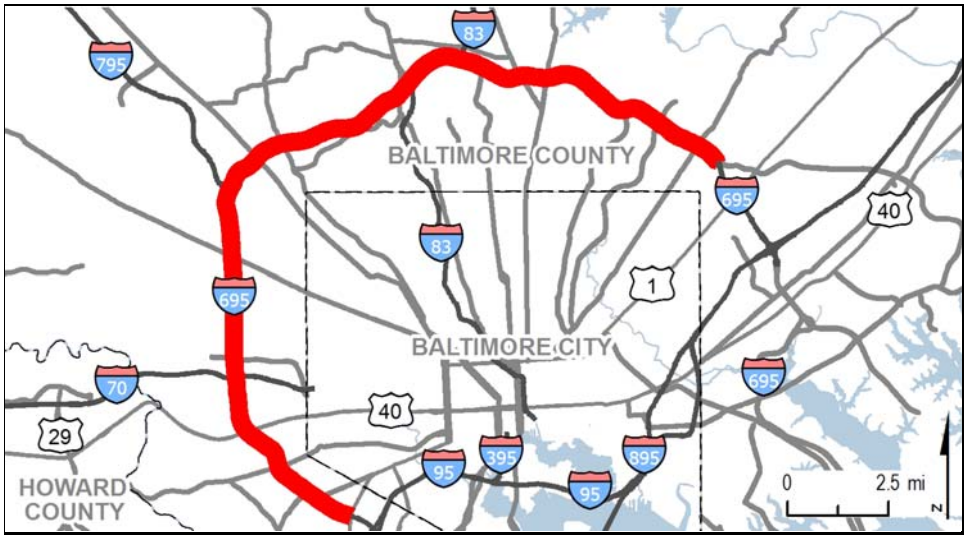
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 222,900

PROJECTED (2035) - 241,900



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 14)
I-695, I-83 to I-95 (Line 15)

STATUS: Operational studies underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	448	142	306	0	0	0	0	0	306	0
Engineering	10,000	10	850	2,000	7,140	0	0	0	9,990	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	10,448	152	1,156	2,000	7,140	0	0	0	10,296	0
Federal-Aid	7,442	143	901	1,400	4,998	0	0	0	7,299	0

CLASSIFICATION:

STATE - Principal Arterial

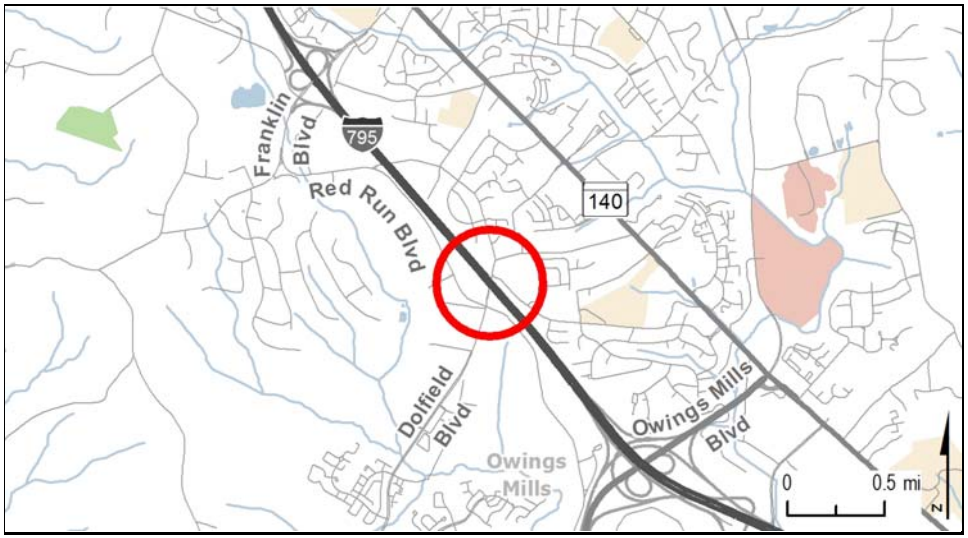
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 161,500 - 222,900

PROJECTED (2035) - 185,700 - 262,350



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 140, Garrison View to Owings Mill (Line 18)

STATUS: Engineering underway. Baltimore County contributed $0.625 million towards Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,295	3,295	0	0	0	0	0	0	0	0
Engineering	5,000	30	1,500	1,500	1,000	970	0	0	4,970	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,295	3,325	1,500	1,500	1,000	970	0	0	4,970	0
Federal-Aid	4,500	27	1,350	1,350	900	873	0	0	4,473	0

CLASSIFICATION:

STATE - Principal Arterial

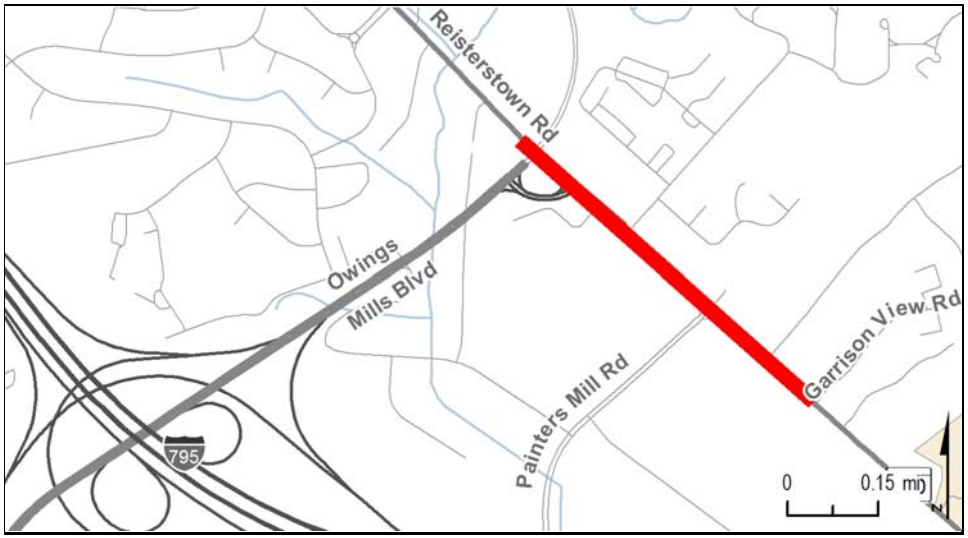
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 77,350

PROJECTED (2035) - 119,900



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard (Phase 2). Bicycle and pedestrian improvements will be provided where appropriate (0.4 miles).

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-795, at Dolfield Road (Line 17)
MD 140, Garrison View to Painters Mill (Line 8)

STATUS: Engineering underway..

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $6.5 million is due to moving the segment from Garrison View Road to Painters Mill Road to the Construction Program (Line 8).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	2,934	500	470	422	0	0	0	1,392	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,326	2,934	500	470	422	0	0	0	1,392	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,950 (MD 140)

PROJECTED (2035) - 50,800 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in Baltimore County west of I 83; resurface	5,552	Completed
2		Interstate patching at various locations in Baltimore County	6,623	Completed
3	MD 26	Liberty Road; I 695 to Baltimore City/County Line; resurface	4,488	Completed
4	US 40	Baltimore National Pike; 950 FT of the bridge over Patapsco River to Pine Street; safety and resurface	3,093	Completed
5	US 40 EB	Ebenezer Road to Days Cove Road; safety and resurface	3,163	Completed
6	MD 131	Seminary Avenue; MD 25 (Falls Road) to MD 45 (York Road); resurface	2,009	Completed
7	I 195	Metropolitan Boulevard; Park and Ride to bridge over Francis Avenue; resurface	2,495	Completed
		Bridge Replacement/Rehabilitation		
8		7 Existing bridges on I 695, MD 7, MD 695 and MD 702; clean/paint bridges	1,333	Completed
		Safety/Spot Improvement		
9	MD 140	Reisterstown Road; Naylors Lane to I 695; ADA improvements	150	Completed
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
10		Hampton National Historic Site	897	Completed

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
11		At various locations in Baltimore County; resurface	7,811	Under construction
12		At various locations in Baltimore County; resurface	6,045	Under construction
13		At various locations in Baltimore County; resurface	6,853	Under construction
14	US 1 AL	Washington Boulevard; I-695 to Baltimore County/City line; resurface	2,367	Under construction
15	MD 7	Philadelphia Road; Golden Ring Road to Rossville Boulevard; resurface	2,563	FY 2016
16	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	5,624	Under construction
17	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface	1,499	Under construction
18	I 83	Harrisburg Expressway; Mt. Carmel Road to Shawan Road; resurface	7,188	Under construction
19	MD 122	Security Boulevard; I-695 to Baltimore City/County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,504	FY 2016
20	MD 138	Sheppard Road; Gunpowder Falls Bridge to JM Pierce Road; resurface	2,287	Under construction
21	MD 140	Reisterstown Road; Milford Mill Road to the Baltimore County/City line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,420	FY 2017
22	MD 140	Reisterstown Road; Woodley Avenue to Glyndon Trace Drive; resurface	548	Under construction
23	MD 150	Eastern Avenue; North Point Boulevard to Diamond Point Road; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,153	Under construction

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	I 195	Metropolitan Boulevard; Francis Avenue to Anne Arundel County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,912	FY 2016
25	MD 587	Wilson Point Road; MD 150 to Strawberry Point Road; safety and resurface	2,999	Under construction
26	I 695	Baltimore Beltway; Stevenson Road to Greenspring Avenue (including ramps); resurface	3,564	Under construction
		Bridge Replacement/Rehabilitation		
27		At various locations on Baltimore Beltway, North Point Boulevard and Cove Road; clean/paint bridges	2,184	Under construction
28	MD 129	Park Heights Avenue; bridge over I 695; bridge rehabilitation	4,938	Under construction
29	MD 140	Westminster Pike; Bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	7,460	Under construction
30	I 695	Baltimore Beltway; Various bridges on I-695, I-70, Joppa Road and MD 146; clean/paint bridges	2,746	FY 2016
31	MD 695	Baltimore Beltway; Bridges 0326703, 0326707, 0328300 and 0328400 on Baltimore Beltway and MD 702; clean/paint bridges	4,015	FY 2016
32	MD 695	Baltimore Beltway; Bridge 0328100 over Northeast Creek; bridge rehabilitation	5,283	Under construction
		Safety/Spot Improvement		
33	US 40	Pulaski Highway; Ramp E of Allendar Road; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,144	FY 2016
34	US 40	Pulaski Highway; Chesaco Avenue to Todds Lane; safety and resurface	5,656	Under construction

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement (cont'd)		
35	MD 43	White Marsh Boulevard; at Honeygo Boulevard (Phase 1); geometric improvements	432	FY 2016
36	MD 45	York Road; Corbett Road to Gifford Road; geometric improvements	3,073	Under construction
37	I 83	Harrisburg Expressway; at various locations along I 83; guard rail	640	Under construction
38	MD 150	Eastern Avenue; Under railroad spur underpass, 800 ft west of Tidewater Lane; drainage improvements	338	Under construction
39	MD 150	Eastern Avenue; Marlyn Avenue to Orville Road; ADA improvements	180	FY 2016
40	I 695	Baltimore Beltway; at Cromwell Bridge Road; drainage improvement	3,432	FY 2017
41	I 695	Baltimore Beltway; I-895 to I-95; concrete median barrier	6,049	Under construction
42	I 695	Providence Road and I 795; lighting	3,866	Under construction
		Urban Reconstruction		
43	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only)	2,651	Design Underway
44	US 40	Pulaski Highway; Intersection improvements at Mohr's Lane; urban reconstruct	5,685	FY 2016
		Traffic Management		
45	I 83	Harrisburg Expressway; I 83 and Padonia Road; lighting	1,253	Under construction
46	I 83	At Shawan Road; lighting	1,668	Under construction

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Traffic Management (cont'd)		
47	I 695	Baltimore Beltway; at US 40 (westside); lighting	2,037	Under construction
48	I 695	Baltimore Beltway; at Hollins Ferry Road/Washington Boulevard; lighting	1,560	Under construction
49	MD 695	Baltimore Beltway; Chesaco Avenue to Cove Rd; signing	7,275	FY 2016
50	I 795	Northwest Expressway; I-795 and Franklin, I-795 at MD 140; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,517	FY 2016
		Environmental Preservation		
51	I 695	IRVM, I-695 BA/AA County to Stevenson Road, I-95 BA/HO County to BA line - Phase 1; landscape	2,231	FY 2016
		Intersection Capacity Improvements		
52	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; roundabout	3,280	FY 2016
		Bicycle Retrofit		
53	US 1	Southwestern Boulevard; US 1 Alt to Baltimore City line; bicycle-pedestrian route	4,215	Under construction
		TMDL Compliance		
54		Jones Falls; wetlands replacement	1,876	FY 2017
55		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	1,139	Under construction

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CITY OF BALTIMORE 1797

BALTIMORE CITY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Enhancements		
		Pedestrian/Bicycle Facilities		
1		Baltimore Waterfront Promenade - Inner Harbor East	2,000	Completed
		Congressional Earmarks		
2		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark $2.7 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium (complete)	0	
3		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark $2.32 million; CO) (Baltimore City Project) (complete)	0	
		Fiscal Years 2016 and 2017		
		Enhancements		
		Pedestrian/Bicycle Facilities		
4		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	2,050	FY 2016
5		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	Underway
		Historic Preservation		
6		St. Paul Place and Preston Gardens	1,778	FY 2016

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Enhancements (cont'd)		
7		Historic Research along the US 40 Corridor; documentation of historic resources and neighborhoods in western section of the US 40 Corridor in Baltimore City	71	Underway
		Landscaping/Scenic Beautification/Mitigation (cont'd)		
8		West Baltimore MARC Station Beautification	102	Underway
		Congressional Earmarks		
9		State Center intersection improvements in Baltimore City (Earmark $0.8 million; PE) (Design) (Baltimore City Project)	0	
10		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark $1.6 million; PE, CO) (Baltimore City Project)	0	
11		Hanover Street Bridge rehabilitation (Earmark $1.2 million; CO) (Baltimore City Project)	0	
12		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark $1.52 million; CO) (Baltimore City Project)	0	
13		Canton Satellite Parking and Terminal; construction of fringe and corridor parking at the intersection (Earmark $3.2 million; CO) (Baltimore City Project) (Project on hold)	0	
14		Gwynns Falls Trail/CSX Bridge (Earmark $335,000; PE, CO) (Baltimore City Project) (Project on hold)	0	
15		Construction of new Baltimore water taxi terminals at Fells Point (Complete) and at Pier 1 which is Constellation dock improvement (Earmark $2 million; CO) (Baltimore City Project) (Project on hold)	0	
16		Coppin State University; construct pedestrian bridge and garage (Earmark $2.64 million; PE)	0	

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Congressional Earmarks (cont'd)		
17		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark $2 million; CO) (Baltimore City Project) Sponsor: University of Maryland, Baltimore	0	
18		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark $9.0 million; CO) (Baltimore City Project)	0	
19	US 1	East North Avenue; reconstruction (Earmark $4 million) (Baltimore City Project)	0	

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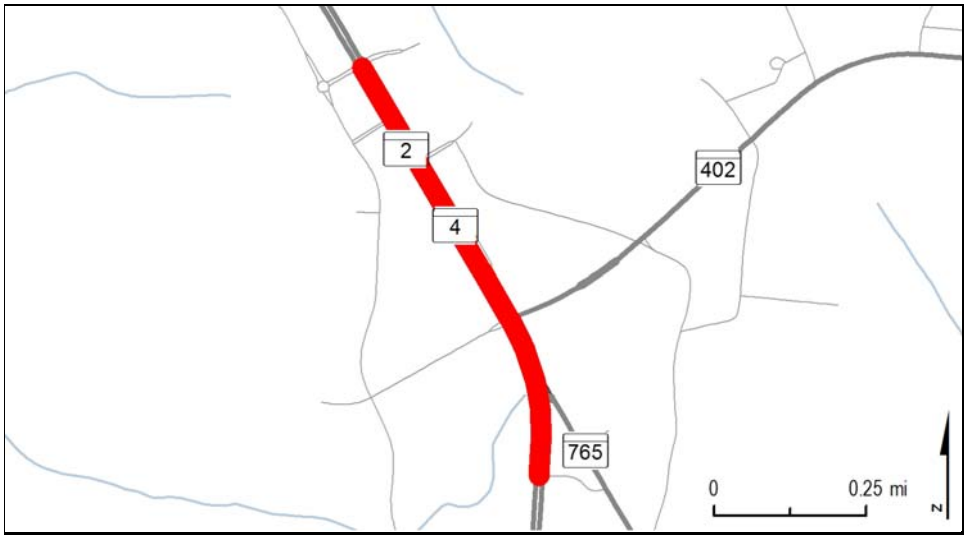
CALVERT COUNTY

ESTABLISHED 1654

CALVERT COUNTY



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Widen to six-lane divided highway with auxillary lanes from Fox Run Boulevard to Commerce Lane (0.8 miles). This is Phase 2 of a five-phase project to upgrade MD 2/4 from north of Stoakley Road to south of MD 765A.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and provide capacity for planned commercial development in the MD 2/4 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 2/4, North of Stoakley Road to south of MD 765A (Line 3)
Prince Frederick Boulevard (County Project)

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

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

EXPLANATION: MD 2/4 is a critical link through Southern Maryland. Increasing capacity supports critical regional transportation needs.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $23.2 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project from MD 2/4 Corridor Improvements from north of Stoakley Road to south of MD 765A (Line 3).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,156	1,722	1,000	434	0	0	0	0	1,434	0
Right-of-way	13,274	0	510	4,414	2,350	6,000	0	0	13,274	0
Construction	23,216	0	0	7,219	4,654	6,012	5,331	0	23,216	0
Total	39,646	1,722	1,510	12,067	7,004	12,012	5,331	0	37,924	0
Federal-Aid	2,721	1,287	1,000	434	0	0	0	0	1,434	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,250

PROJECTED (2035) - 67,250

PROJECT: MD 261, Bayside Road

DESCRIPTION: Replace Bridge 04011 over Fishing Creek. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1940, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $2.2 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,363	2,363	0	0	0	0	0	0	0	0
Right-of-way	4,450	322	1,708	1,708	712	0	0	0	4,128	0
Construction	20,302	4,686	7,992	7,624	0	0	0	0	15,616	0
Total	27,115	7,371	9,700	9,332	712	0	0	0	19,744	0
Federal-Aid	18,786	4,303	7,108	6,853	522	0	0	0	14,483	0

CLASSIFICATION:

STATE - Major Collector

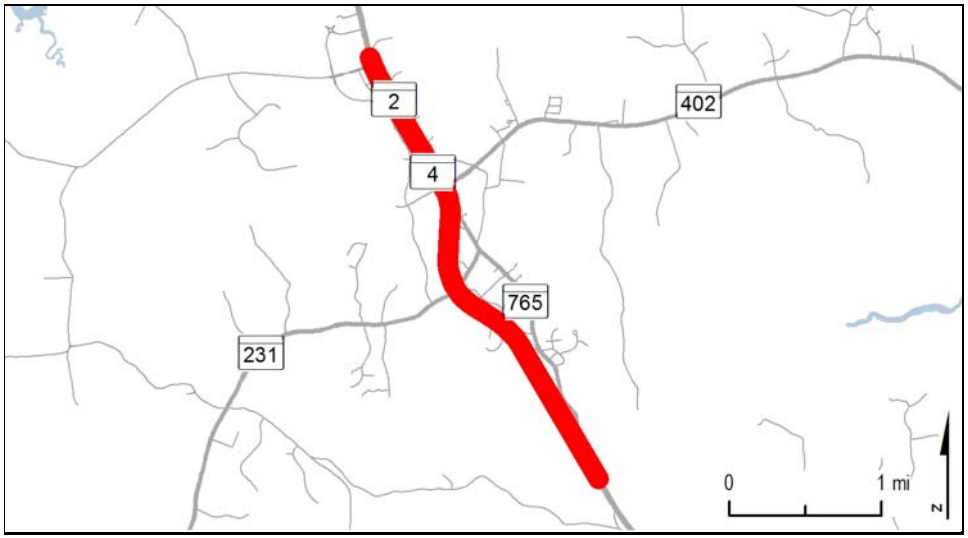
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,150

PROJECTED (2035) - 23,150



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Widen to a six-lane divided highway with auxillary lanes from north of Stoakley Road to south of MD 765A (2.4 miles). This project will include appropriate bicycle and pedestrian accomodations.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commercial development in the MD 2/4 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 2/4 Phase 2, Commerce Lane to Fox Run Boulevard (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The decrease of $16.4 million is due to moving the segment from Fox Run Boulevard to Commerce Lane to the Construction Program (Line 1).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,391	1,391	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,007	4,007	0	0	0	0	0	0	0	0
Federal-Aid	776	776	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

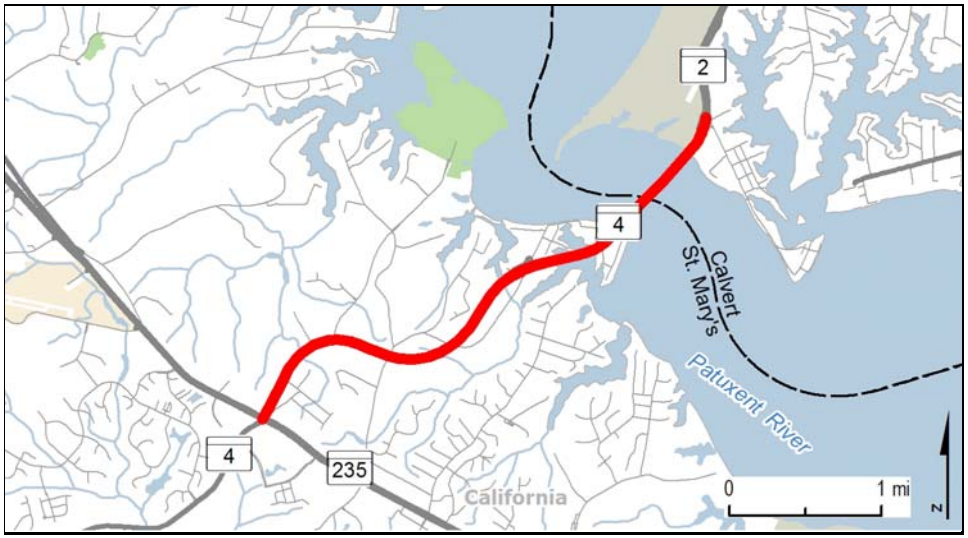
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 50,000

PROJECTED (2035) - 94,650



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge (Bridge 04019) and the intersection at MD 235 (2.9 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes, and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Increasing traffic volume and projected development will increase congestion if capacity is not increased.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway for entire corridor. Engineering underway for Bridge 04019.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	4,628	150	257	0	0	0	0	407	0
Engineering	15,000	20	3,840	3,750	3,108	2,375	1,907	0	14,980	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	20,035	4,648	3,990	4,007	3,108	2,375	1,907	0	15,387	0
Federal-Aid	3,602	3,195	150	257	0	0	0	0	407	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,800

PROJECTED (2035) - 36,700

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in Calvert County; resurface	6,987	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2		At various locations in Calvert County; patching	902	FY 2016
3		At various locations in Calvert county; mill and resurface	10,817	FY 2016
4		At various locations in Calvert county; resurface	9,650	Under construction
		Bridge Replacement/Rehabilitation		
5	MD 231	Hallowing Point Road; over Patuxent River Bridge 0400800; bridge rehabilitation	1,144	FY 2016
		Safety/Spot Improvement		
6	MD 2	Solomon's Island Road; at Mount Harmony Road; geometric improvements	3,637	Under construction
		Urban Reconstruction		
7	MD 231	Church Street; Heritage Boulevard to MD 765A, MD 756A from Old Fields Lane to Armory Road; intersection improvement/roadway reconstruction (Transportation Infrastructure Investment Act of 2013)	3,473	Under construction
8	MD 261	Bay Avenue; 9th Street to Anne Arundel County Line; 2 lane reconstruct (funded for concepts)	500	Concepts Underway

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Sidewalks		
9		Calvert Beach Rd to Wood Rd, Lore Rd to Holiday Rd; sidewalks	755	Under construction

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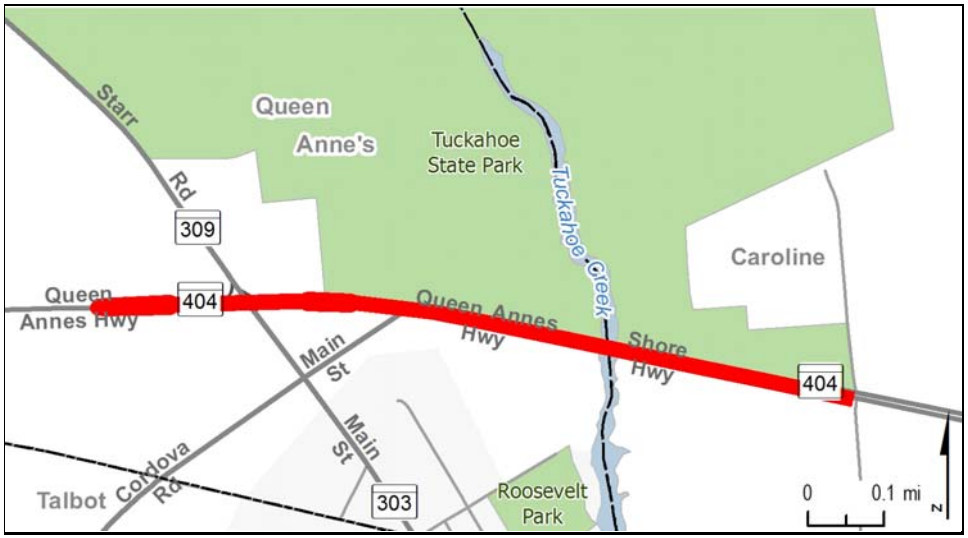
THE GREAT SEAL OF CAROLINE COUNTY IN MARYLAND

TERRA DULCIS VIVE LIBERTAS

1773

CAROLINE COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Shoulders will accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 309 Business (Line 2)

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

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

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,295	3,295	0	0	0	0	0	0	0	0
Right-of-way	5,105	3,756	1,287	62	0	0	0	0	1,349	0
Construction	20,993	8,057	5,699	7,237	0	0	0	0	12,936	0
Total	29,393	15,108	6,986	7,299	0	0	0	0	14,285	0
Federal-Aid	24,644	12,737	5,869	6,038	0	0	0	0	11,907	0

CLASSIFICATION:

STATE - Other Principal Arterial

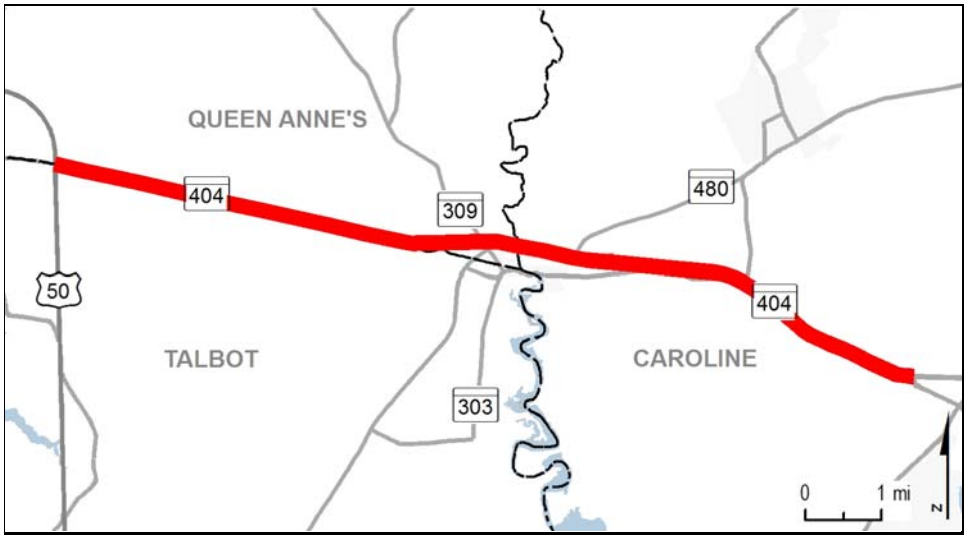
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,700

PROJECTED (2035) - 27,700



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Shoulders will accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, West of MD 309 to Cemetery Rd. (Caroline County Line 1)
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

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

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

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	14,991	4,946	3,500	3,100	3,445	0	0	0	10,045	0
Right-of-way	22,307	511	20	1,455	4,500	7,612	6,311	1,898	21,796	0
Construction	139,825	0	0	11,865	26,087	32,759	33,877	35,237	139,825	0
Total	177,682	6,016	3,520	16,420	34,032	40,371	40,188	37,135	171,666	0
Federal-Aid	125,422	4,581	1,208	10,911	24,662	28,360	28,218	27,482	120,841	0

CLASSIFICATION:

STATE - Other Principal Arterial

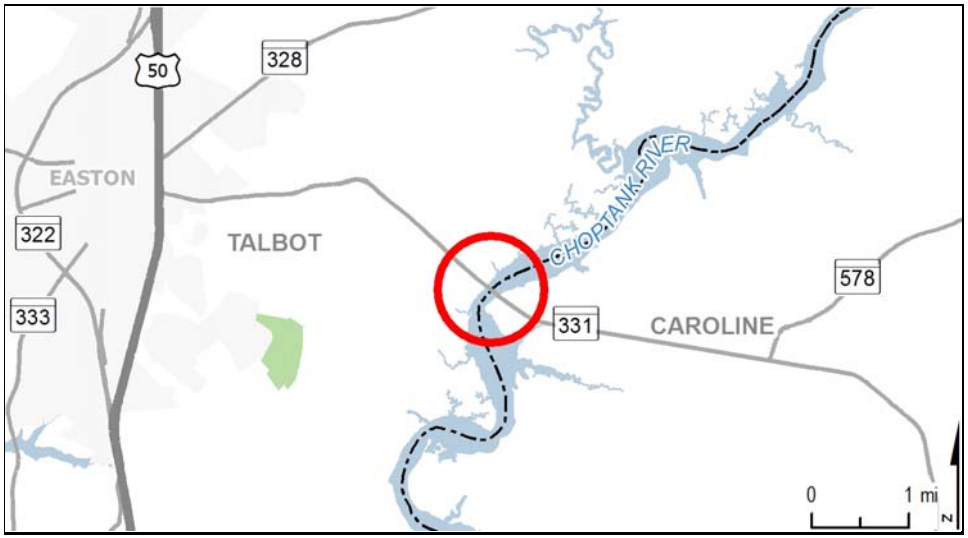
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,150
25,350 (Summer)

PROJECTED (2035) - 31,000
36,200 (Summer)



PROJECT: MD 331, Dover Road

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

PURPOSE & NEED SUMMARY STATEMENT: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The existing drawbridge routinely experiences mechanical difficulties affecting commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ 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 drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	3,823	548	1,452	1,287	536	0	0	0	3,275	0
Construction	55,318	15,909	13,251	13,812	12,346	0	0	0	39,409	0
Total	61,400	18,716	14,703	15,099	12,882	0	0	0	42,684	0
Federal-Aid	46,294	14,303	10,865	11,153	9,973	0	0	0	31,991	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,500

PROJECTED (2035) - 22,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
1		At various locations in Caroline County; resurface	6,015	Under construction
2	MD 315	East Central Avenue; at structure 5030 over Marshyhope Creek; safety and resurface	66	FY 2016
3	MD 404 BU	Meeting House Road; 1st Street to 9th Street; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,315	FY 2017
		Urban Reconstruction		
4	MD 404 Alt	Main Street; Talbot County Line to Hillsboro town limit; urban reconstruct (Funded for preliminary engineering)	1,745	Design Underway
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
5		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2016

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Carroll County
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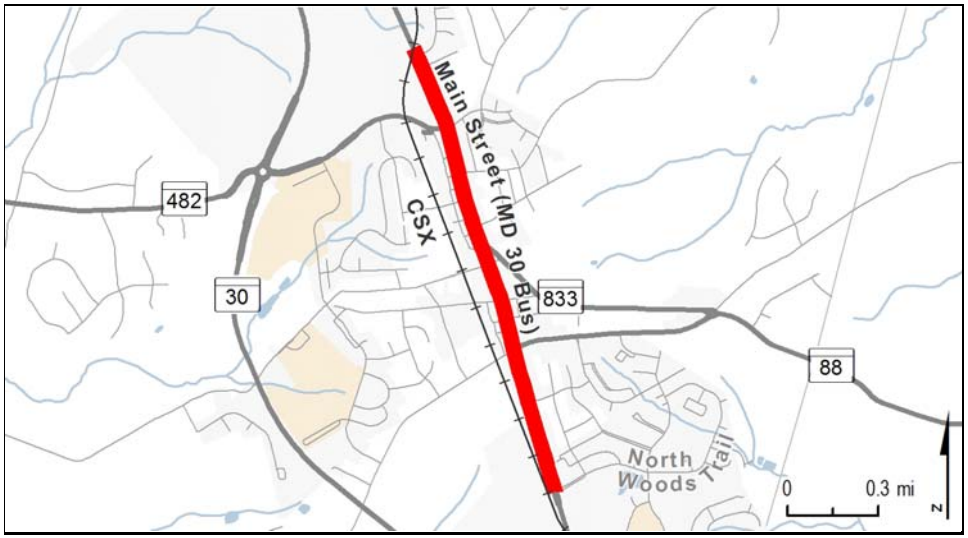
MARYLAND

CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Streetscape). Bicycle and pedestrian facilities will be provided (1.6 miles).

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Construction delayed from FY16 to FY17 due to the Town of Hampstead constructing water and sewer upgrades.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,803	3,658	145	0	0	0	0	0	145	0
Right-of-way	719	92	627	0	0	0	0	0	627	0
Construction	19,511	0	0	6,033	8,792	4,686	0	0	19,511	0
Total	24,033	3,750	772	6,033	8,792	4,686	0	0	20,283	0
Federal-Aid	3,310	2,663	647	0	0	0	0	0	647	0

CLASSIFICATION:

STATE - Other Principal Arterial

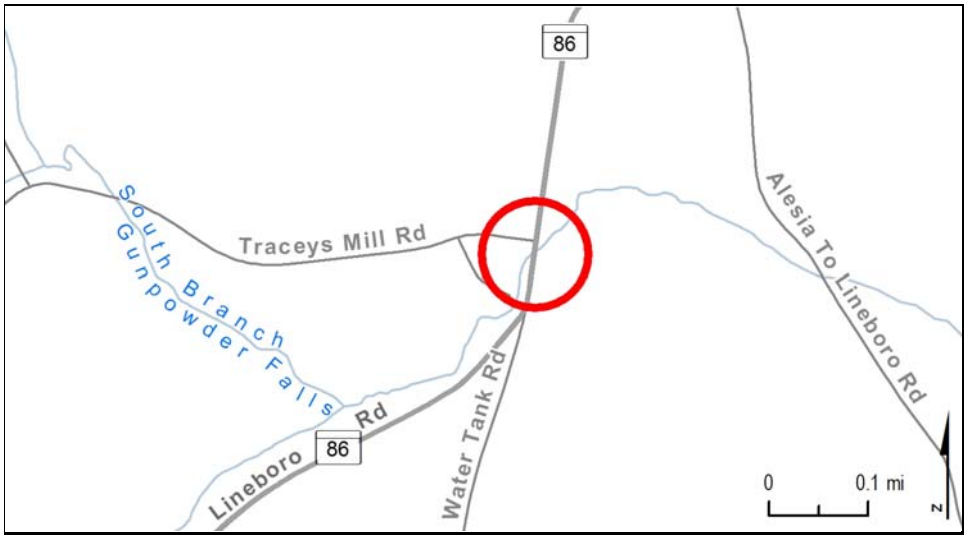
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 15,300

PROJECTED (2035) - 23,050



PROJECT: MD 86, Lineboro Road

DESCRIPTION: Replace Bridge 06019 over South Branch of Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ 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.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	337	34	303	0	0	0	0	0	303	0
Engineering	882	137	745	0	0	0	0	0	745	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	1,300	3,700	0	0	0	5,000	0
Total	6,219	171	1,048	1,300	3,700	0	0	0	6,048	0
Federal-Aid	263	0	263	0	0	0	0	0	263	0

CLASSIFICATION:

STATE - Minor Collector

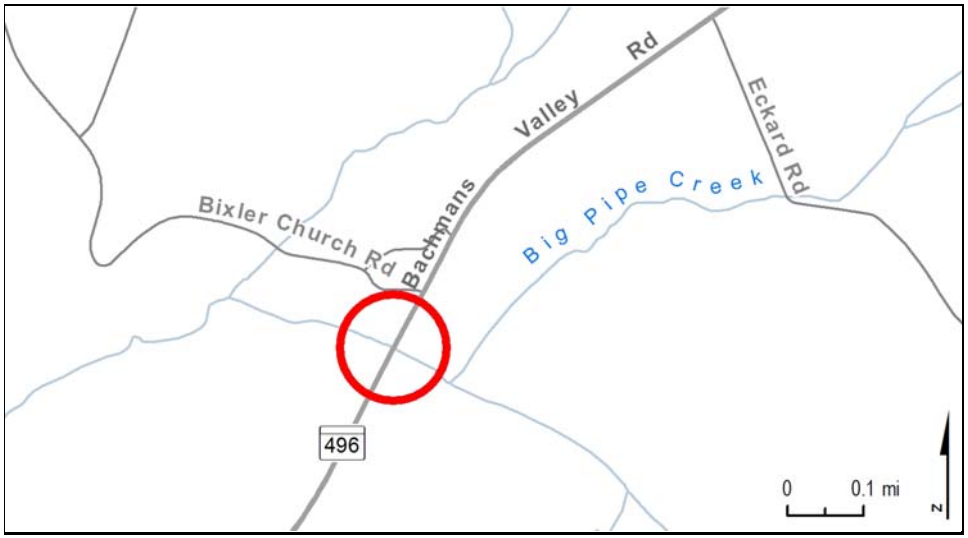
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,075

PROJECTED (2035) - 4,750



PROJECT: MD 496, Bachmans Valley Road

DESCRIPTION: Replace Bridge 06038 over Big Pipe Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	599	407	192	0	0	0	0	0	192	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,000	0	0	0	930	2,070	0	0	3,000	0
Total	3,599	407	192	0	930	2,070	0	0	3,192	0
Federal-Aid	379	225	154	0	0	0	0	0	154	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 5,075

PROJECTED (2035) - 7,050

PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster (2.5 miles). The project will add a 16 foot wide outside lane for bicyclist and sidewalks for pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,431	1,431	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	1,431	1,431	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

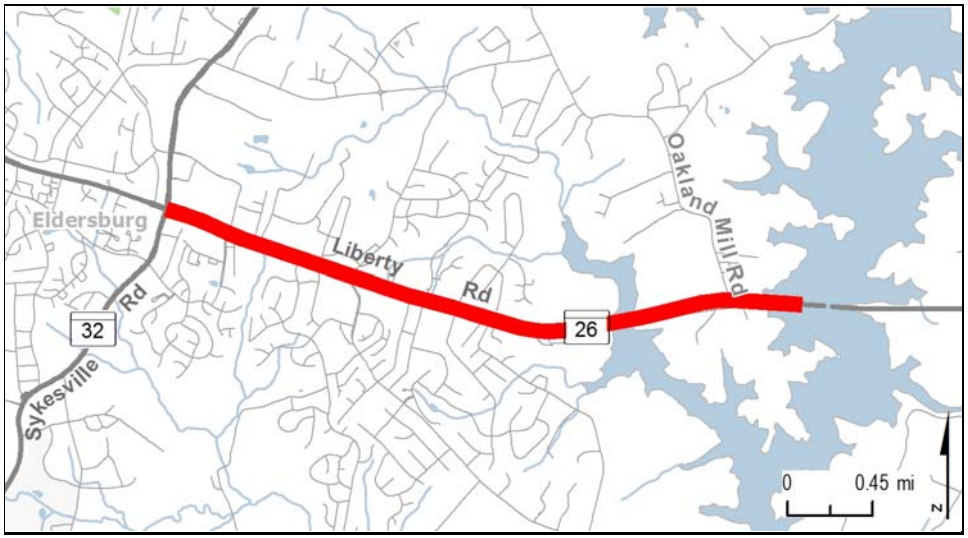
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 51,200 - 68,200

PROJECTED (2035) - 62600 - 89,350



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.6 miles). Bicycle and pedestrian facilities will be provided.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split Planning cost and County contributed $1.0 million towards Engineering cost.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	1,361	1,361	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	1,651	1,651	0	0	0	0	0	0	0	0
Federal-Aid	228	228	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 (2015) - 27,700 - 28,650

PROJECTED (2035) - 36,800 - 42,950

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in Carroll County; resurface	10,501	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2	MD 140	Taneytown Pike; Royer Road to WMC, MD 30 BA Lane to Broadbeck; patching	904	Under construction
		Safety/Spot Improvement		
3	MD 27	Ridge Road; at Center Street; widen and resurface	695	FY 2016
4	MD 31	New Windsor Road; At Tahoma Farm Road; widen and resurface	895	FY 2016
5	MD 32	Sykesville Road; at MD 97; geometric improvements	3,678	FY 2016
6	MD 140	Taneytown Pike; at Pleasant Valley Road; geometric improvements	3,403	Under construction
7	MD 140 EB	Baltimore Boulevard; at Kay's Mill Road; geometric improvements	487	Under construction
		Urban Reconstruction		
8	MD 31	High Street in New Windsor; Coe Drive to Church Street; urban reconstruct (Funded for preliminary engineering)	2,024	Design Underway
9	MD 851	Main Street; Howard County Line to Springfield Avenue; community safety and enhancements (Funded for concepts)	594	Concepts Underway

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Intersection Capacity Improvements		
10	MD 26	Liberty Road; Emerald Lane to Calvert Lane; widen and resurface	4,690	FY 2016
11	MD 140	Taneytown Pike; WMC Drive to Meadow Branch/Royer Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,384	FY 2016
		Enhancements		
		Environmental Mitigation		
12		Finksburg Industrial Park Stormwater Management Facility	761	FY 2016
13		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	933	Underway

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CECIL COUNTY

1674

CECIL COUNTY

PROJECT: MD 222, Aiken Avenue

DESCRIPTION: Replace Bridge 07027 over Rock Run. The project will include shoulders and sidewalks to accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The bridge substructure and superstructure require reconstruction.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	833	829	4	0	0	0	0	0	4	0
Right-of-way	189	1	75	75	38	0	0	0	188	0
Construction	2,500	0	775	1,725	0	0	0	0	2,500	0
Total	3,522	830	854	1,800	38	0	0	0	2,692	0
Federal-Aid	604	601	3	0	0	0	0	0	3	0

CLASSIFICATION:

STATE - Minor Collector

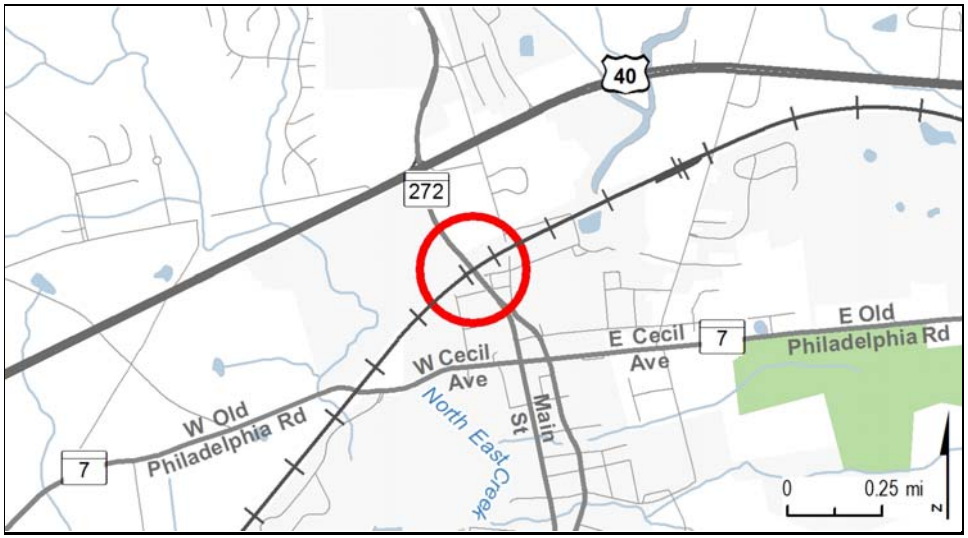
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 2,900

PROJECTED (2035) - 4,200



PROJECT: MD 272, Mauldin Ave

DESCRIPTION: Replace Bridge 7036 over Amtrak. Shoulders and sidewalks will accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,405	2,405	0	0	0	0	0	0	0	0
Right-of-way	383	383	0	0	0	0	0	0	0	0
Construction	17,349	2,599	7,188	5,901	1,661	0	0	0	14,750	0
Total	20,137	5,387	7,188	5,901	1,661	0	0	0	14,750	0
Federal-Aid	15,776	3,877	5,796	4,761	1,342	0	0	0	11,899	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,800

PROJECTED (2035) - 41,400

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1	US 1	Rising Sun Bypass; MD 273A to the Pennsylvania State Line; resurface	1,669	Completed
		Bridge Replacement/Rehabilitation		
2		7 existing bridges on US 1, US 40, MD 222 and MD 272; clean/paint bridges	625	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
3		At various locations in Cecil County; resurface	5,993	Under construction
4	US 40	Pulaski Highway; MD 222 to MD 272; safety and resurface	7,629	FY 2016
5	US 40	Pulaski Highway; West of MD 272 to structure 7021; resurface	6,684	Under construction
6	MD 279	Elkton Road; US 40 to Belle Hill Road; safety and resurface	2,052	FY 2016
		Bridge Replacement/Rehabilitation		
7	MD 213	Augustine Herman Highway; Structure 07071X0 over Branch Big Elk Creek; small structure replacement	600	FY 2016
		Safety/Spot Improvement		
8	MD 213	Augustine Herman Highway; at Frenchtown Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2017
9	MD 213	Bridge Street; at MD 279; geometric improvements	1,053	Under construction

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	MD 222	Aiken Avenue; Granite Avenue to south town limits; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,300	FY 2016
11	MD 272	Turkey Point Road; North of Rogues Harbor Road; repair slide	641	FY 2016
12	MD 272	Turkey Point Road; South of US 40 to Rogers Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,552	FY 2017
13	MD 272	North East Road; at Tiger Drive; intersection reconstruct	2,044	FY 2016
14	MD 273	Telegraph Road; at Blue Ball Road; roundabout	2,300	FY 2016
15	MD 273	Telegraph Road; at Appleton Road; roundabout	2,167	Under construction
16	MD 281	Red Hill Road; At Muddy Lane; roundabout	3,038	Under construction
		C.H.A.R.T. Projects		
17		CHART DMS Deployment in Cecil County	297	Under construction
		Sidewalks		
18	MD 272	Maudlin Avenue; Irishtown Road to Church Street; sidewalks	1,070	FY 2016
		TMDL Compliance		
19		Tree planting at various locations in Cecil County; landscape (Transportation Infrastructure Investment Act of 2013)	701	Under construction

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
20		Jacob Tome Gas House Visitor Center; restoration of the Visitor's center landscaping and completion of a short trail which links in the Lower Susquehanna Heritage Trail	585	FY 2016

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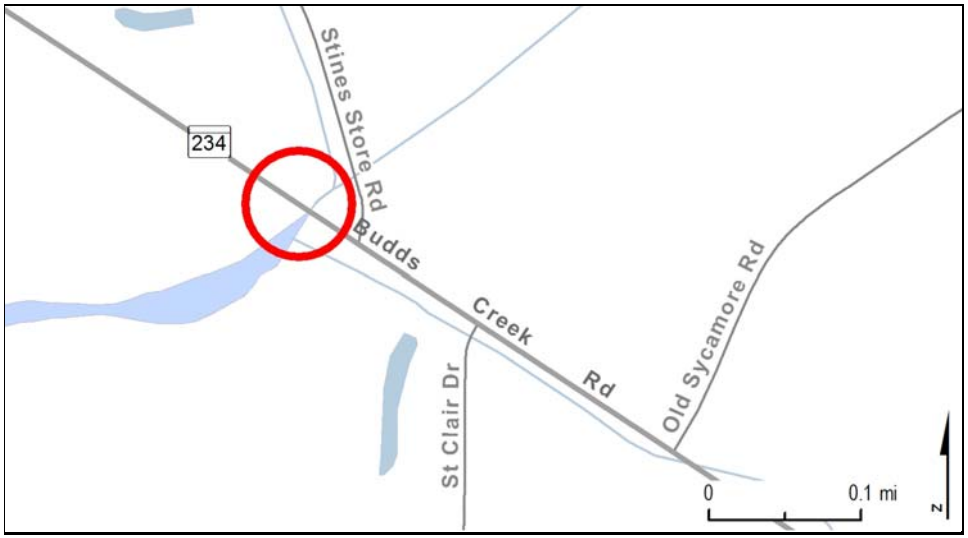
CHARLES COUNTY

1658

CHARLES COUNTY



PROJECT: MD 234, Budds Creek Road

DESCRIPTION: Replace Bridge 08047 over Gilbert Swamp Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1959, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ 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.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,033	446	587	0	0	0	0	0	587	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,000	0	0	675	2,325	0	0	0	3,000	0
Total	4,033	446	587	675	2,325	0	0	0	3,587	0
Federal-Aid	823	353	470	0	0	0	0	0	470	0

CLASSIFICATION:

STATE - Minor Arterial

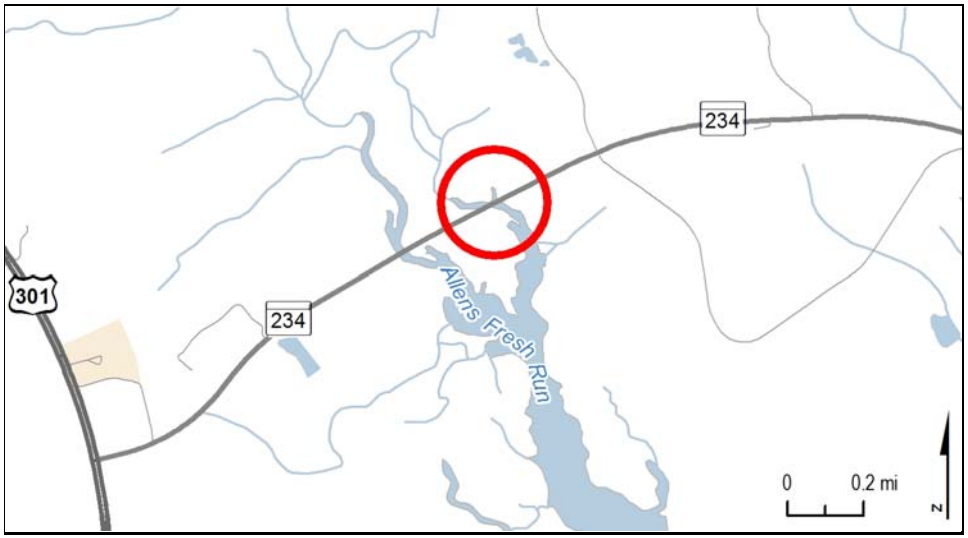
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 6,475

PROJECTED (2035) - 10,600



PROJECT: MD 234, Budds Creek Road

DESCRIPTION: Replaced a temporary bridge over Allens Fresh Run.

PURPOSE & NEED SUMMARY STATEMENT: In 2011, Hurricane Lee damaged Bridge 08036, which was replaced that same year with a temporary bridge. This new permanent bridge replaced that temporary bridge.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ 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: MD 234 provides a critical link through Southern Maryland. Replacing this structure supports critical regional transportation needs and provides a permanent structure that is more resilient against severe weather events.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	415	415	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,874	2,874	0	0	0	0	0	0	0	0
Total	3,289	3,289	0	0	0	0	0	0	0	0
Federal-Aid	3,182	3,182	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

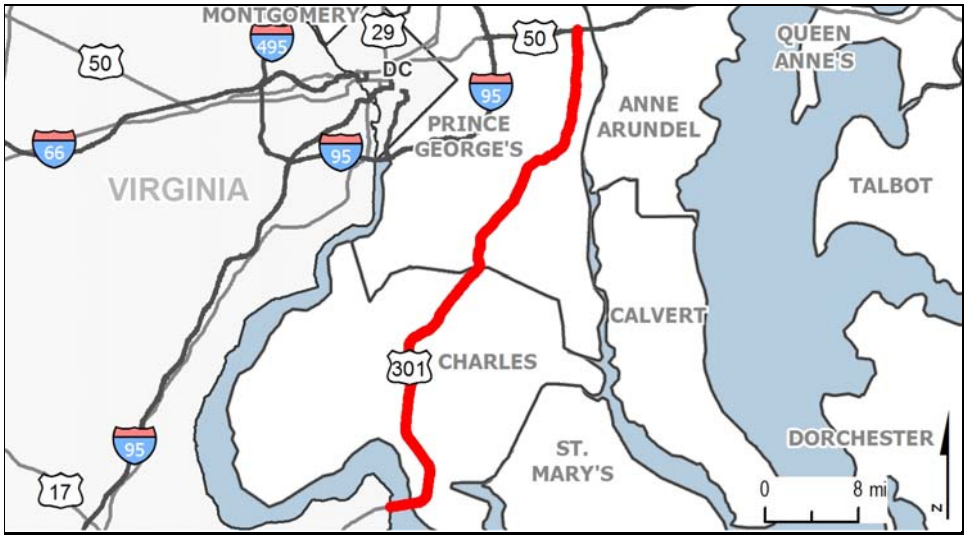
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,500

PROJECTED (2035) - 10,500



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River and I-595/US 50 (50.3 miles).

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

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 11)
MD 5, US 301 to I-95/I-495 (Prince George's County Line 19)
US 301, South Corridor Transportation Study (Line 23)
US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 24)

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	500	3,700	3,700	4,541	3,220	0	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,419	55,758	500	3,700	3,700	4,541	3,220	0	15,661	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

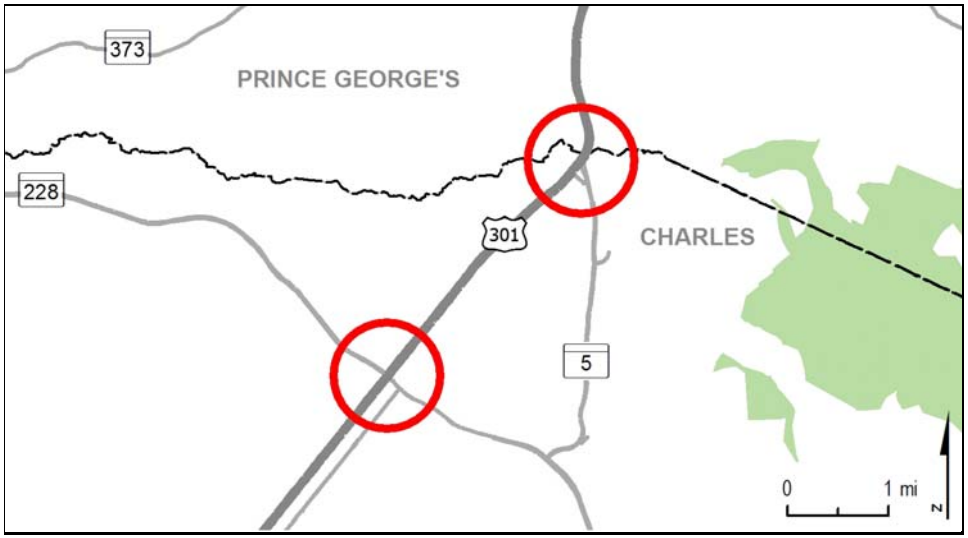
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 20,200 (Charles) - 89,050 (Prince George's)

PROJECTED (2035) - 29,700 (Charles) - 122,800 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: A study to analyze US 301 upgrades through Waldorf, including grade-separated interchanges at MD 5 and at MD 228/MD 5BU.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commerical development in the US 301 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 11)
MD 5, US 301 to I-95/I-495 (Prince George's County Line 19)
US 301, South Corridor Transportation Study (Line 23)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,636	10,146	1,500	2,000	990	0	0	0	4,490	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	14,636	10,146	1,500	2,000	990	0	0	0	4,490	0
Federal-Aid	10,112	7,669	1,500	943	0	0	0	0	2,443	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,000 (Charles) - 89,050 (Prince George's)

PROJECTED (2035) - 78,700 (Charles) - 122,800 (Prince George's)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in Charles County; resurface	7,568	Completed
		Safety/Spot Improvement		
2		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	Completed
		Urban Reconstruction		
3	MD 5 BUS	Leonardtown Road; at MD 925 (Old Washington Road); geometric improvement/pedestrian improvement (Transportation Infrastructure Investment Act of 2013)	961	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
4		At various locations in Charles County; patching	902	FY 2016
5		At various locations in Charles county; mill and resurface	11,474	FY 2016
6		At various locations in Charles county; resurface	11,188	Under construction
		Bridge Replacement/Rehabilitation		
7	MD 254	Cobb Island Road; Bridge 0803800 over Neale Sound; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2017

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement		
8	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2016
		Urban Reconstruction		
9	MD 625	Old Leonardtown Road; from MD 5 east of Hughesville to MD 5 west of Hughesville; community safety and enhancement (Funded for concepts)	500	Concepts Underway
		Sidewalks		
10	MD 210	Indian Head Highway; Ruth B Swann Dr to Wooster Dr; sidewalks	519	Under construction

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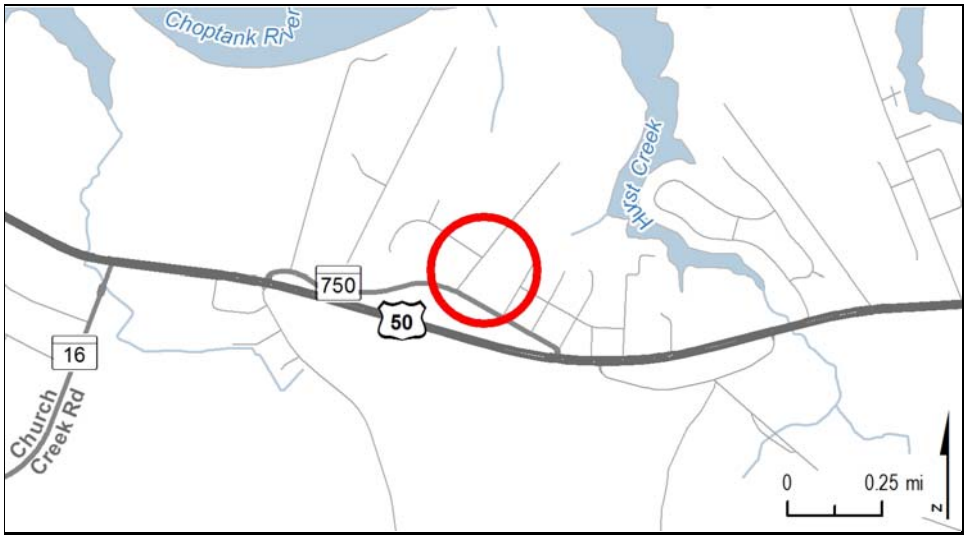
POPULUS TIMORE DEUM HABITANS

DORCHESTER COUNTY

DORCHESTER COUNTY



PROJECT: Maintenance Facility in Cambridge

DESCRIPTION: Replacement of the maintenance facility in Cambridge.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 shop does not meet the current needs to maintain the roads in Cambridge and Dorchester County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,896	1,896	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,208	8,061	13,168	979	0	0	0	0	14,147	0
Total	24,104	9,957	13,168	979	0	0	0	0	14,147	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - NA

FEDERAL - NA

STATE SYSTEM : NA

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - NA

PROJECTED (2035) - NA

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1	US 50	Ocean Gateway; Chateau Road to Linkwood Drive; resurface	1,254	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2		At various locations in Dorchester County; resurface	6,686	Under construction
3	US 50 EB	Ocean Gateway; Linkwood Drive to west of Old Ocean Gateway; resurface	1,656	FY 2016
		Safety/Spot Improvement		
4	MD 16	Church Creek Road; at Woods Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,500	FY 2016
		Urban Reconstruction		
5	MD 16	Church Creek Road; from MD 335 to Brannocks Neck Road; drainage improvement/roadway construct/pedestrian improvement (Funded for preliminary engineering)	2,940	Design Underway
		Enhancements		
		Scenic/Historic Highway Programs/Visitor Centers		
6		Harriet Tubman Underground Railroad Visitor Center	8,500	Underway

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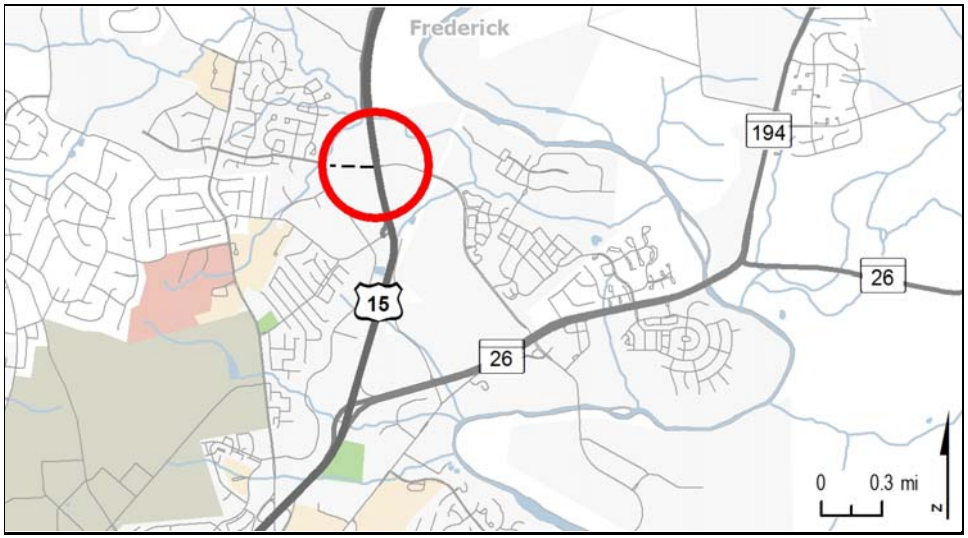
FREDERICK COUNTY, MARYLAND 1748

FREDERICK COUNTY



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Construct a grade-separated interchange and park-and-ride lot at Monocacy Boulevard. This project will include appropriate bicycle and pedestrian facilities.

PURPOSE & NEED SUMMARY STATEMENT: This project will add a new US 15 interchange at Monocacy Boulevard to safely accommodate future traffic volume associated with planned development. The project will close an existing at-grade US 15 intersection at Hayward Road.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multimodal Corridor Study (Line 10)

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

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

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

STATUS: Construction underway. Frederick County is funding $1.4 million for Engineering. Frederick City is funding $1.4 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $11.5 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	682	682	0	0	0	0	0	0	0	0
Engineering	4,678	4,417	261	0	0	0	0	0	261	0
Right-of-way	19,266	13,146	2,868	2,425	827	0	0	0	6,120	0
Construction	34,683	163	8,856	12,307	13,357	0	0	0	34,520	0
Total	59,309	18,408	11,985	14,732	14,184	0	0	0	40,901	0
Federal-Aid	15,592	11,625	1,369	1,937	661	0	0	0	3,967	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

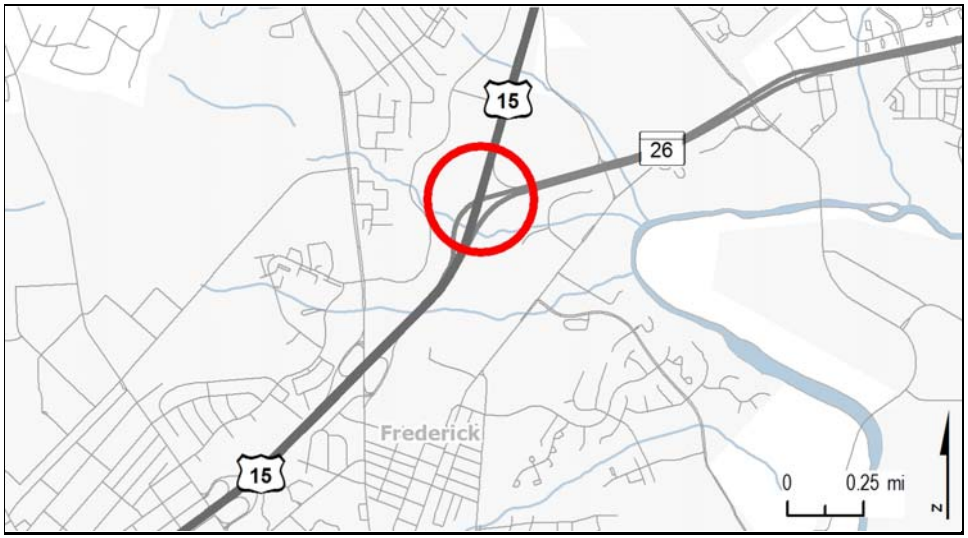
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,450

PROJECTED (2035) - 60,910



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Replace Bridge 10097 over MD 26.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1957, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15 and US 40, Improvements between I-70 and MD 26 (Line 11)

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

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

EXPLANATION: The existing structure is structurally deficient.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	518	217	301	0	0	0	0	0	301	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,000	0	780	2,220	0	0	0	0	3,000	0
Total	3,518	217	1,081	2,220	0	0	0	0	3,301	0
Federal-Aid	410	170	240	0	0	0	0	0	240	0

CLASSIFICATION:

STATE - Principal Arterial

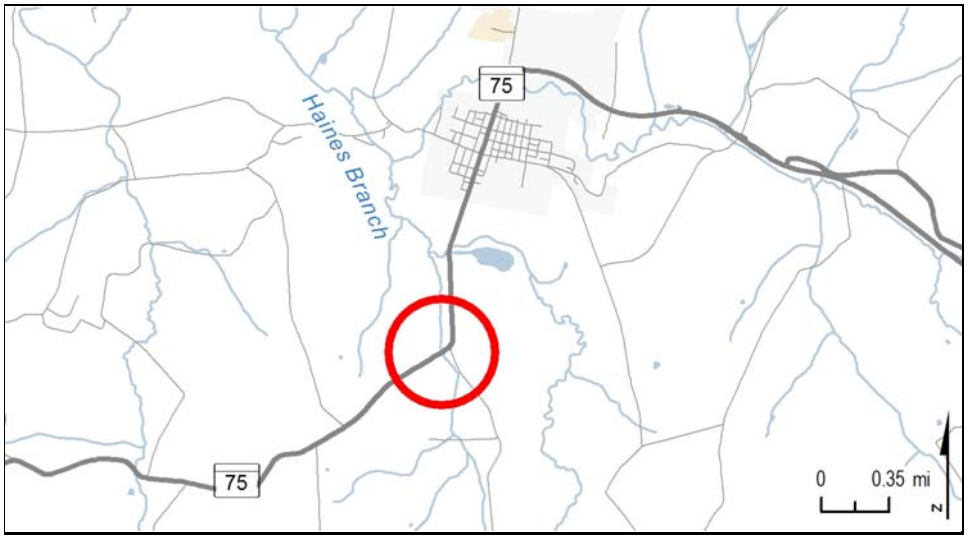
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,500

PROJECTED (2035) - 30,000



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Replace Bridge 10172 over Haines Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	509	509	0	0	0	0	0	0	0	0
Right-of-way	91	91	0	0	0	0	0	0	0	0
Construction	1,985	483	1,418	84	0	0	0	0	1,502	0
Total	2,585	1,083	1,418	84	0	0	0	0	1,502	0
Federal-Aid	363	363	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

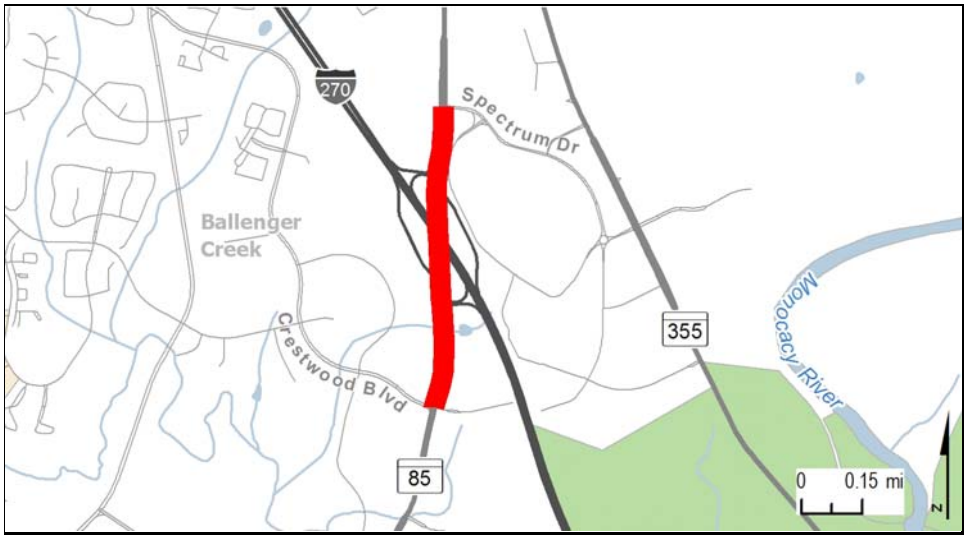
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 1300

PROJECTED (2035) - 1750



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase 1 of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor. Additionally, the existing I-270 dual bridges, built in 1950, are functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Multimodal Corridor Study (Line 10)
MD 85, South of English Muffin Way to north of Grove Road (Line 12)

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

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

EXPLANATION: This project will improve safety for all roadway users by reconstructing functionally obsolete interchange and bridges. It also supports ongoing and planned growth by increasing roadway and interchange capacity.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. Frederick County is funding $1.5 million for partial Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $96.9 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 85 from English Muffin Way to Grove Road (Line 12).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,072	4,944	678	450	0	0	0	0	1,128	0
Right-of-way	11,685	2,001	2,000	3,600	2,400	1,684	0	0	9,684	0
Construction	96,919	0	0	6,501	18,635	25,845	25,987	19,951	96,919	0
Total	114,676	6,945	2,678	10,551	21,035	27,529	25,987	19,951	107,731	0
Federal-Aid	2,217	1,337	529	351	0	0	0	0	880	0

CLASSIFICATION:

STATE - Major Collector

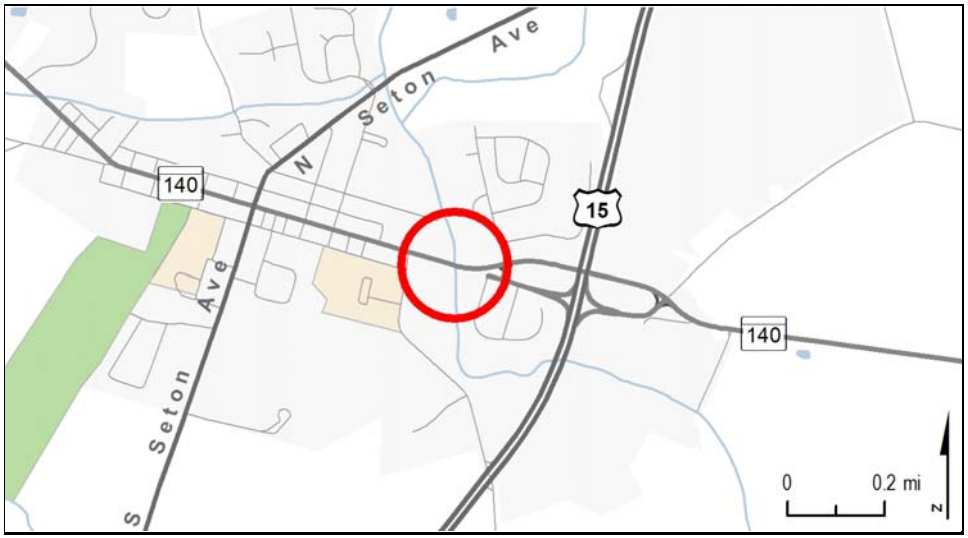
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 35,500 - 49,500

PROJECTED (2035) - 49,000 - 69,700



PROJECT: MD 140, Main Street

DESCRIPTION: Replace Bridge 10062 over Flat Run.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,362	890	472	0	0	0	0	0	472	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,576	0	961	3,615	0	0	0	0	4,576	0
Total	5,938	890	1,433	3,615	0	0	0	0	5,048	0
Federal-Aid	4,627	680	1,127	2,820	0	0	0	0	3,947	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,500

PROJECTED (2035) - 10,100

PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10084 over CSXT railroad.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,352	1,051	1,301	0	0	0	0	0	1,301	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,500	0	0	1,195	1,825	1,480	0	0	4,500	0
Total	6,852	1,051	1,301	1,195	1,825	1,480	0	0	5,801	0
Federal-Aid	1,863	825	1,038	0	0	0	0	0	1,038	0

CLASSIFICATION:

STATE - Major Collector

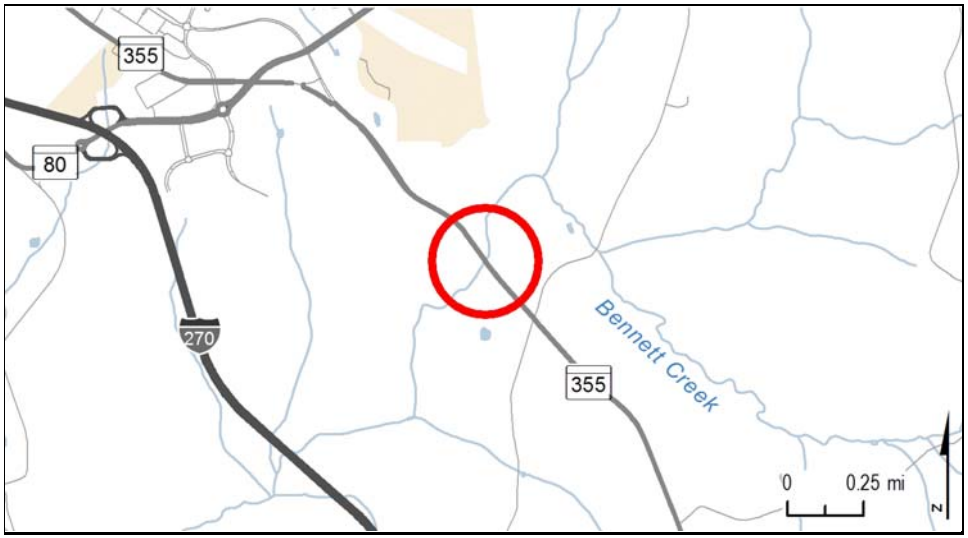
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 14,250

PROJECTED (2035) - 19,500



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,161	475	686	0	0	0	0	0	686	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	2,080	5,920	0	0	0	8,000	0
Total	9,161	475	686	2,080	5,920	0	0	0	8,686	0
Federal-Aid	922	375	547	0	0	0	0	0	547	0

CLASSIFICATION:

STATE - Major Collector

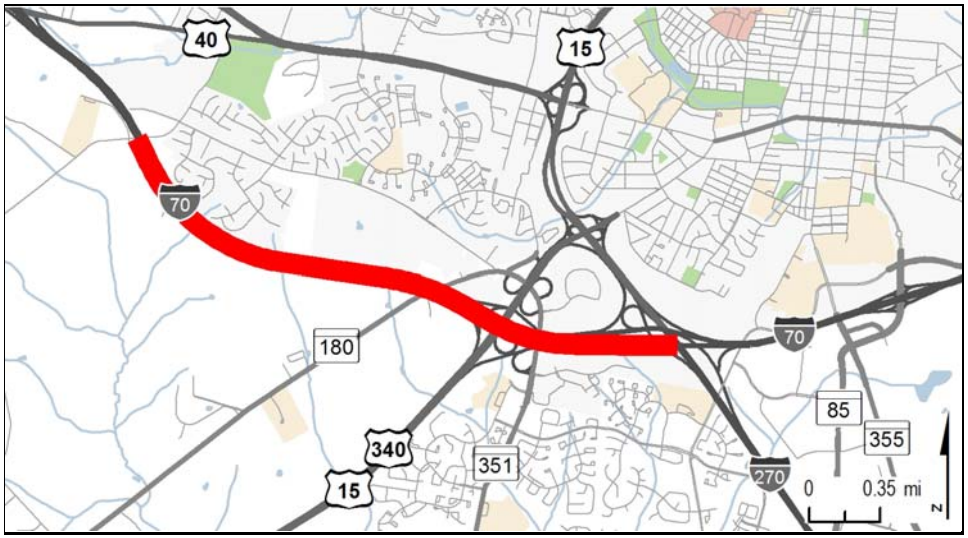
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,500

PROJECTED (2035) - 12,800



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a four-phase project to upgrade I-70 from Mount Phillip road to east of MD 144FA.

JUSTIFICATION: This project will relieve congestion and provide capacity for planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Multimodal Corridor Study (Line 10)
US 15 and US 40, Improvements between I-70 and MD 26 (Line 11)
MD 180 and MD 351, Improvements between Greenfield Drive and Corporate Drive (Line 13)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

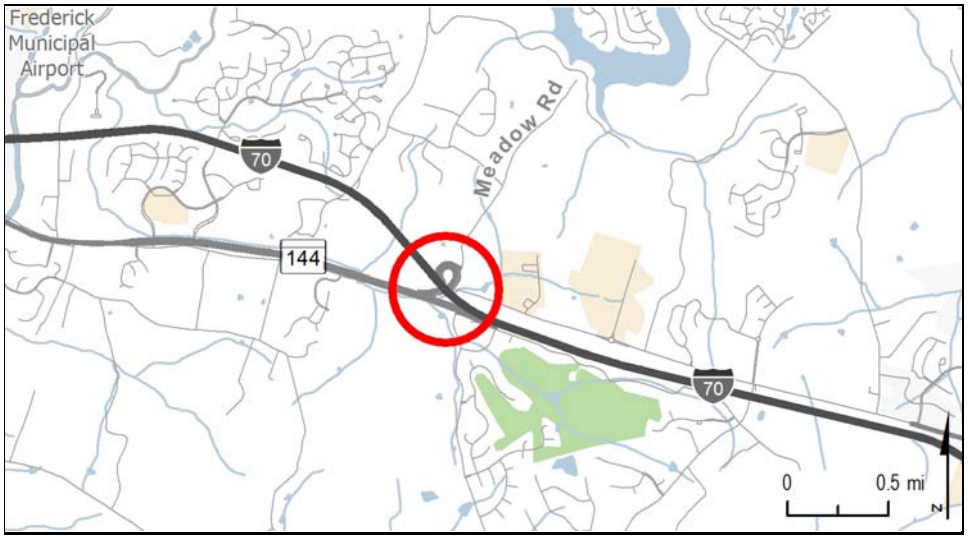
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 99,900

PROJECTED (2035) - 139,400



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

JUSTIFICATION: This study will consider providing the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will reduce traffic on lower functioning roadways in Frederick City and New Market.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway by developer. Frederick County and developer are funding this project.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	252	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

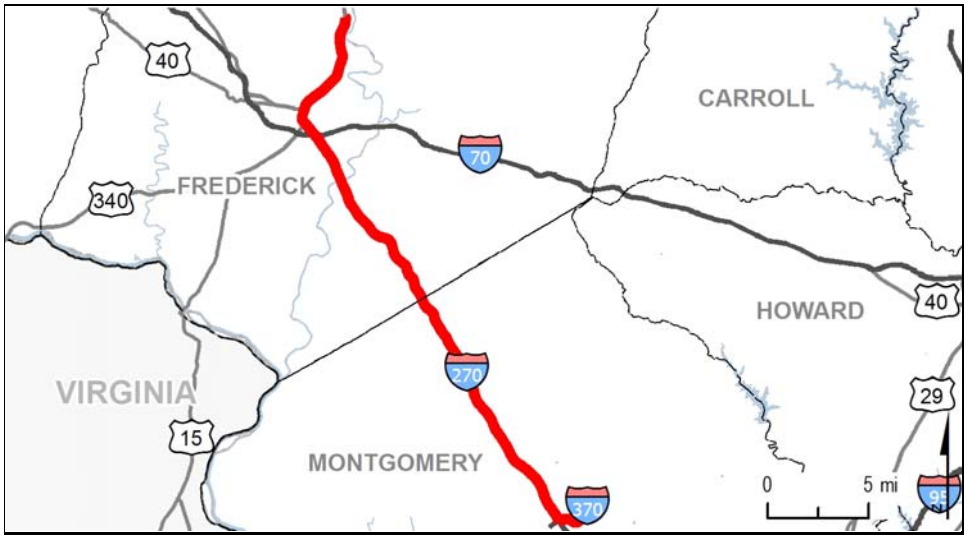
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 67,500

PROJECTED (2035) - 89,600



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

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 (32.5 miles).

JUSTIFICATION: I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
X	Project Outside PFA	X	Exception Will Be Required
☐	PFA Status Yet To Be Determined	☐	Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Interchange at Monocacy Boulevard (Line 1)
US 15, Bridge Replacement over MD 26 (Line 2)
MD 85, South of English Muffin Way to north of Grove Road (Line 4)
I-70, Mount Phillip Road to I-270 (Line 8)
US 15 and US 40, Improvements between I-70 and MD 26 (Line 11)
MD 85, from south of English Muffin Way to north of Grove Road (Line 12)

STATUS: Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 37), first.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

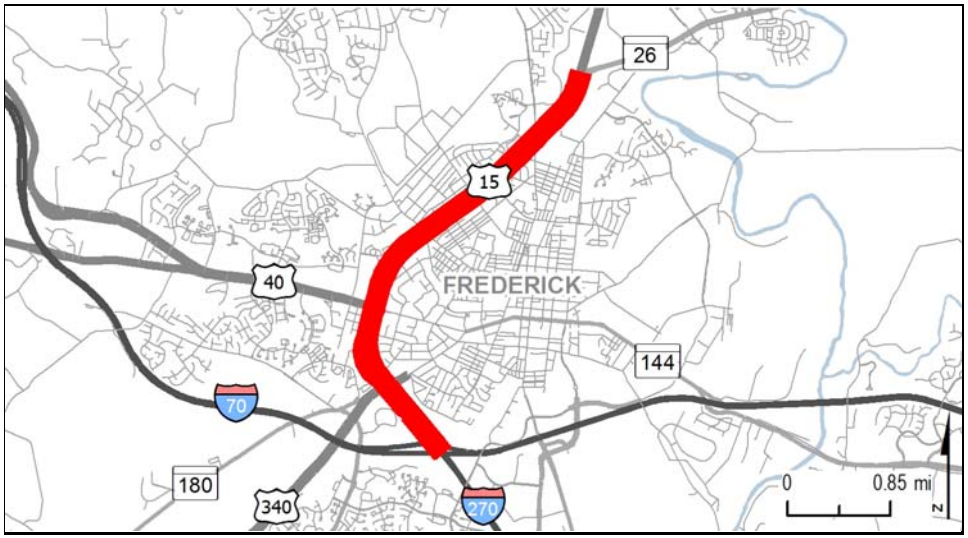
FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,500 - 104,500 (US 15)
81,000 - 215,500 (I-270)

PROJECTED (2035) - 60,000 - 170,000 (US 15)
105,000 - 269,000 (I-270)



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Engineering study of US 15 and US 40 improvements between I-70 and MD 26..

JUSTIFICATION: This section does not meet current highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, and short merging and weaving sections.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 15, Bridge Replacement over MD 26 (Line 2)
I-270 and US 15, Multimodal Corridor Study (Line 10)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	50	850	1,100	1,300	1,700	0	0	4,950	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	50	850	1,100	1,300	1,700	0	0	4,950	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Freeway/Expressway

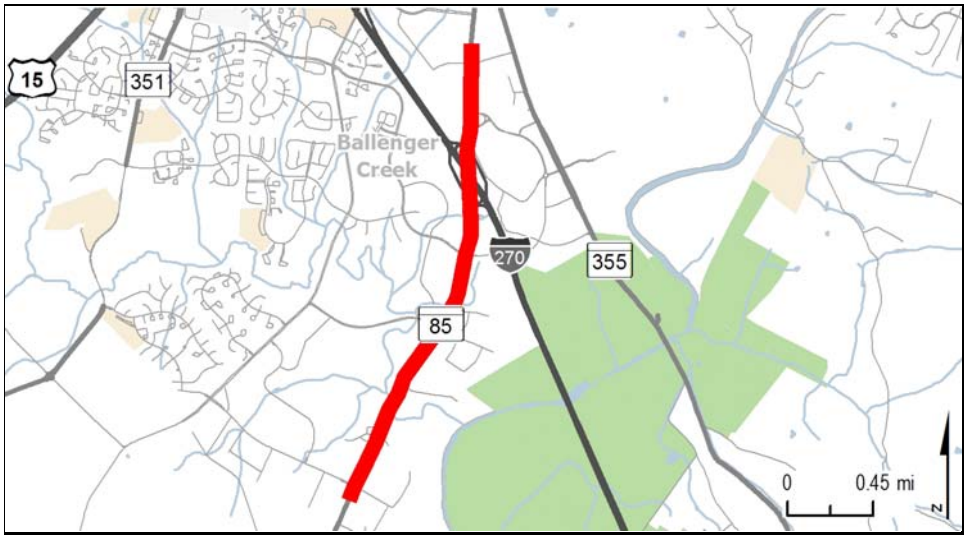
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,100 - 104,400

PROJECTED (2035) - 63,500 - 191,800



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). The project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commercial development in the MD 85 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 85, from south of English Muffin Way to north of Grove Road (Line 4)
I-270/US 15, Multimodal Corridor Study (Line 10)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $20.3 million is due to moving the segment between Crestwood Boulevard/Shockely Drive and Spectrum Drive (Phase 1) to Construction Program (Line 4).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	531	531	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	531	531	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

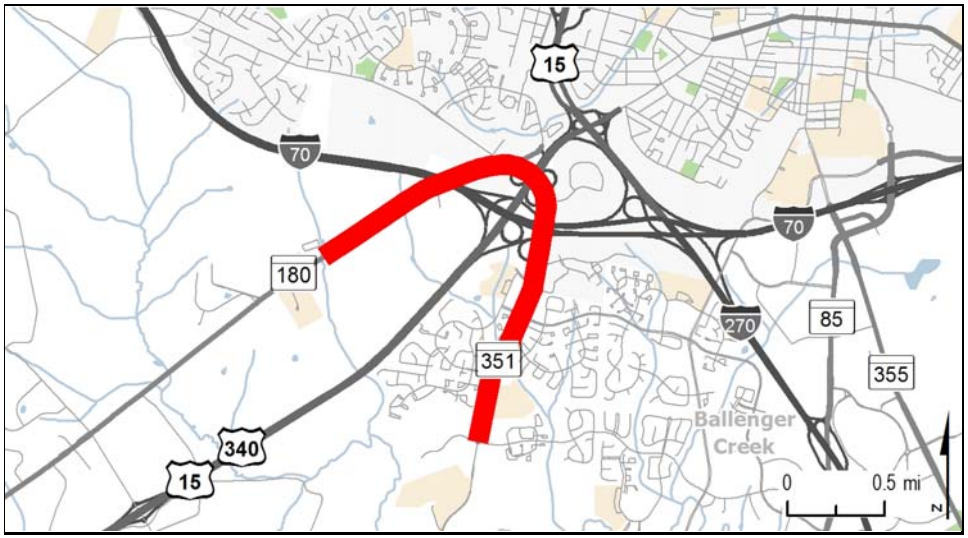
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,700 - 47,400

PROJECTED (2035) - 18,500 - 69,700



PROJECT: MD 180 and MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve MD 180 and MD 351 capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). This project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: The MD 180 and MD 351corridor is experiencing rapid development. Businesses and residential developments in the study area contribute to operational failures along the existing roadway network, indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, from Mount Phillip road to east of MD 144FA (Line 8)

STATUS: Planning on hold. Frederick County is funding $0.5 million to Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,274	2,274	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,274	2,274	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Urban Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,900

PROJECTED (2035) - 62,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Commuter Action Improvements		
1	MD 17	Myersville Middletown Road; at Ventrie Court; ridesharing facilities	1,313	Completed
2	MD 75	Green Valley Road; At I-70 south of interchange; ridesharing facilities	800	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
3		At various locations in Frederick County; resurface	14,650	Under construction
4	US 15 SB	Catoctin Mountain Highway; Pennsylvania State line to Roddy Road; resurface	4,608	FY 2016
5	I 70	Eisenhower Memorial Highway; MD 144 (Exit 56) to bridge over MD 27	8,850	FY 2016
6	US 340	Jefferson National Pike; Washington County line to MD 17; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,700	FY 2017
7	US 340 EB	Jefferson National Pike; MD 17 to Lander Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,000	FY 2017
		Bridge Replacement/Rehabilitation		
8		At various locations on Buckeystown Park, Green Vall Road, National Pike and Eisenhower Memorial Highway; clean/paint bridges	1,679	Under construction
9	MD 28	Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,000	FY 2017
10	MD 77	Foxville Road; bridge 1005500 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2016

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement		
11	US 15 NB	Frederick Freeway; Motter Avenue to MD 26; geometric improvements	2,734	Under construction
		Urban Reconstruction		
12	US 15 BU	Seton Avenue; in Emmitsburg - at MD 140 (Funded for preliminary engineering)	300	Design Underway
13	US 40 ALT	Old National Pike; 200 ft west of Ivy Hill Drive to 400 ft east of Middletown Parkway; urban reconstruct (Funded for preliminary engineering)	2,200	Design Underway
14	MD 144 FB	Main Street; through Town of New Market to Bye Alley; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	8,040	Under construction
15	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Funded for preliminary engineering)	2,473	Design Underway
		Intersection Capacity Improvements		
16	US 40	West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements	1,707	FY 2016
17	MD 180	Jefferson Pike; Structure 10149 to Crestwood Boulevard; widen and resurface (funded by third party)	0	FY 2016
		Enhancements		
		Acquisition of Scenic Easements and Scenic/Historic Sites		
18		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Enhancements (cont'd)		
		Pedestrian/Bicycle Facilities		
19		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	5,959	Under construction
20		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	FY 2017

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GARRETT COUNTY

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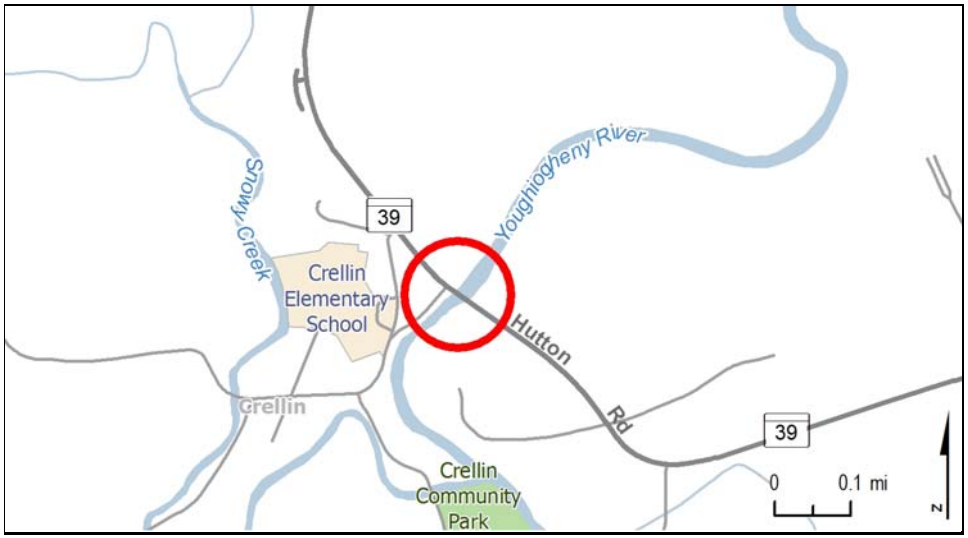
MARYLAND

GARRETT COUNTY



PROJECT: MD 39, Hutton Road

DESCRIPTION: Replace Bridge 11002 over Youghiogheny River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1923, is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is functionally obsolete.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,177	232	218	218	218	218	73	0	945	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	0	0	0	0	1,075	3,525	4,600	400
Total	6,177	232	218	218	218	218	1,148	3,525	5,545	400
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

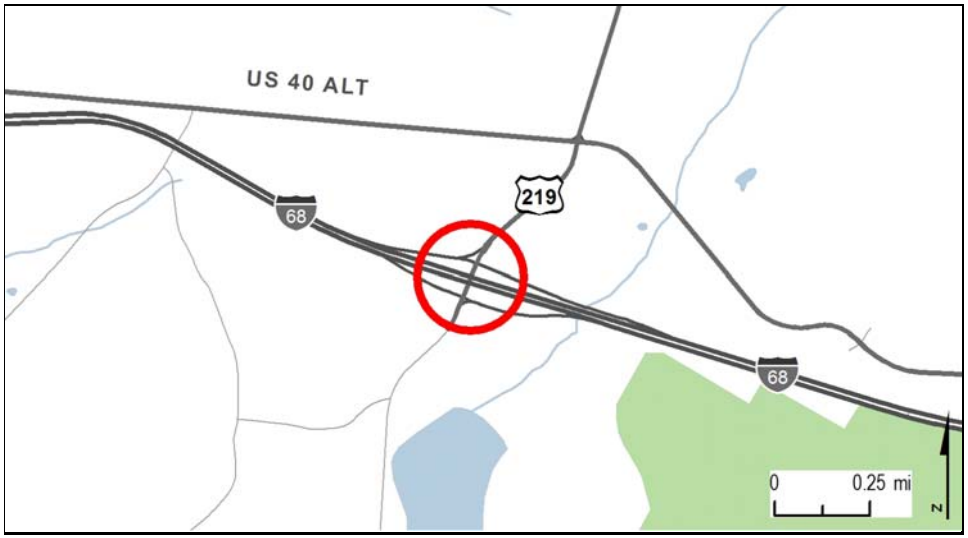
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 3,350

PROJECTED (2035) - 3,900



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Upgrade US 219 north of I-68 and construct a new interchange at I-68.

PURPOSE & NEED SUMMARY STATEMENT: Projected development and increasing regional freight traffic require upgrades to the existing US 219 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☐ Project Outside PFA
- ☒ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, I-68 to Pennsylvania State Line (Line 5)

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

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

EXPLANATION: US 219 provides a critical link between Western Maryland and southern Pennsylvania. This project supports critical regional transportation needs.

STATUS: Planning and Engineering to begin during current fiscal year. Right-of-Way and Constuction to begin during budget fiscal year. Construction is being funded wiith Appalachian Development Highway System funds.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of US 219 from I-68 to the Pennsylvania State Line (Line 5)

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	0	1,200	800	0	0	0	0	2,000	0
Engineering	3,000	0	1,000	1,300	700	0	0	0	3,000	0
Right-of-way	4,236	0	10	50	2,088	2,088	0	0	4,236	0
Construction	80,764	0	0	3,117	8,973	14,427	15,700	16,083	58,300	22,464
Total	90,000	0	2,210	5,267	11,761	16,515	15,700	16,083	67,536	22,464
Federal-Aid	80,764	0	0	3,117	8,973	14,427	15,700	16,083	58,300	22,464

CLASSIFICATION:

STATE - Minor Arterial

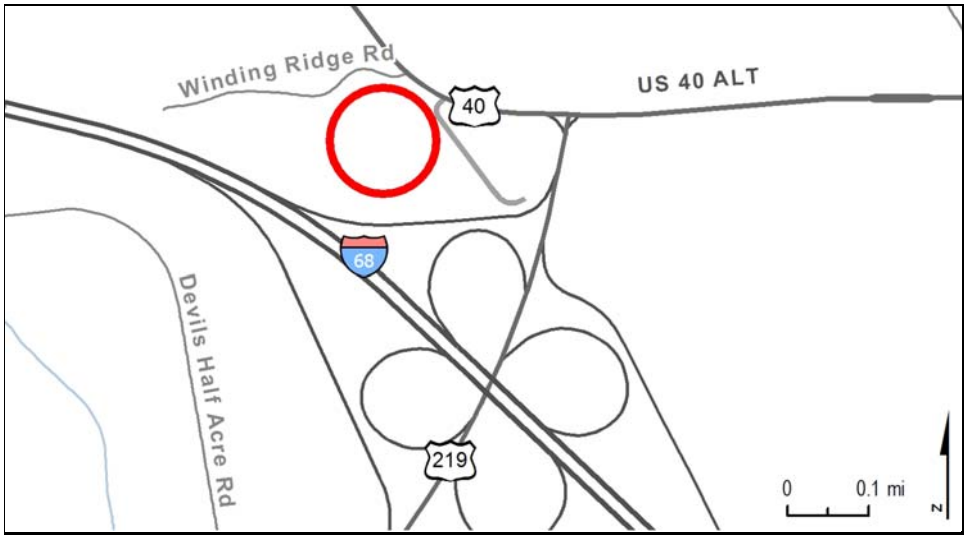
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,700

PROJECTED (2035) - 6,400



PROJECT: Keyser's Ridge Maintenance Facility

DESCRIPTION: Replacement of the maintenance facility in Keysers Ridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing facility does not meet SHA's current needs.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 facility does not meet current needs.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,218	813	405	0	0	0	0	0	405	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,455	3,669	6,860	926	0	0	0	0	7,786	0
Total	12,673	4,482	7,265	926	0	0	0	0	8,191	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

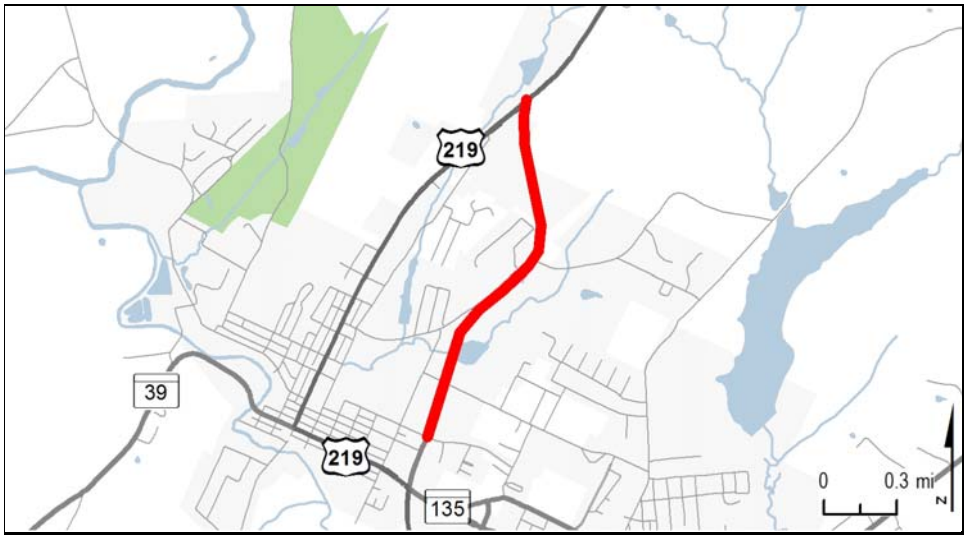
FEDERAL - N/A

STATE SYSTEM : N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - N/A

PROJECTED (2035) - N/A



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.4 miles). This project will include appropriate bicycle and pedestrian facilities.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, MD 135 to the North Corporate Limits of Oakland (System Preservation Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,280	1,280	0	0	0	0	0	0	0	0
Engineering	4,015	4,015	0	0	0	0	0	0	0	0
Right-of-way	4,411	4,411	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,706	9,706	0	0	0	0	0	0	0	0
Federal-Aid	3,454	3,454	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

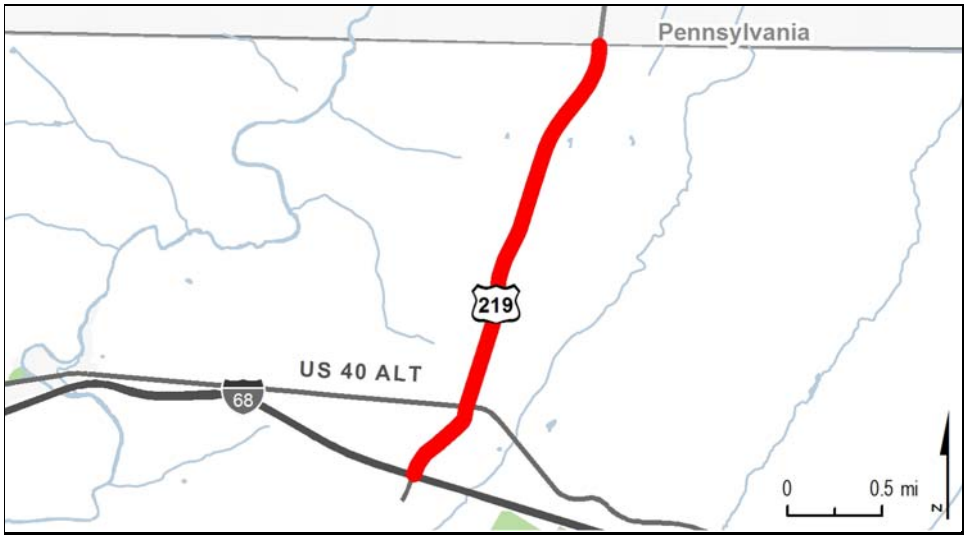
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,650- 17,550

PROJECTED (2035) - 7,850 (Bypass)
18,400 (US 219)



PROJECT: US 219, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.5 miles). This represents Maryland's portion of a larger US 219 study, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements in the US 219 Corridor will enhance accessibility and promote economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 219, Interchange at I-68 (Line 2)

STATUS: Planning underway. Maryland is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved US 219 at I-68 Interchange to Construction Program (Line 2).

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,090	2,831	959	300	0	0	0	0	1,259	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,090	2,831	959	300	0	0	0	0	1,259	0
Federal-Aid	2,489	2,229	260	0	0	0	0	0	260	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 5,100

PROJECTED (2035) - 7,600

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Safety/Spot Improvement		
1	I 68	National Freeway; East of Old Morgantown Road to west of Shade Hollow Road; guard rail	1,802	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2		At various locations in Garrett county; resurface	6,172	Under construction
3		Various locations in Garrett County; resurface	4,638	Under construction
4	I 68	National Freeway; Lower New Germany Road bridge 1104103 to MD 546 bridge 1101200; safety and resurface	6,111	Under construction
5	MD 135	Maryland Highway; MD 135C to Chestnut Grove Road; resurface	3,158	Under construction
		Bridge Replacement/Rehabilitation		
6	I 68	National Freeway; Bridges 1101900, 1103200, 1103903/904, 1105200, 1105303, 1105304 on National Freeway; clean/paint bridges	2,402	FY 2016
		Urban Reconstruction		
7	US 219	Oak Street/Third Street; MD 135 to the north corporate limits of Oakland; urban reconstruct improvements (Funded for preliminary engineering)	2,507	Design Underway

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HARFORD COUNTY MARYLAND

AT THE RISQUE OF OUR LIVES AND FORTUNES

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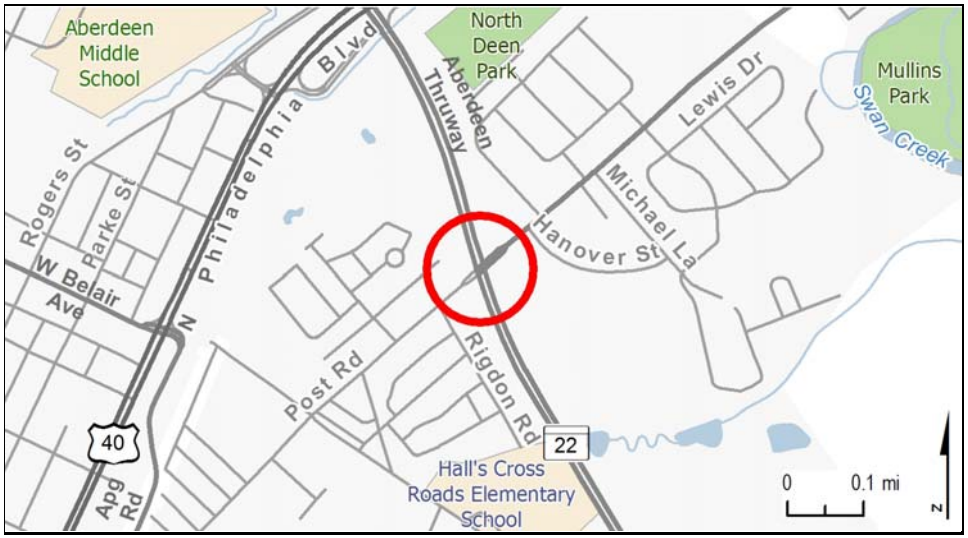
HARFORD COUNTY



PROJECT: MD 22, Aberdeen Thruway

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Beards Hill Road (Line 2)
MD 22, at MD 462 (Line 3)
BRAC Intersection Improvements at APG (Statewide Line 7)

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

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

EXPLANATION: This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	1,815	1,226	461	128	0	0	0	0	589	0
Construction	7,428	3,323	4,105	0	0	0	0	0	4,105	0
Total	9,243	4,549	4,566	128	0	0	0	0	4,694	0
Federal-Aid	7,297	3,420	3,749	128	0	0	0	0	3,877	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

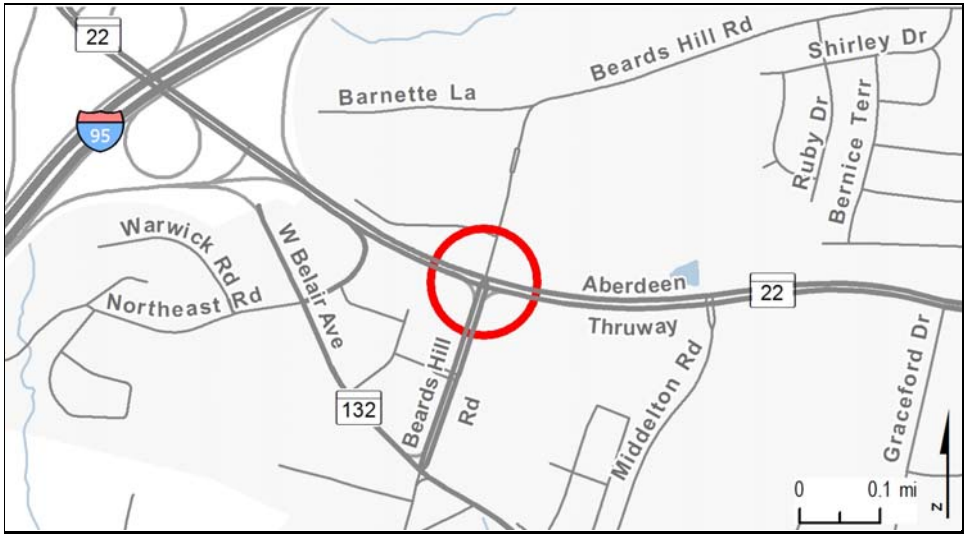
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 25,300

PROJECTED (2035) - 49,700



PROJECT: MD 22, Aberdeen Thruway

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Line 2)
MD 22, at MD 462 (Line 3)
BRAC Intersection Improvements at APG (Statewide Line 7)

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

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

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9	9	0	0	0	0	0	0	0	0
Right-of-way	4,750	3,205	754	491	300	0	0	0	1,545	0
Construction	10,936	1,325	4,340	5,271	0	0	0	0	9,611	0
Total	15,695	4,539	5,094	5,762	300	0	0	0	11,156	0
Federal-Aid	12,796	3,641	4,179	4,736	240	0	0	0	9,155	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

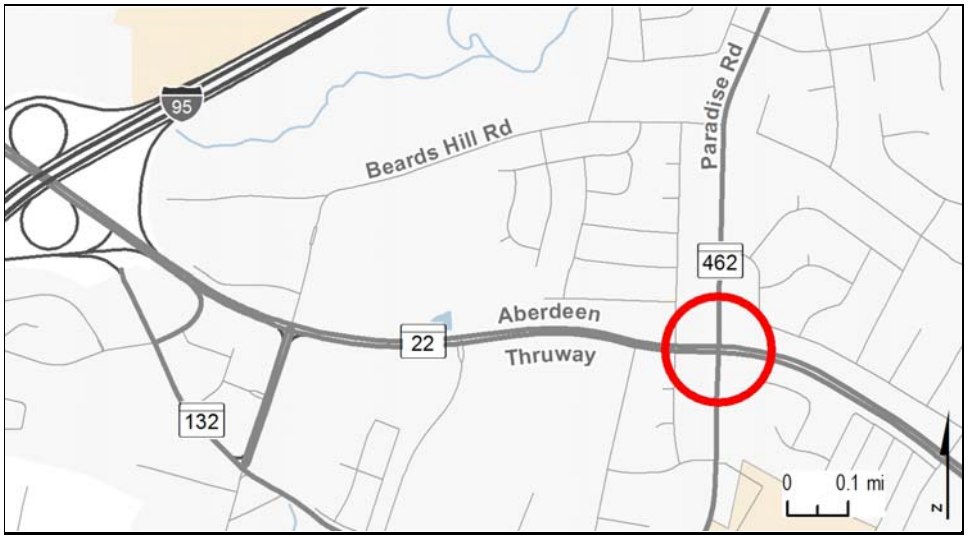
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 31,900

PROJECTED (2035) - 49,450



PROJECT: MD 22, Aberdeen Thruway

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 22, at Old Post Road (Line 1)
MD 22, at Beards Hill Road (Line 2)
BRAC Intersection Improvements at APG (Statewide Line 7)

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

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

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.0 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	9,200	7,407	568	525	525	175	0	0	1,793	0
Construction	10,983	690	3,561	4,479	2,253	0	0	0	10,293	0
Total	20,183	8,097	4,129	5,004	2,778	175	0	0	12,086	0
Federal-Aid	16,888	7,887	3,079	3,713	2,072	137	0	0	9,001	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

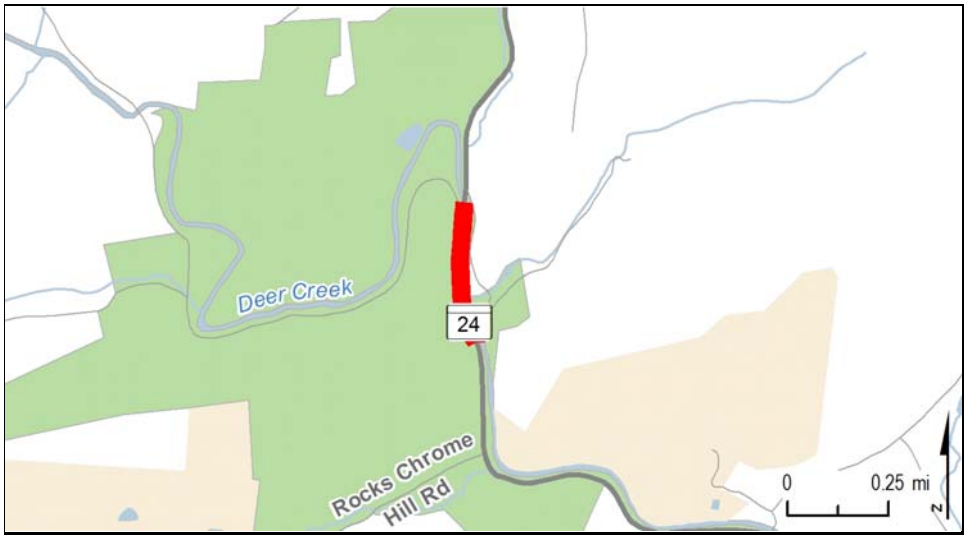
FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 29,750

PROJECTED (2035) - 54,000



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 was resurfaced and reconstructed including slope repair and guardrail replacement. The northern section (Section A) extends from Deer Creek Bridge to 1,800 feet south of the bridge.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, Sharon Road to Ferncliff Lane (Section G) (Line 6)

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

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

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,108	3,108	0	0	0	0	0	0	0	0
Right-of-way	100	67	33	0	0	0	0	0	33	0
Construction	6,393	6,393	0	0	0	0	0	0	0	0
Total	9,601	9,568	33	0	0	0	0	0	33	0
Federal-Aid	4,992	4,992	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

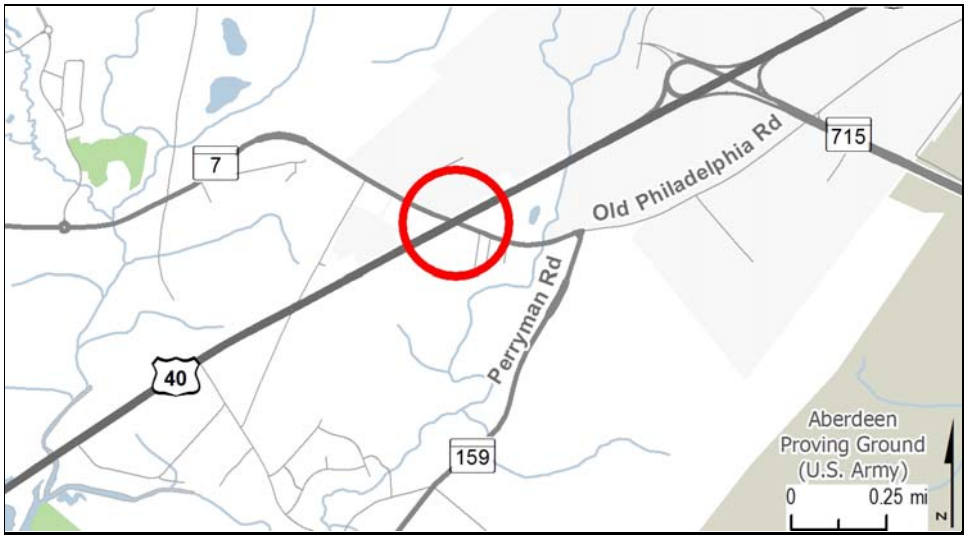
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,350

PROJECTED (2035) - 7,750



PROJECT: US 40. Pulaski Highway

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $2.4 million is due to a revised engineers estimate.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	2,695	1,265	631	681	118	0	0	0	1,430	0
Construction	15,369	0	2,092	4,376	4,870	4,031	0	0	15,369	0
Total	18,064	1,265	2,723	5,057	4,988	4,031	0	0	16,799	0
Federal-Aid	13,357	1,009	1,823	3,582	3,799	3,144	0	0	12,348	0

CLASSIFICATION:

STATE - Other Principal Arterial

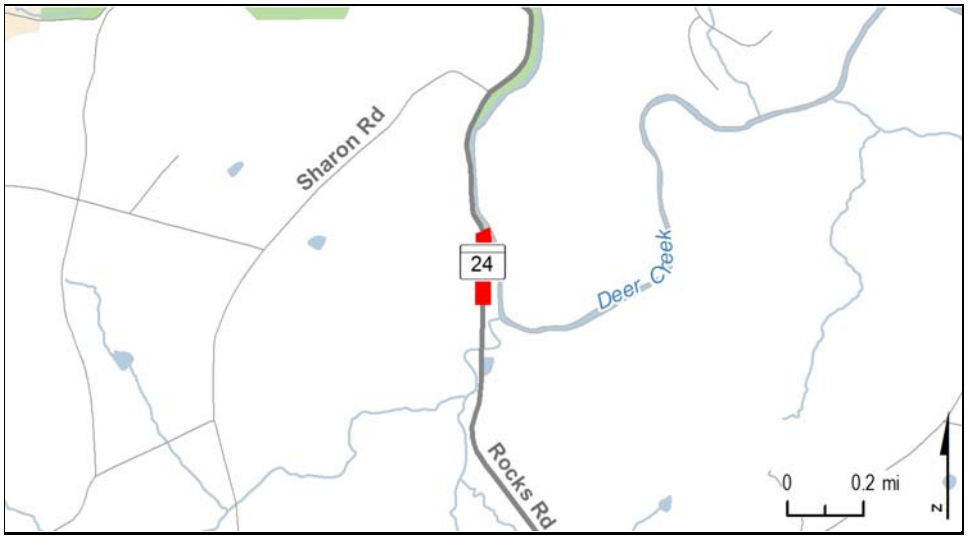
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 36,600

PROJECTED (2035) - 75,300



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Ferncliff Lane.

JUSTIFICATION: The purpose of these projects is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, at Deer Creek Bridge (Section A) (Line 4)

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $1.0 million to Engineering.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,375	357	350	350	318	0	0	0	1,018	0
Right-of-way	137	0	5	132	0	0	0	0	137	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,512	357	355	482	318	0	0	0	1,155	0
Federal-Aid	1,021	265	260	260	236	0	0	0	756	0

CLASSIFICATION:

STATE - N/A

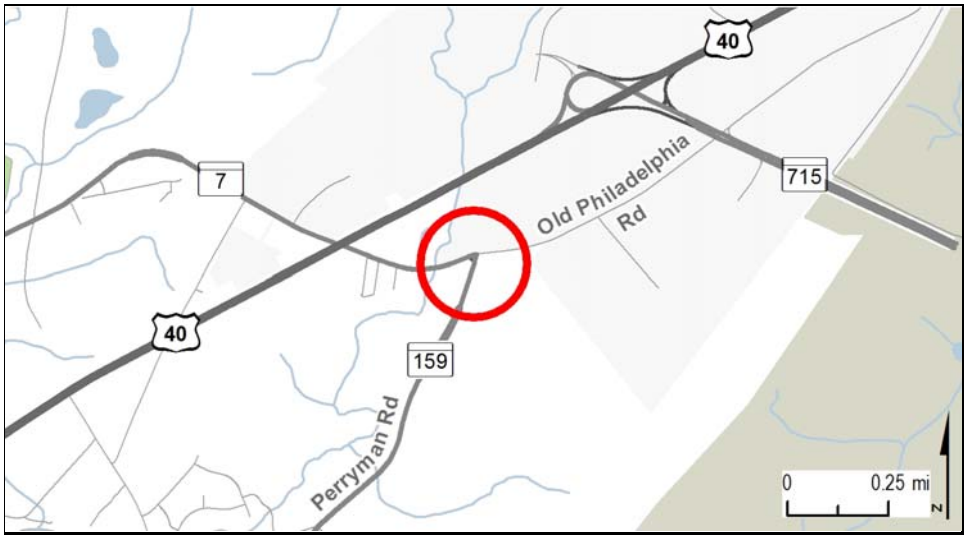
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,350

PROJECTED (2035) - 7,750



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. The final recommendation was a proposed one-lane roundabout at MD 159 and Old Philadelphia Road. (BRAC Related)

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

US 40, at MD 7/MD 159 (Phase 2) (Line 5)
BRAC Intersection Improvements at APG (Statewide Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	138	138	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	386	386	0	0	0	0	0	0	0	0
Federal-Aid	106	106	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

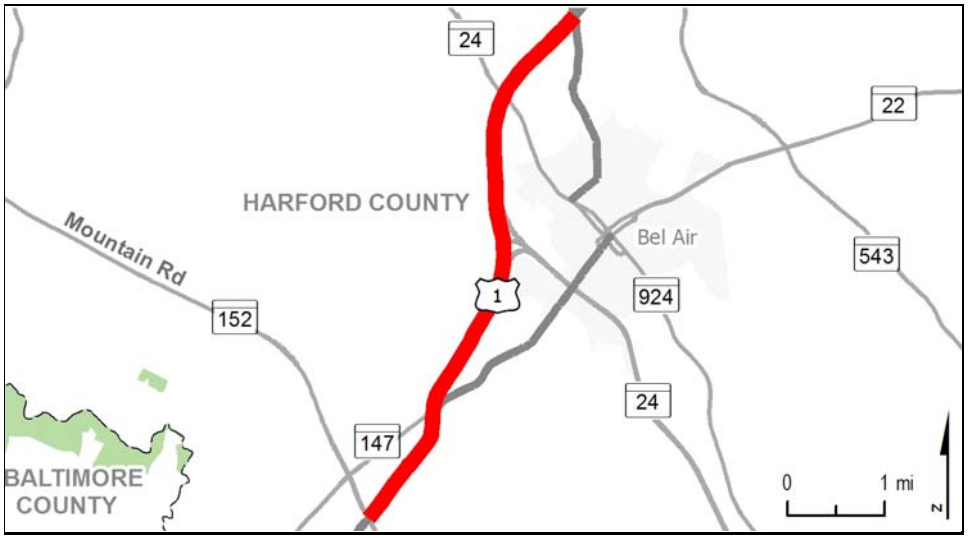
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 6,700

PROJECTED (2035) - 18,200



PROJECT: US 1, Belair Road

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

JUSTIFICATION: This project would improve the safety and operations on US 1.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,270	2,270	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0
Federal-Aid	979	979	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - Freeway/Expressway

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,550

PROJECTED (2035) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Safety/Spot Improvement		
1	MD 24	Vietnam Veterans Memorial Highway; East of MD 924 to West MacPhail Road; guardrail	636	Completed
		TMDL Compliance		
2	MD 23	Norrisville Road; Magness Farm Stream Restoration; wetlands replacement	98	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
3		At various locations in Harford County east of US 1; resurface	6,481	Under construction
4		At various locations in Harford County - west of US 1; resurface	6,429	Under construction
5	MD 22	Churchville Road; Prospect Mill Road to MD 136; resurface	7,493	FY 2017
6	US 40 EB	Pulaski Highway; Long Bar Harbor to Spesutia Road; safety and resurface	3,748	Under construction
7	MD 924	Emmorton Road; St Clair Drive to Holly Wreath Court; resurface	1,700	Under construction
		Bridge Replacement/Rehabilitation		
8	MD 7	Philadelphia Road; replace structure 12107X0 over Tributary of Bynum Run	1,473	Under construction
		Safety/Spot Improvement		
9	US 40	Pulaski Highway; MD 132 (West Belair Road) to Robinson Avenue; resurface	1,734	Under construction

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	MD 623	Castleton Road; Franklin Church Road to Glen Cove Road; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
		Urban Reconstruction		
11	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	5,479	Under construction

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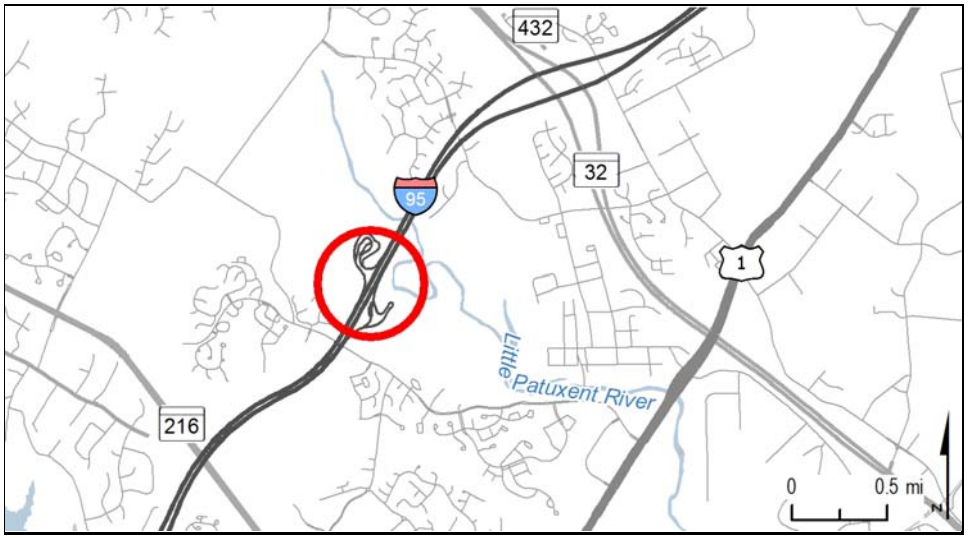
HOWARD COUNTY MARYLAND

HOWARD COUNTY



PROJECT: I-95

DESCRIPTION: South Welcome Center truck parking expansion.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This project helped to reduce illegal and unsafe truck parking on shoulders and ramps, increased safety and reduced pavement damage.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,206	5,130	72	4	0	0	0	0	76	0
Total	5,667	5,591	72	4	0	0	0	0	76	0
Federal-Aid	5,541	5,478	63	0	0	0	0	0	63	0

CLASSIFICATION:

STATE - Interstate

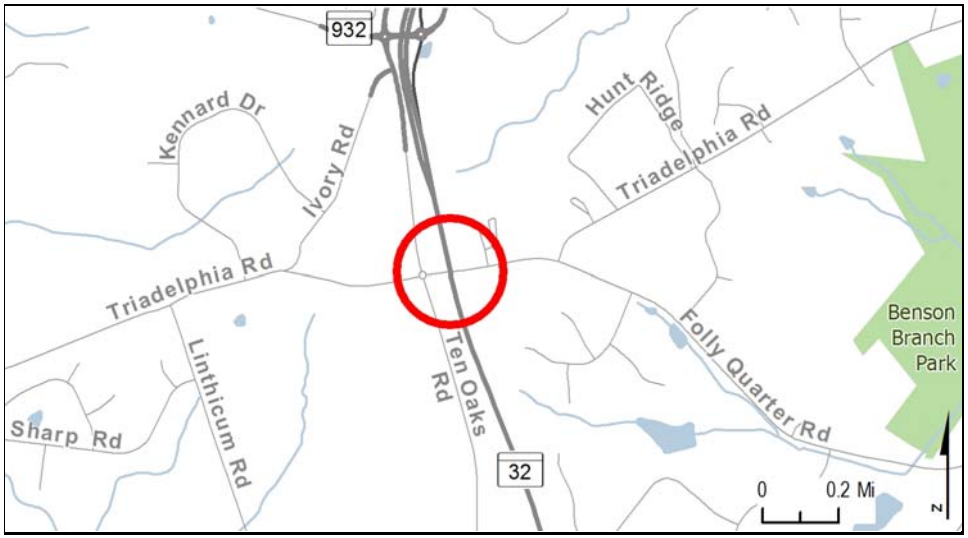
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 99,700 (I-95 SB)
2,050 (Welcome Center)

PROJECTED (2035) - 111,300 (I-95 SB)
2,950 (Welcome Center)



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Replace Bridge 13045 on Triadelphia Road over MD 32.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1961, is functionally obsolete. The replacement structure will accommodate future widening of MD 32.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, MD 108 to I-70 (Line 6)

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

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

EXPLANATION: The existing structure is functionally obsolete.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	940	23	172	172	172	172	172	57	917	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,001	0	0	0	0	0	0	656	656	4,345
Total	5,941	23	172	172	172	172	172	713	1,573	4,345
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 6,725

PROJECTED (2035) - 12,350

PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Seneca Drive to MD 175 (Line 4)
US 29, Middle Patuxent River to Seneca Drive (Line 7)

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

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

EXPLANATION: By reducing the number of conflict points in this section of US 29, this project improved operations and safety. This project improved mobility of goods services and people and promoted economic prosperity of Howard County.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	5,175	3,188	1,921	42	24	0	0	0	1,987	0
Construction	3,010	3,010	0	0	0	0	0	0	0	0
Total	8,185	6,198	1,921	42	24	0	0	0	1,987	0
Federal-Aid	7,270	5,422	1,848	0	0	0	0	0	1,848	0

CLASSIFICATION:

STATE - Principal Arterial

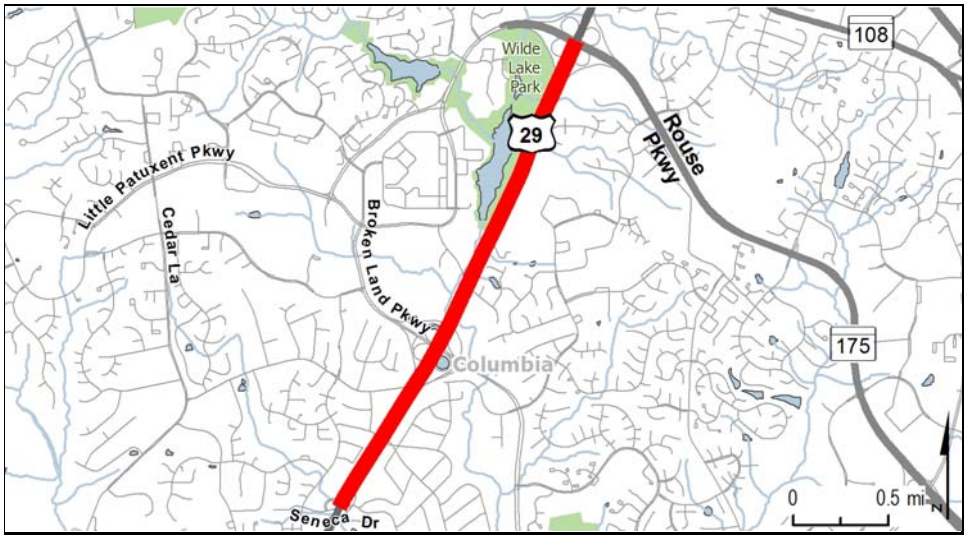
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 41,400

PROJECTED (2035) - 59,425



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 3)
US 29, Middle Patuxent River to Seneca Drive (Line 7)

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

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

EXPLANATION: This project will relieve traffic congestion on this major north-south commuter route. This project will promote economic development in Howard County.

STATUS: Construction underway. Howard County funded $2.0 million for Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,422	6,422	0	0	0	0	0	0	0	0
Right-of-way	1,894	1,291	603	0	0	0	0	0	603	0
Construction	26,774	10,424	9,915	6,435	0	0	0	0	16,350	0
Total	35,090	18,137	10,518	6,435	0	0	0	0	16,953	0
Federal-Aid	2,746	2,666	80	0	0	0	0	0	80	0

CLASSIFICATION:

STATE - Principal Arterial

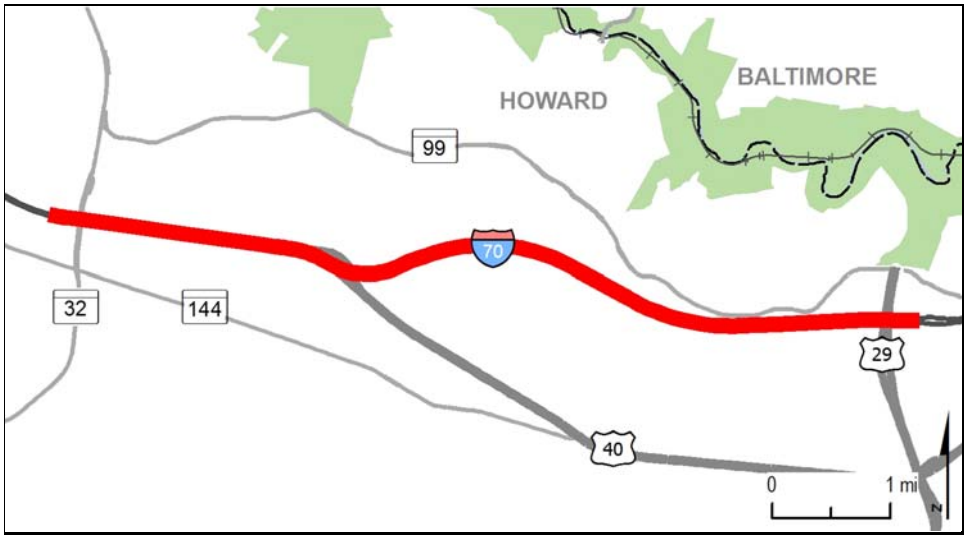
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,600

PROJECTED (2035) - 60,000



PROJECT: I-70

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	858	858	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	858	858	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

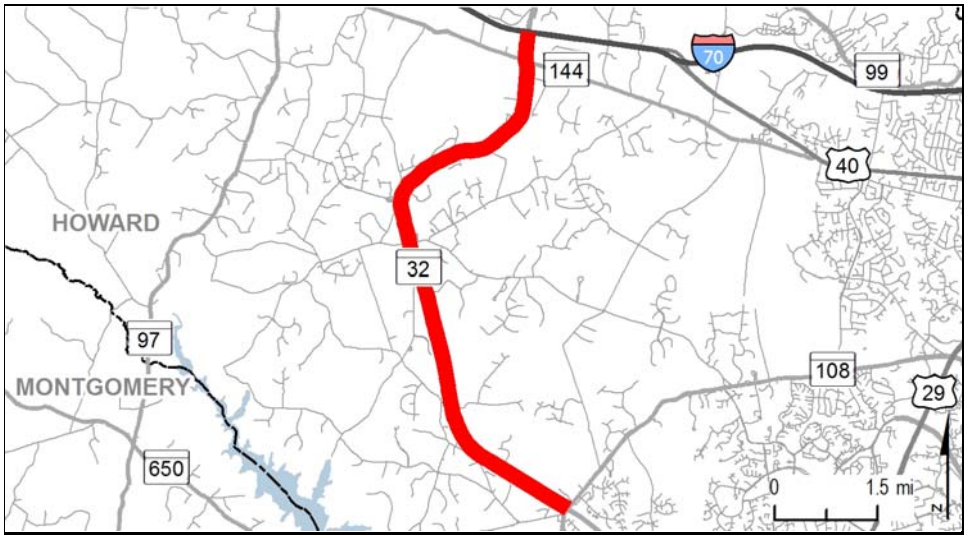
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 80,200

PROJECTED (2035) - 116,300



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Study to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns (9.0 miles). Shoulders will accommodate bicycles.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,657	3,657	0	0	0	0	0	0	0	0
Engineering	6,129	575	1,051	3,000	1,503	0	0	0	5,554	0
Right-of-way	13,703	2,137	10	2,600	2,600	3,771	2,585	0	11,566	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	23,489	6,369	1,061	5,600	4,103	3,771	2,585	0	17,120	0
Federal-Aid	7,525	3,082	841	2,400	1,202	0	0	0	4,443	0

CLASSIFICATION:

STATE - Principal Arterial

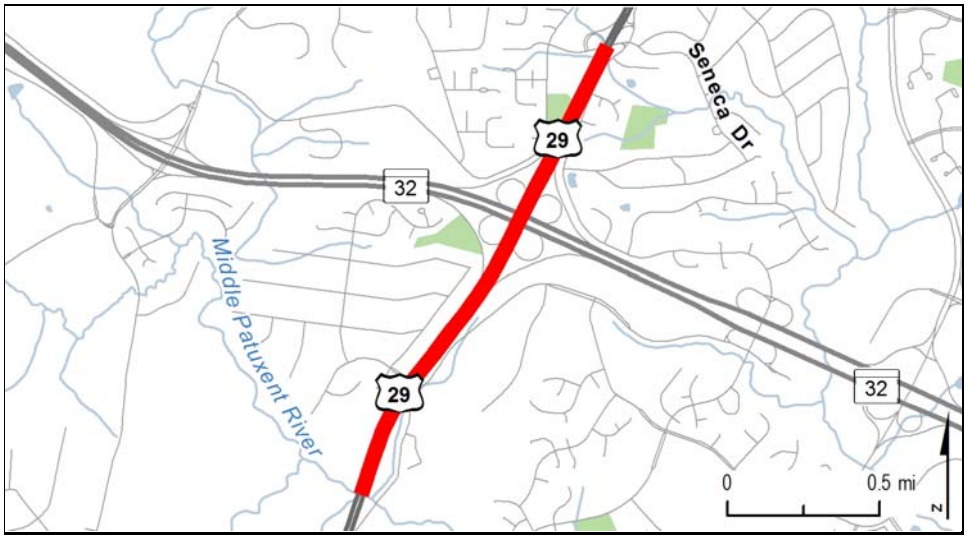
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,400

PROJECTED (2035) - 58,000



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 3)
US 29, Seneca Drive to MD 175 (Line 4)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $0.4 million is due to a more detailed estimate.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,624	308	675	884	757	0	0	0	2,316	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	2,624	308	675	884	757	0	0	0	2,316	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

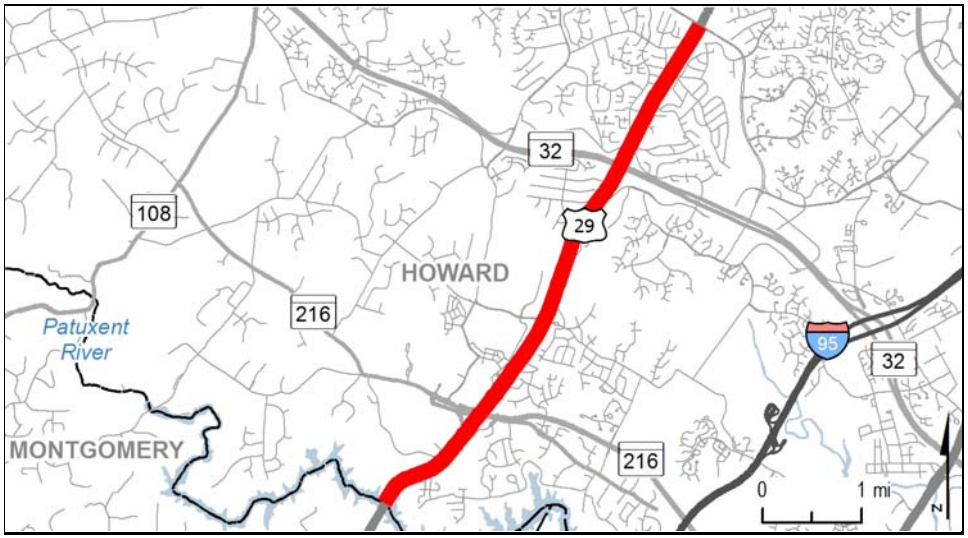
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 44,700

PROJECTED (2035) - 61,400



PROJECT: US 29, Columbia Pike

DESCRIPTION: Study Bus Rapid Transit (BRT) from Downtown Columbia (Brokenland Parkway) to Burtonsville (Montgomery County Line).

JUSTIFICATION: US 29 is a congested corridor. This project will relieve congestion along the US 29 corridor, and support Columbia Mall and surrounding areas.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Access Improvements at Gales Lane and Old Columbia Road (Line 3)
US 29, Seneca Drive to MD 175 (Line 4)
US 29, Middle Patuxent River to Seneca Drive (Line 7)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,000	1	100	999	900	0	0	0	1,999	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,000	1	100	999	900	0	0	0	1,999	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

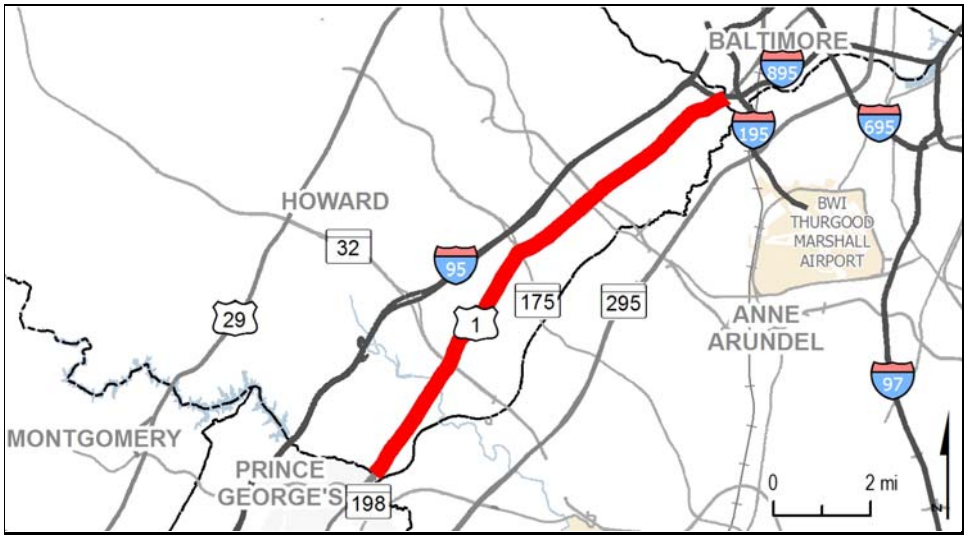
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 88,700

PROJECTED (2035) - 123,600



PROJECT: US 1, Washington Boulevard

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

JUSTIFICATION: Improvements identified as a result of this study will provide a blueprint for future state, local and developer projects, so the corridor can be developed in a manner consistent with the County's overall vision plan, and accommodate existing and future travel demand for all users.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,047	1,047	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	1,047	1,047	0	0	0	0	0	0	0	0
Federal-Aid	1,019	840	0	0	0	0	0	0	0	179

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,000

PROJECTED (2035) - 58,850

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Bridge Replacement/Rehabilitation		
1		13 existing Bridges on US 1, US 29, MD 94 and I 70; clean/paint bridges	1,350	Completed
		Noise Barriers		
2	I 95	Timberview Noise Barrier Extension	2,108	Completed
		Commuter Action Improvements		
3	MD 175	Columbia Gateway Drive; at Snowden River Parkway; ridesharing facility	863	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
4		At various locations in Howard County; resurface	17,825	Under construction
5		Various locations in Howard County; resurface	10,055	Under construction
6	MD 32 NB	Patuxent Parkway; Structure 13114 over Middle Patuxent River to north of MD 108; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,890	FY 2017
7	MD 32 SB	North of MD 108 to structure 13114 over Middle Patuxent River; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,890	FY 2017
8	US 40	Baltimore National Pike; East of St. John's Lane to structure 13032; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,931	FY 2017

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Bridge Replacement/Rehabilitation		
9		At various locations on US 29, MD 216, I-95, MD 175; clean/paint bridges	1,818	Under construction
10	MD 175	Waterloo Road; Bridge Numbers 1306103 and 1306104 over I-95; clean/paint bridges	1,236	Under construction
		Safety/Spot Improvement		
11	US 29	Columbia Pike; MD 32 to MD 175; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,750	FY 2017
12	US 29 NB	Columbia Pike; at MD 175; geometric improvements	2,500	FY 2017
13	MD 32	Patuxent Highway; access management improvements on MD 32 and Wellworth Way; safety/spot improvements	544	FY 2016
14	MD 32	Sykesville Road; Day Road to West Friendship Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	7,187	Under construction
15	US 40	Baltimore National Pike; at Rogers Avenue; geometric improvements	1,048	FY 2016
16	MD 97	Roxbury Mills Road; at Burntwoods Road; geometric improvements	2,437	FY 2017
		Noise Barriers		
17		Montgomery Road overpass to I-895 interchange; noise abatement - type 2 (Transportation Infrastructure Act of 2013)	9,207	FY 2016
		Traffic Management		
18	US 29	Columbia Pike; at MD 108, MD 103 and US 40; lighting	5,456	FY 2016

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Environmental Preservation		
19	I 95	IRVM, VEG MGMT - Howard/Baltimore County line to MD 216 - Phase 1; landscape	1,272	FY 2016
		TMDL Compliance		
20		Furnace Avenue Tributary; wetlands replacement	252	FY 2016

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THE COUNTY KENT IN THE PROVINCE OF MARYLAND

KENT COUNTY

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Safety/Spot Improvement		
1	MD 20	Chestertown Road; at MD 291; geometric improvements	1,481	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2		At various locations in Kent County; resurface	6,031	Under construction
3		MD 213, MD 290 and MD 313 A at the corporate limits of Galena; safety and resurface	2,077	Under construction
		Bridge Replacement/Rehabilitation		
4	MD 213	Maple Avenue; Bridge 1402700; clean/paint bridges	858	FY 2016
		Urban Reconstruction		
5	MD 291	Cypress Street; within corporate town limits - west of School Street to east of Crane Street; urban reconstruct (Funded for preliminary engineering)	1,738	Design Underway

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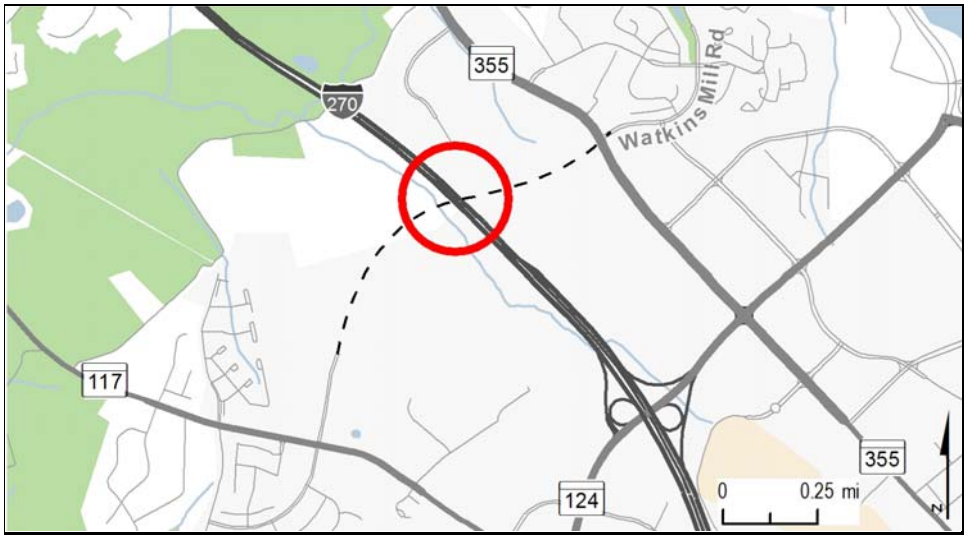
MONTGOMERY COUNTY

MONTGOMERY COUNTY



PROJECT: I-270, Eisenhower Highway

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Planning Study (Line14)

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

- [ ] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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 curent fiscal year. Montgomery County is contributing $4.9 million towards Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	5,293	4,398	895	0	0	0	0	0	895	0
Right-of-way	39,771	270	17,000	15,719	6,782	0	0	0	39,501	0
Construction	113,178	0	9,012	28,085	34,373	41,708	0	0	113,178	0
Total	159,419	5,845	26,907	43,804	41,155	41,708	0	0	153,574	0
Federal-Aid	41,132	1,578	17,053	15,719	6,782	0	0	0	39,554	0

CLASSIFICATION:

STATE - Principal Arterial

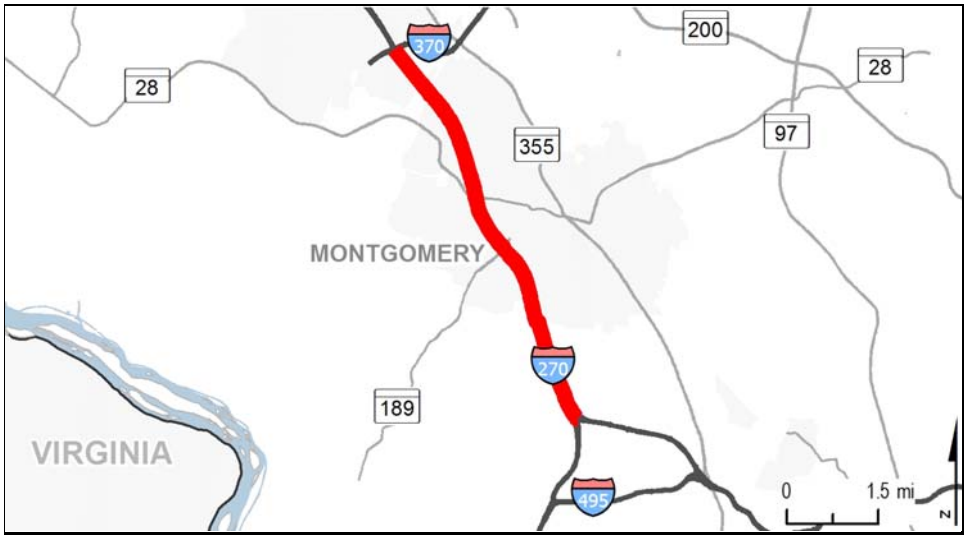
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 166,000

PROJECTED (2035) - 235,000



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Pilot implementation of active traffic management (ATM) and innovative congestion mitigation (ICM) tools to reduce I-270 congestion between I-270 Spur and I-370/Sam Eig Highway (6.6 miles). Potential tools may include peak dynamic shoulder use, ramp metering, variable speed limits, and other technology-based congestion reduction measures.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

STATUS: Engineering will begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governnor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	2,000	1,000	0	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	97,000	0	0	4,000	15,000	30,000	30,000	18,000	97,000	0
Total	100,000	0	2,000	5,000	15,000	30,000	30,000	18,000	100,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

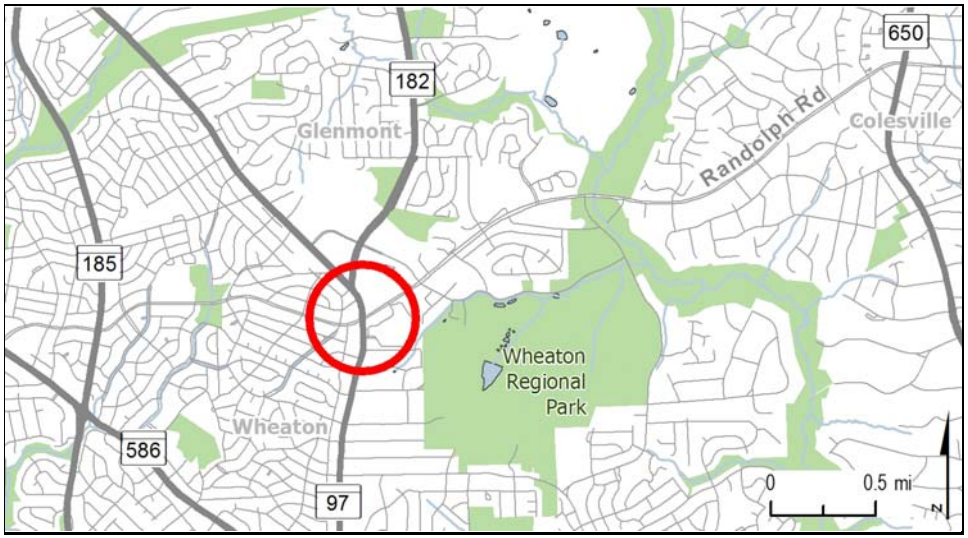
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 79,400 - 261,200

PROJECTED (2030) - 107,000 - 290,000



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct new MD 97 interchange 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Safety & Security
- [ ] System Preservation
- [X] Quality of Service
- [ ] Environmental Stewardship
- [X] Community Vitality
- [X] 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. Montgomery County is contributing $14.4 million for Right-of-Way and Advanced Utilities.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $2.9 million is due to additional Utility and Right-of-Way needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0
Right-of-way	25,871	20,283	4,336	669	583	0	0	0	5,588	0
Construction	43,718	14,754	13,835	15,129	0	0	0	0	28,964	0
Total	76,705	42,153	18,171	15,798	583	0	0	0	34,552	0
Federal-Aid	46,037	19,790	14,251	11,996	0	0	0	0	26,247	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 50,000 (MD 97)
39,050 (Randolph Road)

PROJECTED (2035) - 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
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ 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. Construction to begin during budget fiscal year. Montgomery County is contributing $10.0 million towards Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $7.2 million is due to increased bridge and pavement costs.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	2,898	1,191	800	800	107	0	0	0	1,707	0
Right-of-way	7,102	14	2,000	2,394	1,251	1,443	0	0	7,088	0
Construction	31,933	0	0	7,217	12,901	11,815	0	0	31,933	0
Total	43,997	3,269	2,800	10,411	14,259	13,258	0	0	40,728	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

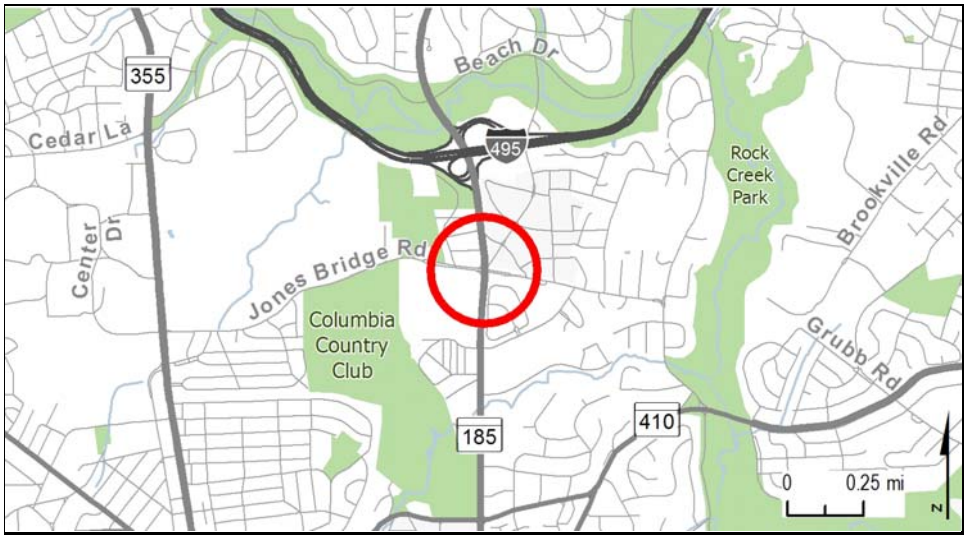
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 10,600

PROJECTED (2035) - 15,100



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 vital to accommodate increased 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 187, at West Cedar Lane (Line 6)
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)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)

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

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

EXPLANATION: Improvements in the vicinity of Naval Support Activity Bethesda are vital to support 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 funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	9,636	684	2,681	2,154	1,648	2,469	0	0	8,952	0
Construction	4,573	0	0	0	406	2,152	2,015	0	4,573	0
Total	14,209	684	2,681	2,154	2,054	4,621	2,015	0	13,525	0
Federal-Aid	14,035	680	2,511	2,154	2,054	4,621	2,015	0	13,355	0

CLASSIFICATION:

STATE - Minor Arterial

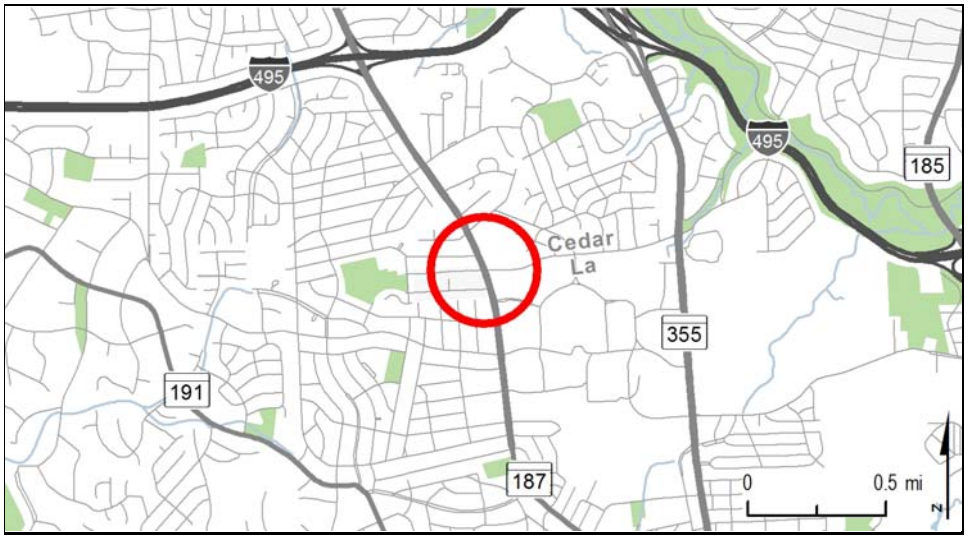
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 66,450

PROJECTED (2035) - 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 vital to accommodate increased 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 5)
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)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)

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

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

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

STATUS: Construction underway. This project is funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	1,240	639	535	66	0	0	0	0	601	0
Construction	3,356	969	2,387	0	0	0	0	0	2,387	0
Total	4,596	1,608	2,922	66	0	0	0	0	2,988	0
Federal-Aid	4,573	1,586	2,921	66	0	0	0	0	2,987	0

CLASSIFICATION:

STATE - Minor Arterial

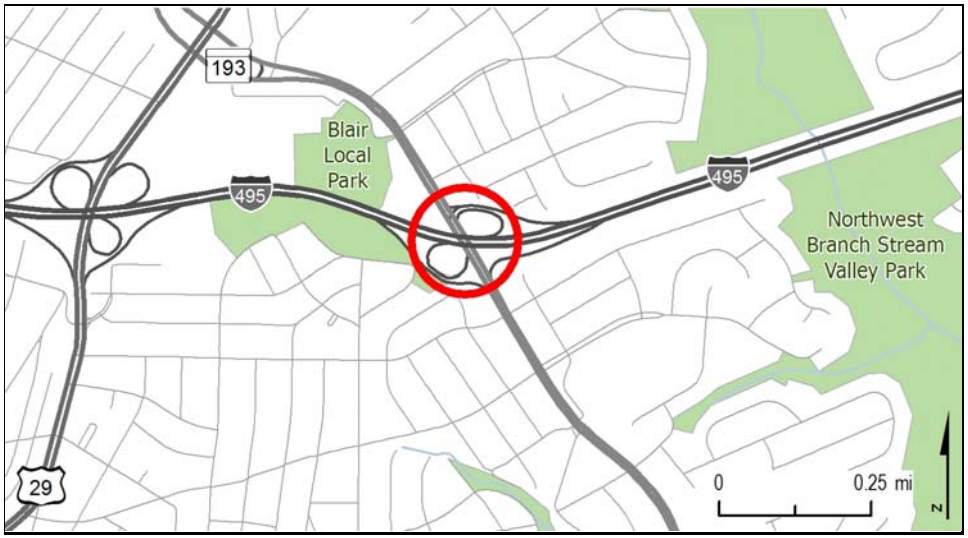
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 40,600 (MD 187)
9,700 (West Cedar Lane)

PROJECTED (2035) - 47,100 (MD 187)
11,300 (West Cedar Lane)



PROJECT: MD 193, University Boulevard

DESCRIPTION: Replace Bridge 15136 over I-495.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1958, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Capital Beltway Study (Line 13)

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	763	763	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,847	7,457	2,390	0	0	0	0	0	2,390	0
Total	10,610	8,220	2,390	0	0	0	0	0	2,390	0
Federal-Aid	10,231	7,862	2,369	0	0	0	0	0	2,369	0

CLASSIFICATION:

STATE - Intermediate

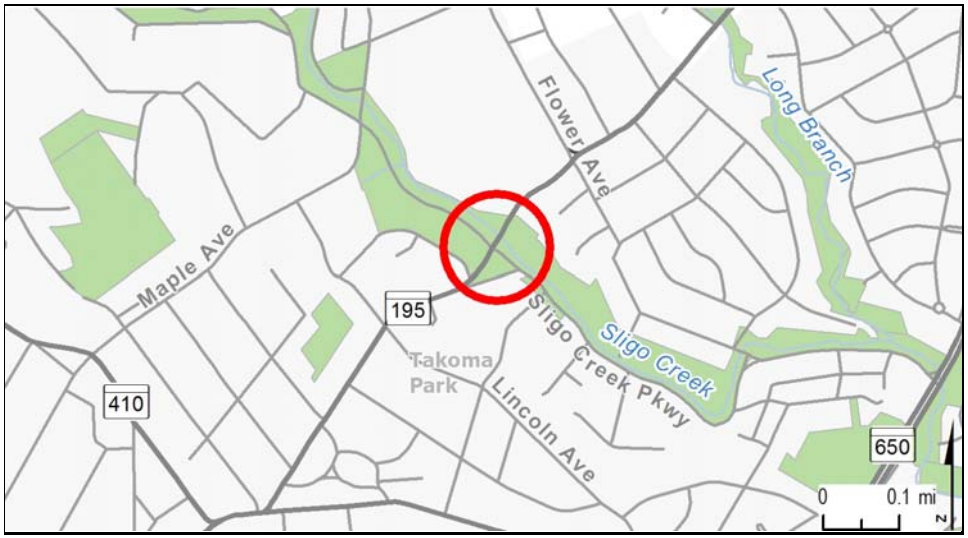
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 50,700

PROJECTED (2035) - 57,100



PROJECT: MD 195, Carroll Avenue

DESCRIPTION: Replace Bridge 15033 over Sligo Creek and Sligo Creek Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,136	1,136	0	0	0	0	0	0	0	0
Right-of-way	263	95	38	38	38	38	16	0	168	0
Construction	10,629	20	3,114	5,318	2,177	0	0	0	10,609	0
Total	12,028	1,251	3,152	5,356	2,215	38	16	0	10,777	0
Federal-Aid	7,906	907	2,055	3,508	1,436	0	0	0	6,999	0

CLASSIFICATION:

STATE - Major Collector

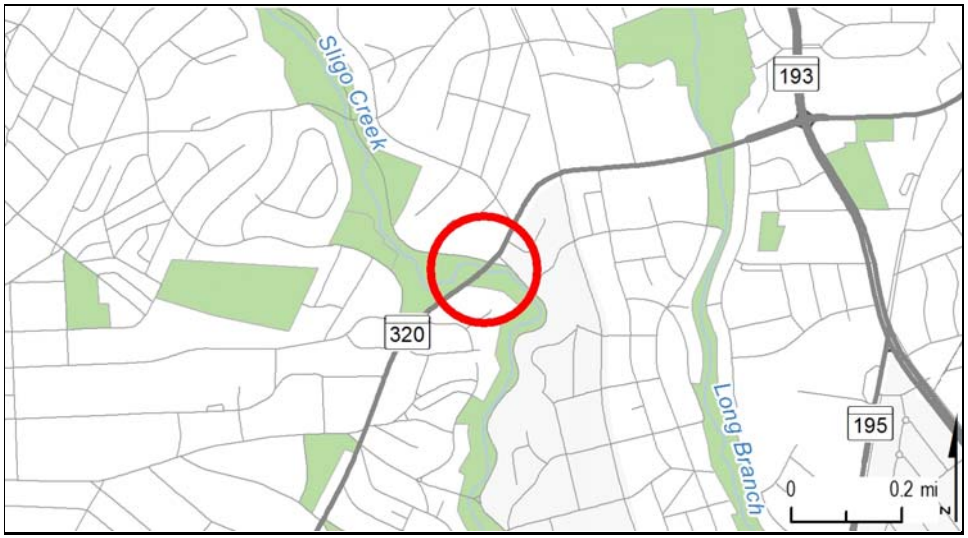
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,950

PROJECTED (2035) - 9,200



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 Improvements)

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 5)
MD 187, at West Cedar Lane (Line 6)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
MD 355, Woodmont Avenue to South Wood Road (Line 12)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)

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

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

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

STATUS: Construction underway. This project is funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $0.4 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	1,893	0	1,893	0	0	0	0	0	1,893	0
Total	1,893	0	1,893	0	0	0	0	0	1,893	0
Federal-Aid	1,866	0	1,866	0	0	0	0	0	1,866	0

CLASSIFICATION:

STATE - Major Collector

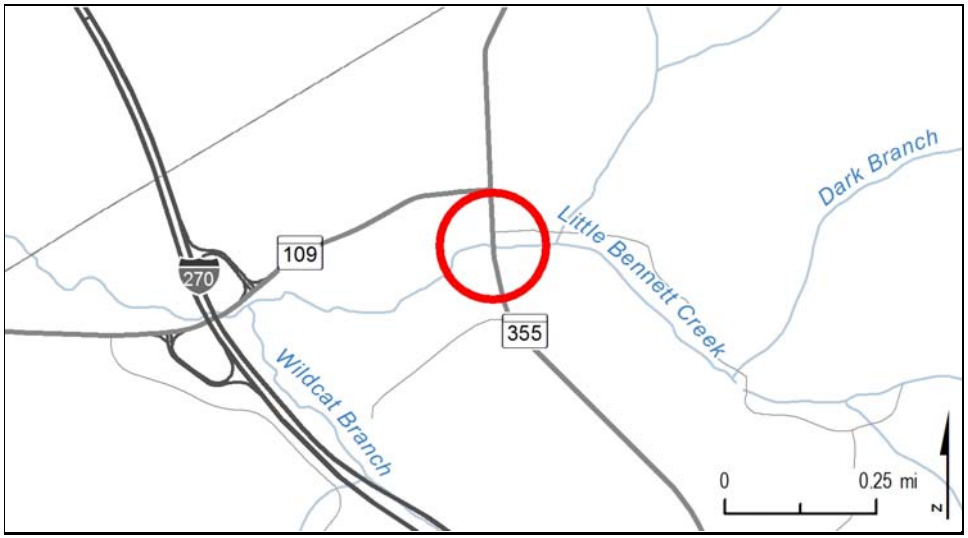
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,300

PROJECTED (2035) - 24,950



PROJECT: MD 355, Frederick Road

DESCRIPTION: Replace Bridge 15053 over Little Bennett Creek

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,140	326	814	0	0	0	0	0	814	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	1,420	2,580	0	0	0	4,000	0
Total	5,140	326	814	1,420	2,580	0	0	0	4,814	0
Federal-Aid	253	251	2	0	0	0	0	0	2	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,425

PROJECTED (2035) - 9,100

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 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 5)
MD 187, at West Cedar Lane (Line 6)
MD 320, at Sligo Creek (Line 9)
MD 355, Woodmont Avenue to South Wood Road (Line 12)
MD 355, Bus Rapid Transit Study (Line 25)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)

STATUS: Construction underway. The Office of Economic Adjustment is funding $6.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

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

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

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	2,114	935	50	1,129	0	0	0	0	1,179	0
Construction	13,914	8,713	3,164	2,037	0	0	0	0	5,201	0
Total	16,028	9,648	3,214	3,166	0	0	0	0	6,380	0
Federal-Aid	13,264	7,976	2,544	2,744	0	0	0	0	5,288	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 61,450

PROJECTED (2035) - 69,800

PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements including upgrades to pedestrian/bicyclist facilities, resurfacing, and geometric improvements from Woodmont Avenue/Glenbrook Parkway 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 5)
MD 187, at West Cedar Lane (Line 6)
MD 320, at Sligo Creek (Line 9)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 11)
MD 355, Bus Rapid Transit Study (Line 25)
BRAC Intersection Improvements near Bethesda (Statewide Line 5)

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 2015 - 20 CTP: Construction delayed from FY15 to FY16 due to utility relocations.

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

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

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

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	4,300	0	972	1,541	1,787	0	0	0	4,300	0
Total	4,300	0	972	1,541	1,787	0	0	0	4,300	0
Federal-Aid	4,300	0	972	1,541	1,787	0	0	0	4,300	0

CLASSIFICATION:

STATE - Intermediate Arterial

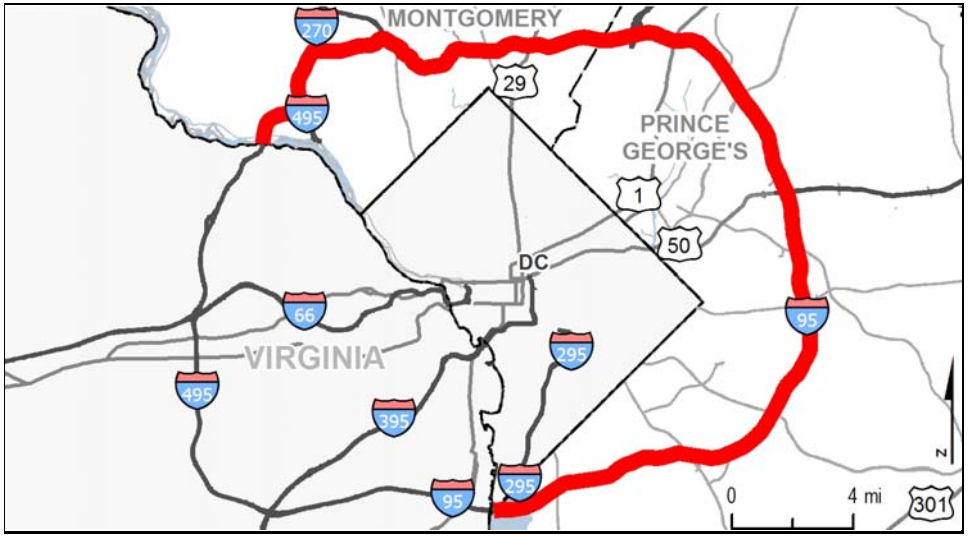
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 46,250

PROJECTED (2035) - 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 Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 193, I-495 Bridge over I-495 (Line 7)
I-270 and I-495, Planning Study (Line 15)
I-95/I-495, Branch Ave. Metro Access Phase 2 (Prince George's County Line 1)
I-95/I-495, Greenbelt Metro Station (Prince George's County Line 2)
I-95/I-495, Bridge Replacement over Suitland Road (Prince George's County Line 3)
I-95/I-495, Bridge Replacement over Suitland Parkway (Prince George's County Line 4)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

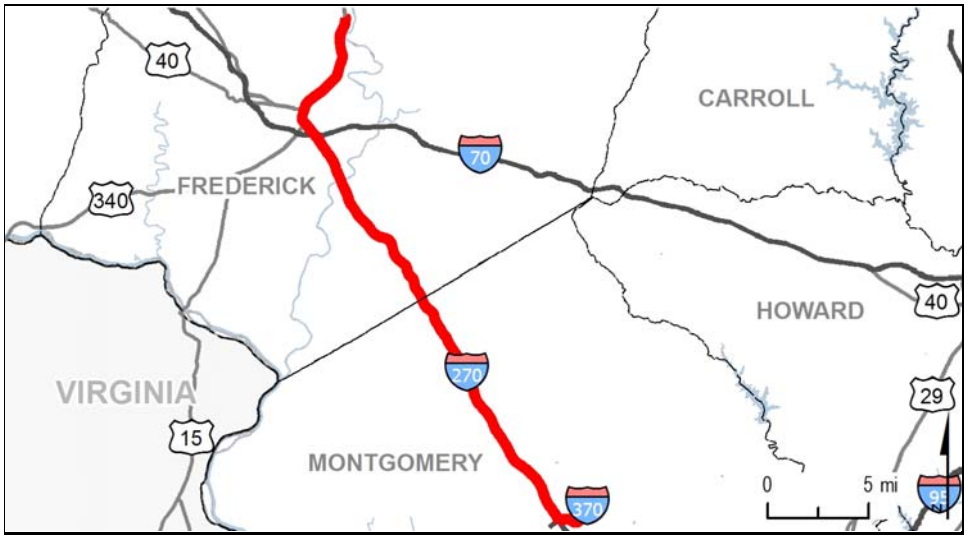
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 104,050 - 133,250

PROJECTED (2035) - 133,250 - 277,100



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

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 (32.5 miles).

JUSTIFICATION: I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned economic development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
X	Project Outside PFA	X	Exception Will Be Required
☐	PFA Status Yet To Be Determined	☐	Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)
US 15, Interchange at Monocacy Boulevard (Frederick County Line 1)
US 15, Bridge Replacement over MD 26 (Frederick County Line 2)
MD 85, South of English Muffin Way to north of Grove Road (Frederick County Line 4)
I-70, Mount Phillip Road to I-270 (Frederick County Line 8)
US 15 and US 40, Improvements between I-70 and MD 26 (Frederick County Line 11)

STATUS: Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 37), first.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: X SPECIAL X FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

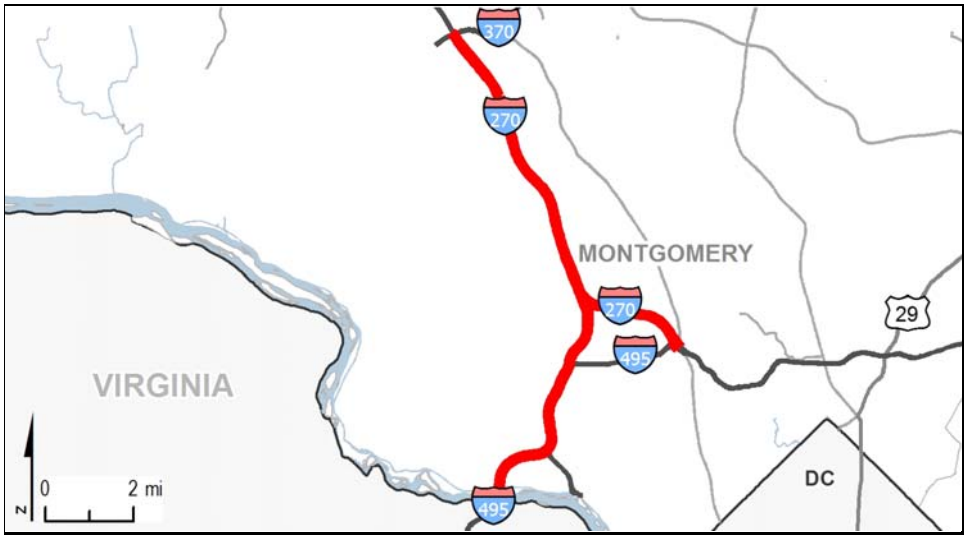
FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,500 - 104,500 (US 15)
81,000 - 215,500 (I-270)

PROJECTED (2035) - 60,000 - 170,000 (US 15)
105,000 - 269,000 (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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Capital Beltway (Line 13)

STATUS: Planning will begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 (2015) - 113,000 - 261,000
102,600 - 259,000

PROJECTED (2035) - 118,800 - 274,400
112,200 - 289,000

PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new US 29 interchange at Musgrove and Fairland roads. Bicycle and pedestrian improvements will be included as appropriate.

JUSTIFICATION: Development in the US 29 corridor is resulting 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchanges (Line 17)
US 29, Bus Rapid Transit Study (Line 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,000	2,331	1,325	1,825	2,519	0	0	0	5,669	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	3,410	1,325	1,825	2,519	0	0	0	5,669	0
Federal-Aid	1,737	1,737	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

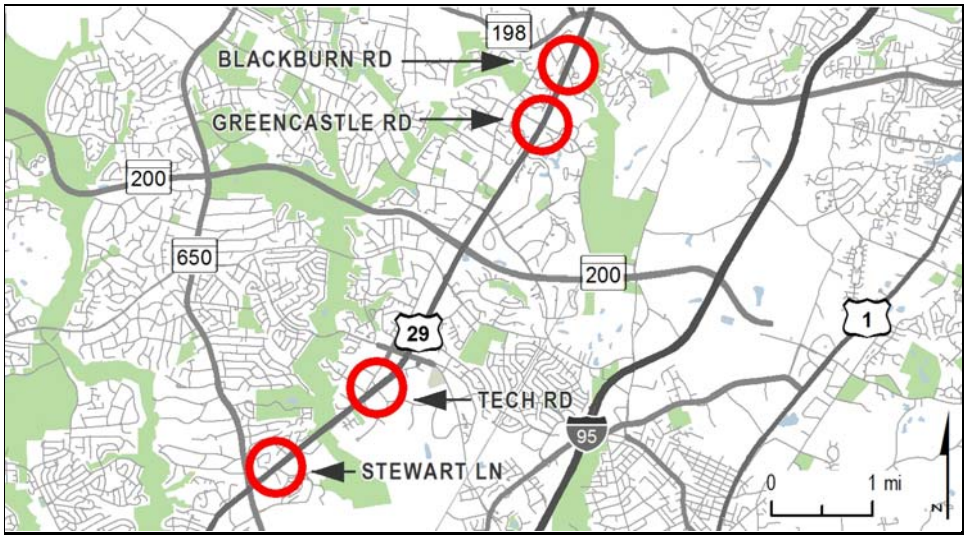
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 65,300

PROJECTED (2035) - 81,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian improvements will be included as appropriate.

JUSTIFICATION: Rapid development in the US 29 corridor is resulting 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchange at Musgrove and Fairland Road (Line 16)
US 29, Bus Rapid Transit Study (Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 - Principal Arterial

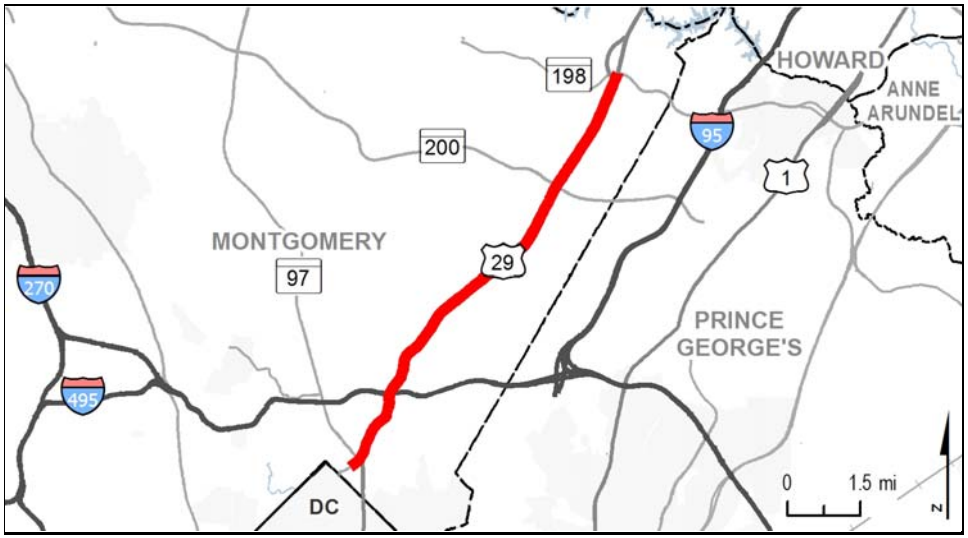
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 59,850 - 73,725

PROJECTED (2035) - 66,975 - 82,000



PROJECT: US 29, Colesville Road/Columbia Pike, and MD 384, 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 (10.1 miles). 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchange at Musgrove/Fairland Road (Line 16)
US 29, Interchanges (Line 17)
MD 586, Bus Rapid Transit Study (Line 26)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	650	1,050	1,300	0	0	0	0	2,350	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	650	1,050	1,300	0	0	0	0	2,350	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

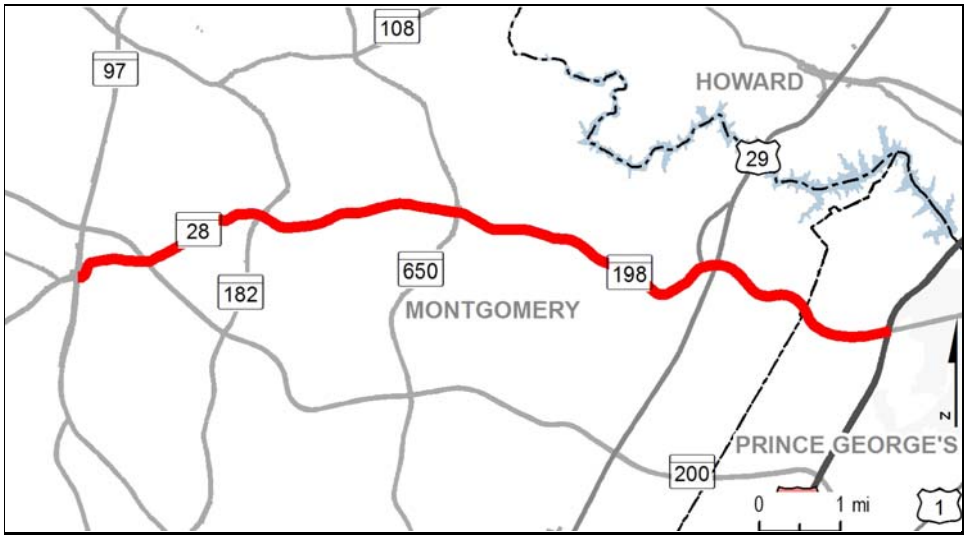
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,700 - 79,400

PROJECTED (2035) - 32,200 - 86,000



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles where appropriate.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28, Interchange (Line 20)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	4,780	850	1,402	0	0	0	0	2,252	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	4,780	850	1,402	0	0	0	0	2,252	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

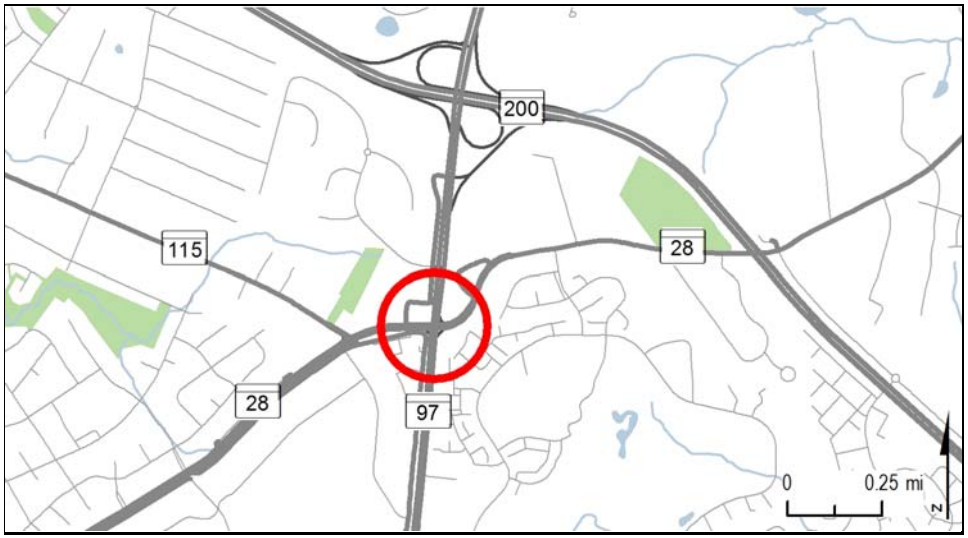
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 18,700 - 23,900 (MD 28)
16,050 - 43,850 (MD 198)

PROJECTED (2035) - 49,150 - 61,400 (MD 28)
44,050 - 68,500 (MD 198)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a new MD 97 interchange at MD 28. Bicycle and pdestrian improvements will be included as appropriate.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

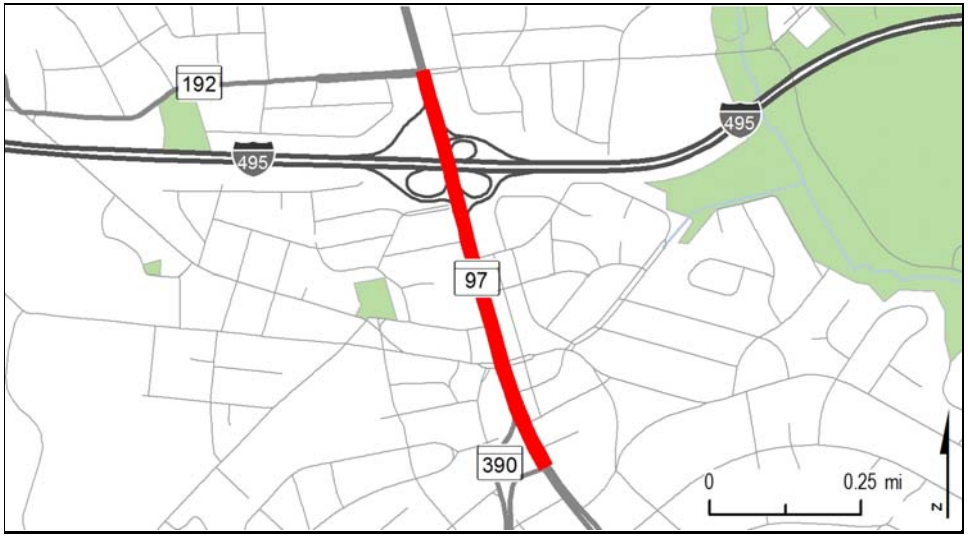
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 46,150

PROJECTED (2035) - 53,600



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: This project will evaluate MD 97 safety and accessibility in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Montgomery County is contributing $3.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	1,721	1,000	279	0	0	0	0	1,279	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	1,721	1,000	279	0	0	0	0	1,279	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

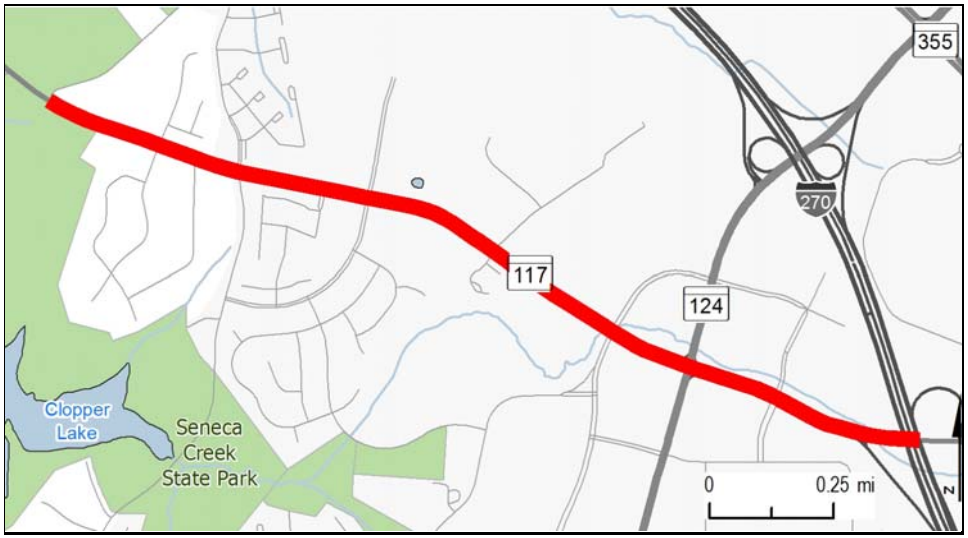
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 83,075

PROJECTED (2035) - 91,450



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from west of Game Preserve Road to I-270 (2.0 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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 - Major Collector

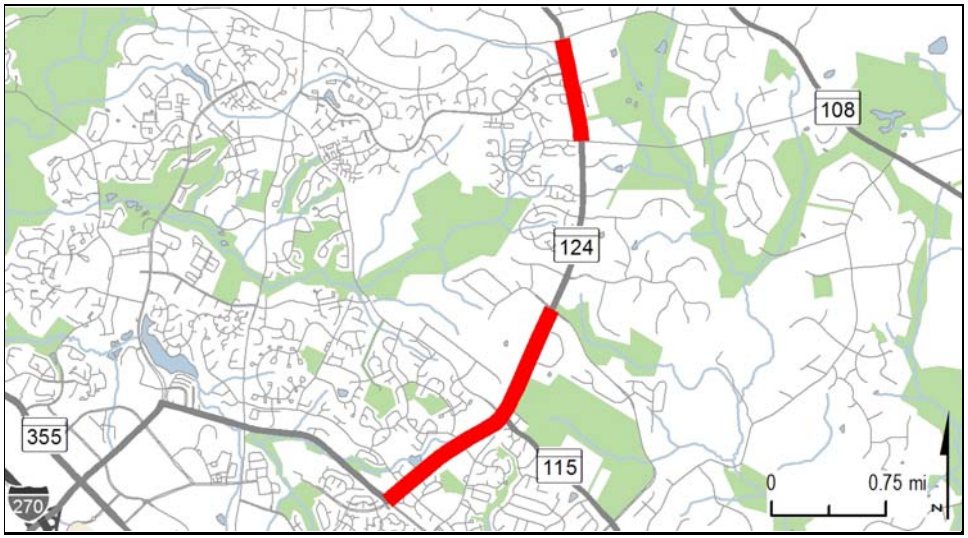
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,750 - 46,900

PROJECTED (2035) - 32,000 - 66,950



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accomodations will be included where appropriate.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. Montgomery County is contributing $5.0 million to Engineering and Right-of-Way

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	3,545	840	50	851	869	935	0	0	2,705	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	10,683	2,978	50	851	869	3,435	2,500	0	7,705	0
Federal-Aid	653	18	0	0	0	635	0	0	635	0

CLASSIFICATION:

STATE - Major Collector

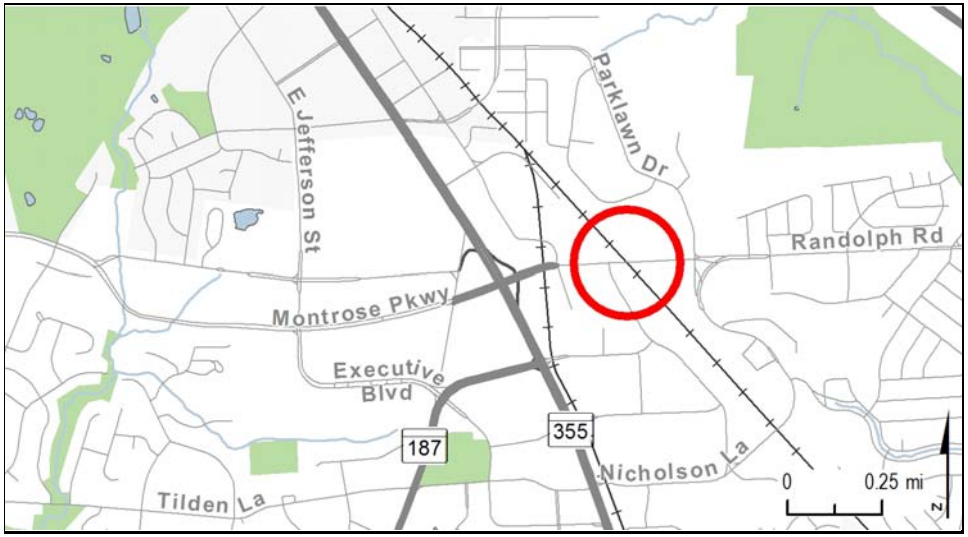
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 18,800

PROJECTED (2035) - 28,900



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a grade-separated crossing over CSXT railroad and interchange at Parklawn Drive. Pedestrian and bicycle accomodations will be included where appropriate.

JUSTIFICATION: This project will improve safety and reduce traffic congestion that occurs at the Randolph Road/Parklawn Drive intersection and at the Randolph Road CSXT Railroad crossing.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 586, Bus Rapid Transit Transit Study (Line 26)
Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. Montgomery County is contributing $9.0 million to engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	9,000	2,900	2,000	4,100	0	0	0	0	6,100	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	4,760	2,000	4,100	0	0	0	0	6,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

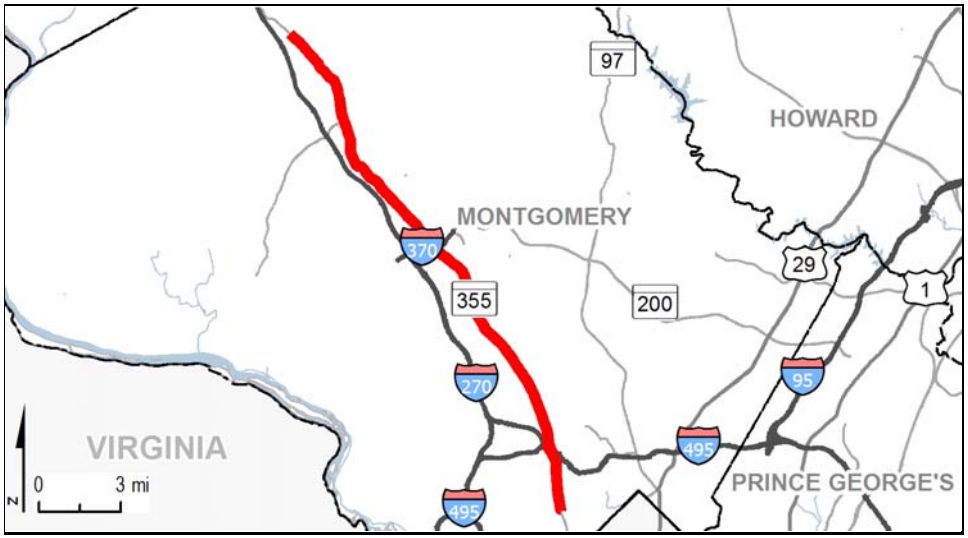
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 54,600 (MD 355)

PROJECTED (2035) - 66,750 (MD 355)



PROJECT: MD 355, Wisconsin Avenue/Rockville Pike/Hungerford Drive/Frederick Road/Frederick Avenue

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 (21.0 miles). 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 355, at Cedar Lane (Phases 1 and 2) (Line 11)
MD 355, Woodmont Avenue to South Wood Road (Line 12)
MD 586, Bus Rapid Transit Study (Line 26)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,500	800	2,800	2,900	0	0	0	0	5,700	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	800	2,800	2,900	0	0	0	0	5,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

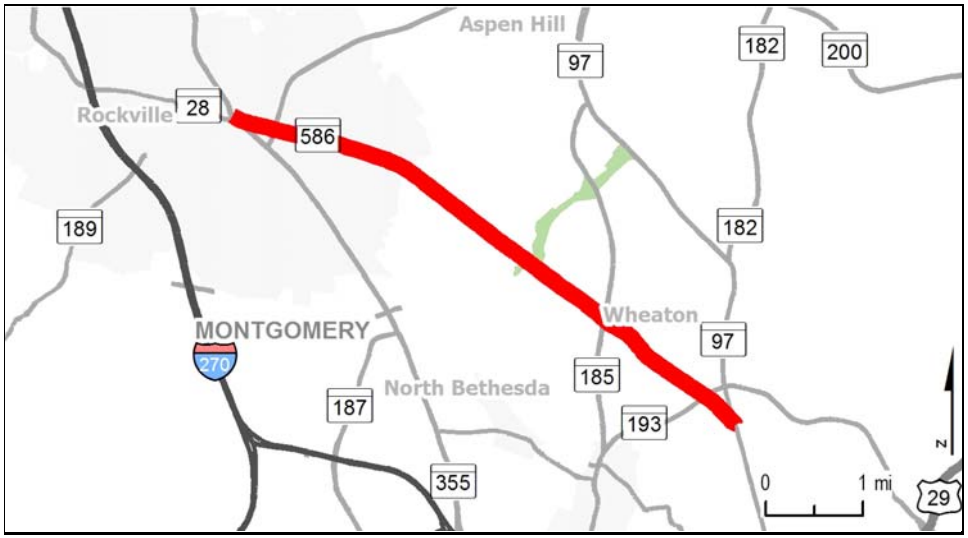
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,700 - 67,800

PROJECTED (2035) - 8,400 - 77,100



PROJECT: MD 586, Veirs Mill Road, and MD 28, 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 and MD 28 from Rockville to Wheaton (6.1 miles). 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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 355, Bus Rapid Transit Study (Line 25)

STATUS: Planning underway. Montgomery County is contributing $6.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	1,987	1,859	2,154	0	0	0	0	4,013	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	1,987	1,859	2,154	0	0	0	0	4,013	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 (2015) - 24,950 - 46,575

PROJECTED (2035) - 29,200 - 60,000

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, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1	MD 28	West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface	2,213	Completed
2	MD 97	Georgia Avenue; Old Baltimore Road to Queen Mary Drive; resurface	2,052	Completed
3	MD 124	Woodfield Road; MD 115 to Lindbergh Drive; resurface	904	Completed
4	MD 355	Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface	2,117	Completed
		Bridge Replacement/Rehabilitation		
5		7 existing bridges on I 495, US 29 and MD 117; clean/paint bridges	1,560	Completed
6	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,459	Completed
		Safety/Spot Improvement		
7	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	Completed
8	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	1,392	Completed
9	MD 191	Bradley Lane; at Strathmore Avenue; safety	449	Completed
10	MD 586	Veirs Mill Road; at Ferrara Avenue; geometric improvements	797	Completed

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, 2015
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
11	MD 28	Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface	2,676	FY 2017
12	MD 28	First Street; Monroe Street to MD 911; resurface	2,153	Under construction
13	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,938	Under construction
14	MD 182	Layhill Road; MD 97 to Longmead Road; resurface	4,251	Under construction
15	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	5,093	Under construction
16	MD 117	Clopper Road; Longdraft Road to I-270; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,571	FY 2016
17	MD 124	Quince Orchard Road; MD 28 to Orchard Ridge Drive; resurface	2,709	Under construction
18	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	1,011	Under construction
19	MD 185	I-495 Southbound Ramp to Dupont Avenue; resurface	3,809	Under construction
20	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,678	Under construction
21	MD 190	River Road; MD 614 to DC line; safety and resurface	2,791	FY 2017
22	MD 190	River Road; I 495 to MD 614; resurface	3,115	Under construction
23	MD 193	University Boulevard; I 495 to MD 320; resurface	3,260	FY 2017

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, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	MD 355	Rockville Pike; Hubbard Avenue to Templeton Place; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,456	FY 2016
25	MD 355	Rockville Pike; MD 547 to Nicholson Lane; resurface	1,346	Under construction
26	MD 355	Frederick Road; Central Avenue to MD 117; resurface	1,810	Under construction
27	MD 355	Wisconsin Avenue; Bradley Lane to MD 187; resurface	2,770	Under construction
28	MD 355	North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface	2,962	Under construction
29	I 370	I 270 to west of MD 355; resurface	4,571	Under construction
30	MD 410	Montgomery Avenue; MD 355 to MD 185; resurface	2,883	Under construction
31	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	2,013	Under construction
32	I 495	Capital Beltway; I 270 to Seminary Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	11,368	FY 2016
33	I 495	Cabin John Parkway; Clara Barton Parkway to I 495; resurface	2,114	Under construction
34	MD 586	Viers Mill Road; Structure 15063 to MD 185 and MD 193 to MD 97; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,050	FY 2017
		Safety/Spot Improvement		
35	MD 117	Clopper Road; Long Draught Branch Restoration; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017

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, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement (cont'd)		
36	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	787	Under construction
37	MD 124	Midcounty Highway; at Saybrooke Oaks Boulevard; geometric improvements	1,375	Under construction
38	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	819	Under construction
39	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	FY 2016
40	MD 198 WB	Sandy Spring Road; at Riding Stable Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	505	FY 2017
41	I 270	Eisenhower Memorial Highway; Montrose Road to SB I 270; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,144	FY 2017
		Traffic Management		
42		MD 185/MD 187/ MD 355 TS reconstruction with APS/CPS; reconstruct signal Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,720	FY 2016
43		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	851	Under construction
44		Various locations in Montgomery County; signalization	3,760	Under construction
45	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	661	Under construction
46	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	680	Under construction
47	MD 650	New Hampshire Avenue; Sheridan Street to Metzerott Road; traffic signal systemization (Project on hold)		

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, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Environmental Preservation		
48	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	4,423	FY 2016
		Sidewalks		
49	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,400	Under construction
		Intersection Capacity Improvements		
50	MD 97	Georgia Avenue; at MD 28; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,631	FY 2017
51	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,500	FY 2017
52	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Concepts Underway
		Bicycle Retrofit		
53	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	1,661	FY 2016
		TMDL Compliance		
54		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,301	FY 2016
		Congressional Earmarks		
55		Long Branch Village Center; access improvements (Earmark $750,000; CO)	0	

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, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Congressional Earmarks (cont'd)		
56		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark $2 million; CO)	0	
57		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	

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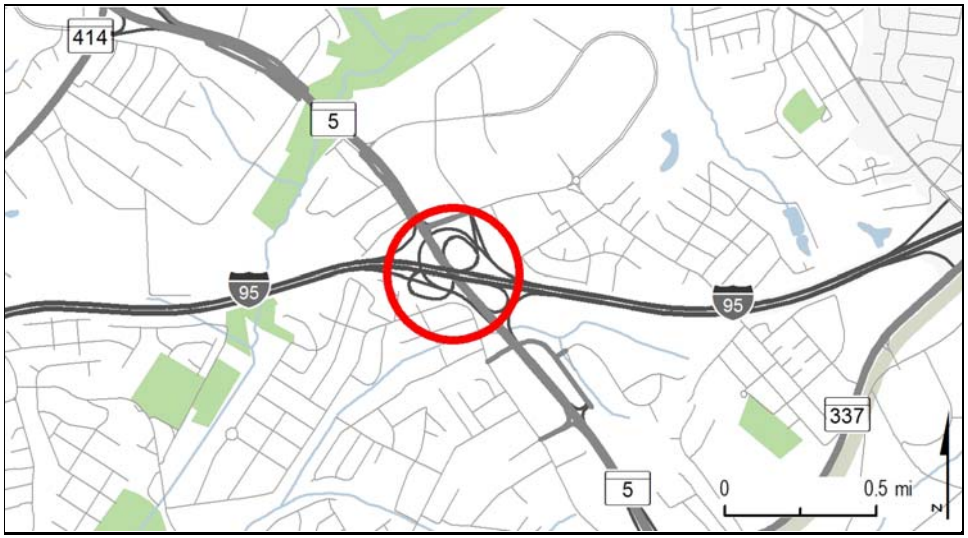
PRINCE GEORGE'S COUNTY MARYLAND

SEMPER EADEM

PRINCE GEORGE'S COUNTY



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

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

PURPOSE & NEED SUMMARY STATEMENT: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to enhance access to the Metro station and address congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

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

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

EXPLANATION: This project will enhance vehicular and pedestrian connectivity between the Metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated transit-oriented development (TOD) site.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	4,669	4,669	0	0	0	0	0	0	0	0
Right-of-way	4,543	1,385	1,081	1,041	862	174	0	0	3,158	0
Construction	37,086	16,663	9,457	10,966	0	0	0	0	20,423	0
Total	47,075	23,494	10,538	12,007	862	174	0	0	23,581	0
Federal-Aid	36,716	17,959	8,387	9,522	729	119	0	0	18,757	0

CLASSIFICATION:

STATE - Principal Arterial

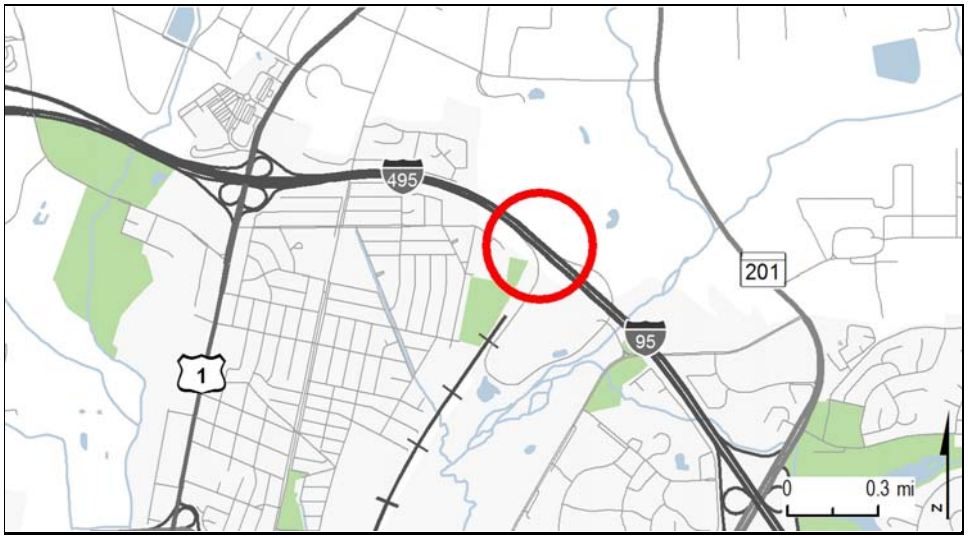
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 137,175 (MD 5)
187,625 (I-95/495)

PROJECTED (2035) - 151,225 (MD 5)
216,355 (I-95/495)



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

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

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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

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

EXPLANATION: This project will enhance access connectivity between the Metro Station and I-95/I-495 (Capital Beltway). The improved connectivity will help support planned growth in the vicinity of the Station, a designated transit-oriented development (TOD) site.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. Construction to begin during budget fiscal year. Pending $50.0 million contribution from Prince George's County.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	6,781	2,199	1,500	1,500	1,582	0	0	0	4,582	0
Right-of-way	8,764	0	50	250	2,000	3,232	3,232	0	8,764	0
Construction	135,000	0	0	9,113	22,195	30,929	31,540	30,786	124,563	10,437
Total	152,106	3,760	1,550	10,863	25,777	34,161	34,772	30,786	137,909	10,437
Federal-Aid	116,709	3,173	1,170	8,278	18,546	25,193	25,690	26,519	105,396	8,140

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 220,400

PROJECTED (2035) - 286,300

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

DESCRIPTION: Replace Bridges 1616205 and 1616206 over Suitland Road.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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

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

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

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,957	841	2,116	0	0	0	0	0	2,116	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,000	0	2,600	9,280	3,120	0	0	0	15,000	0
Total	17,957	841	4,716	9,280	3,120	0	0	0	17,116	0
Federal-Aid	2,353	660	1,693	0	0	0	0	0	1,693	0

CLASSIFICATION:

STATE - Principal Arterial

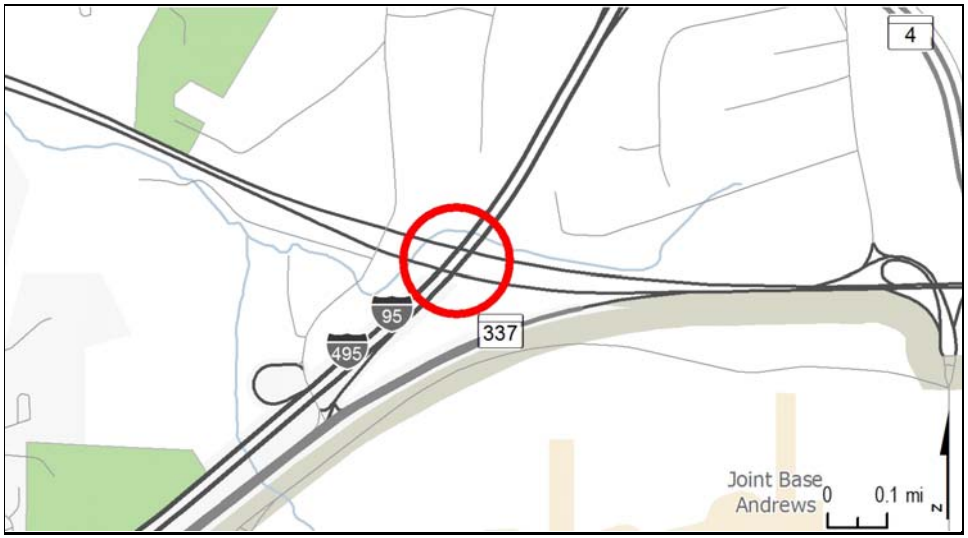
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 176,325

PROJECTED (2035) - 207,650



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

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16).

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

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

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

STATUS: Construction to begin during fiscal year 2018.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	15,000	0	0	0	7,650	7,350	0	0	15,000	0
Total	15,000	0	0	0	7,650	7,350	0	0	15,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

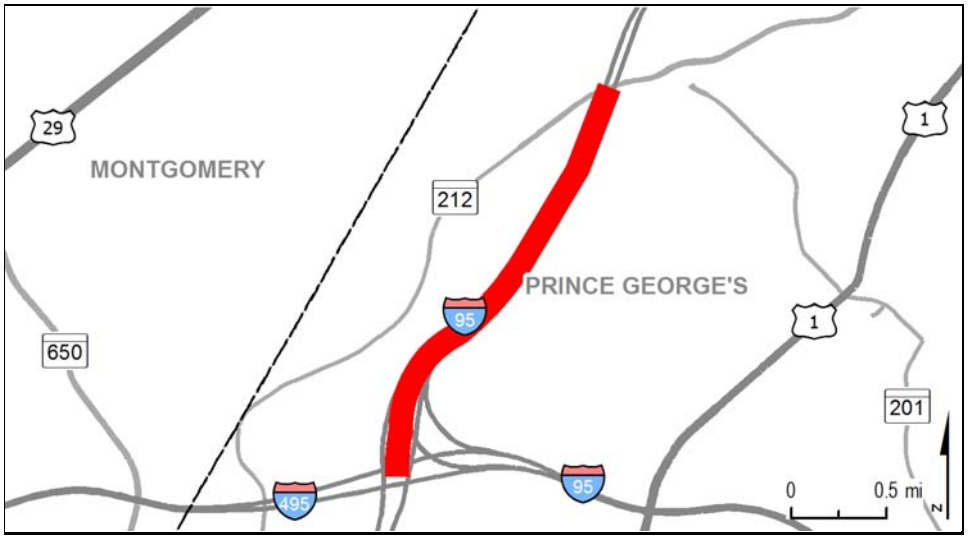
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 201,575

PROJECTED (2035) - 226,350



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurface I-95 from I-495 (Capital Beltway) to MD 212.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16).

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

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

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

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	332	332	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,674	0	8,263	4,411	0	0	0	0	12,674	0
Total	13,006	332	8,263	4,411	0	0	0	0	12,674	0
Federal-Aid	11,407	0	7,437	3,970	0	0	0	0	11,407	0

CLASSIFICATION:

STATE - Principal Arterial

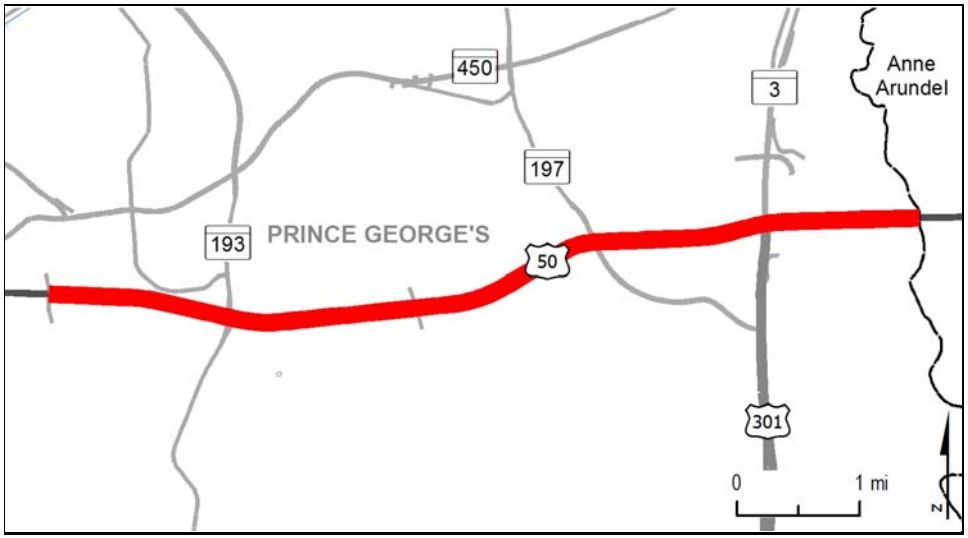
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 192,225

PROJECTED (2035) - 214,925



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on I-595 from west of Lottsford Vista Road to Anne Arundel County Line (7.3 miles).

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 17)
US 301, South Corridor Transportation Study (Line 23)
US 301, North of Mount Oak Road to US 50 (Line 24)
MD 197, Kenhill Drive to MD 450 Relocated (Line 27)

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.1 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	178	178	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,261	306	8,994	961	0	0	0	0	9,955	0
Total	10,439	484	8,994	961	0	0	0	0	9,955	0
Federal-Aid	8,620	371	7,453	796	0	0	0	0	8,249	0

CLASSIFICATION:

STATE - Intermediate Arterial

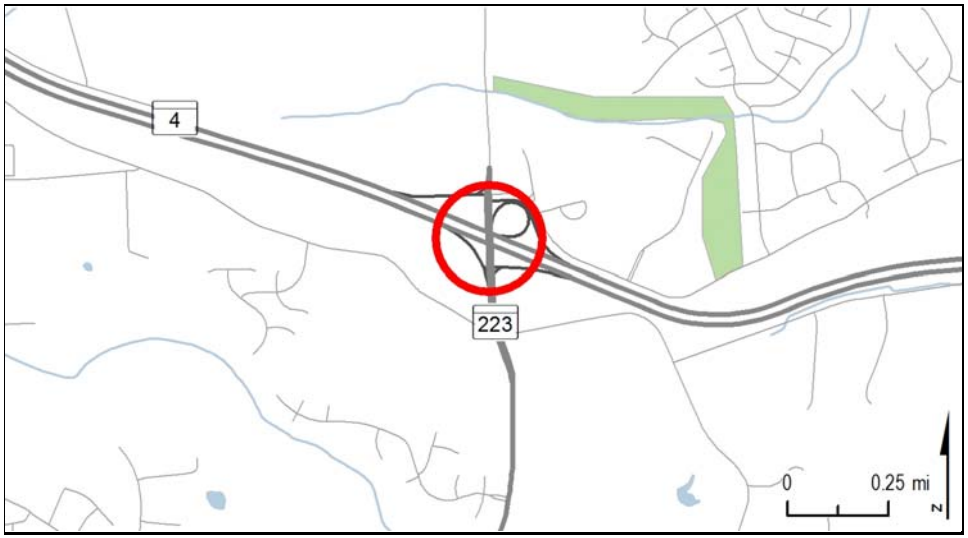
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 108,100 - 127,350

PROJECTED (2035) - 131,700 - 155,950



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replaced Bridges 1618101 and 1618102 over MD 223.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95 (Line 18)
MD 223, Steed Road to MD 5 (Line 30)

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

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

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,120	1,120	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,757	23,692	65	0	0	0	0	0	65	0
Total	24,877	24,812	65	0	0	0	0	0	65	0
Federal-Aid	23,854	17,767	6,087	0	0	0	0	0	6,087	0

CLASSIFICATION:

STATE - Intermediate Arterial

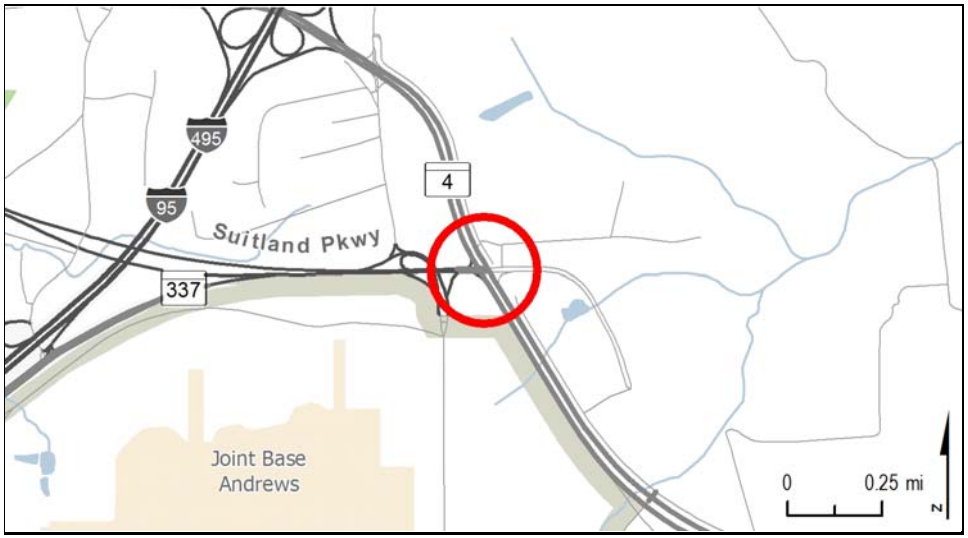
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 63,050

PROJECTED (2035) - 98,800



PROJECT: MD 4, Pennsylvania Avenue

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 4, MD 223 to I-95/I-495 (Line 18)

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $21.6 million is due to reduced Right-of-Way needs, developer donations, and reduced inflation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,599	9,510	89	0	0	0	0	0	89	0
Right-of-way	29,922	8,239	3,826	8,436	3,525	3,606	2,290	0	21,683	0
Construction	98,032	316	7,775	17,159	24,782	25,802	22,198	0	97,716	0
Total	137,553	18,065	11,690	25,595	28,307	29,408	24,488	0	119,488	0
Federal-Aid	93,989	13,557	5,932	17,729	19,330	20,126	17,315	0	80,432	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 72,725

PROJECTED (2035) - 99,350

PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct raised curb along the outside edge of roadway, sidewalk along southbound MD 4, a 10 foot hiker/biker trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road) (2.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhanced pedestrian and bicycle safety on a roadway segment that has experienced a higher than average pedestrian related crash rate.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 8)
MD 4, MD 223 to I-95/I-495 (Line 18)

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

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

EXPLANATION: The raised curb, sidewalk, and hiker/biker trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,831	1,831	0	0	0	0	0	0	0	0
Right-of-way	531	277	254	0	0	0	0	0	254	0
Construction	24,322	2,446	13,715	8,161	0	0	0	0	21,876	0
Total	26,684	4,554	13,969	8,161	0	0	0	0	22,130	0
Federal-Aid	1,634	1,634	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

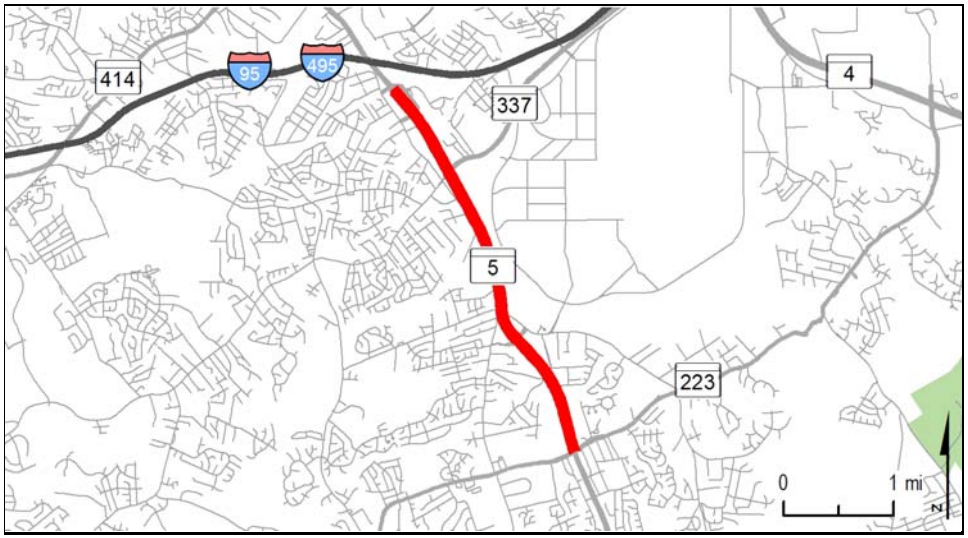
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 43,650

PROJECTED (2035) - 62,800



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct safety and resurfacing improvements on MD 5 from MD 223 to south of I-95 (4.0 Miles).

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 5, US 301 to I-95 (Line 19)

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

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	204	204	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,918	2,778	6,140	0	0	0	0	0	6,140	0
Total	9,122	2,982	6,140	0	0	0	0	0	6,140	0
Federal-Aid	7,516	2,510	5,006	0	0	0	0	0	5,006	0

CLASSIFICATION:

STATE - Principal Arterial

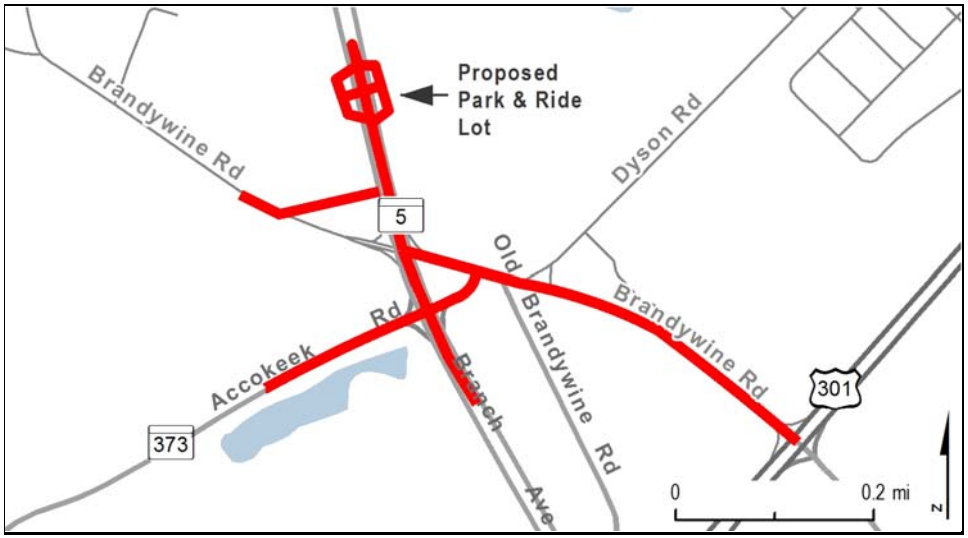
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 146,000

PROJECTED (2035) - 163,750



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian access will be included where appropriate.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
US 301, South Corridor Transportation Study (Line 23)
US 301, Waldorf Area Project (Line 25)

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 reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $17.0 million is due to lower Right-of-Way appraisal values, unit price decreases, and reduced inflation.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,289	5,319	970	0	0	0	0	0	970	0
Right-of-way	5,923	2,731	1,890	730	572	0	0	0	3,192	0
Construction	51,900	0	4,184	11,719	14,525	16,199	5,273	0	51,900	0
Total	64,112	8,050	7,044	12,449	15,097	16,199	5,273	0	56,062	0
Federal-Aid	47,704	5,326	5,004	9,219	11,407	12,635	4,113	0	42,378	0

CLASSIFICATION:

STATE - Principal Arterial

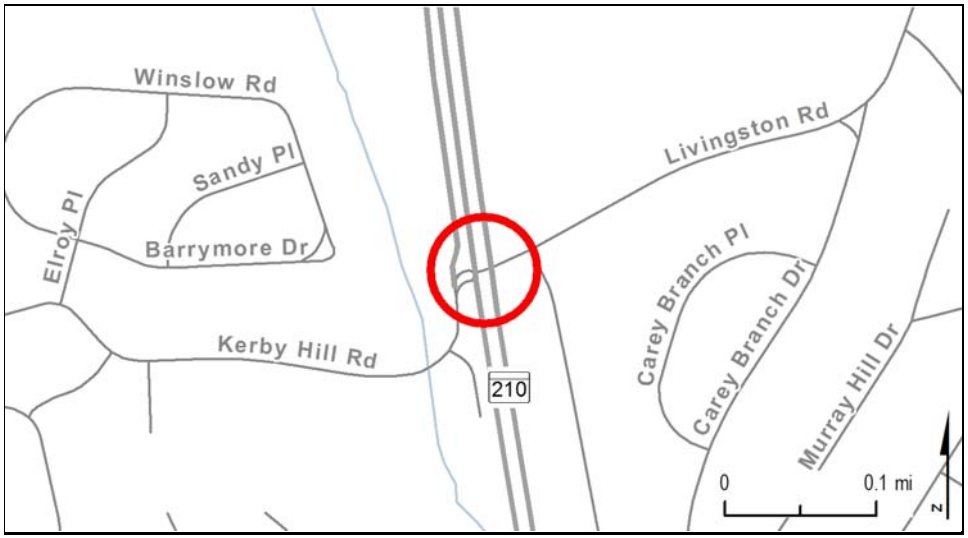
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 65,000

PROJECTED (2035) - 108,350



PROJECT: MD 210, Indian Head Highway

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

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 210, MD 228 to 95/I-495 (Line 21)

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

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

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

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year. This a design-build project.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost increase of $1.5 million is due to additional Right-of-Way needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,420	5,630	440	350	0	0	0	0	790	0
Right-of-way	16,524	3,141	2,662	5,210	4,729	722	60	0	13,383	0
Construction	88,549	4,407	14,785	22,120	24,972	22,265	0	0	84,142	0
Total	111,493	13,178	17,887	27,680	29,701	22,987	60	0	98,315	0
Federal-Aid	76,613	8,309	12,344	18,259	19,279	18,375	47	0	68,304	0

CLASSIFICATION:

STATE - Intermediate Arterial

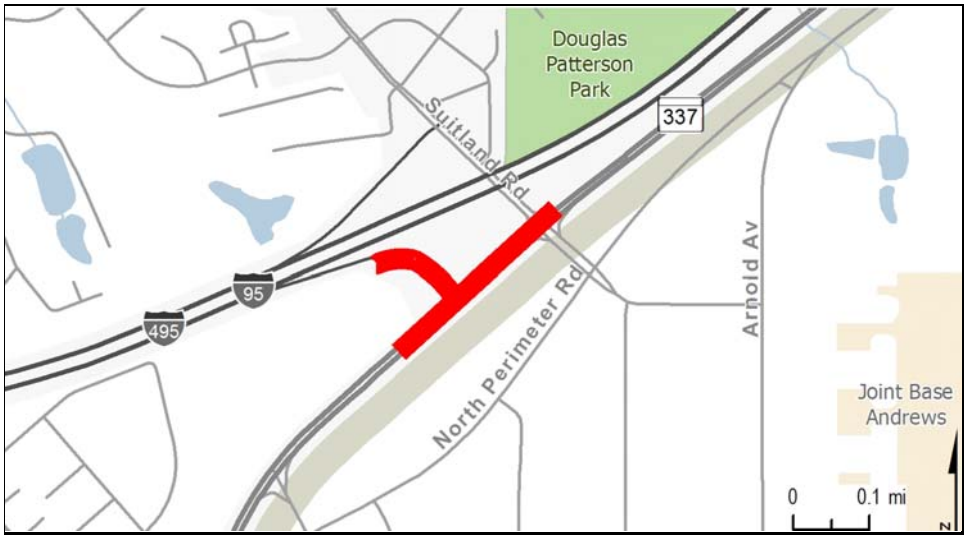
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 82,700

PROJECTED (2035) - 126,350



PROJECT: MD 337, Allentown Road

DESCRIPTION: Construct intersection improvements at MD 337 (Allentown Road) at Suitland Road and I-95/I-495 NB off Ramp. Bicycle and pedestrian access will be provided where appropriate (BRAC Related).

PURPOSE & NEED SUMMARY STATEMENT: Improving access to the Joint Base Andrews is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity and operations at the intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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

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

EXPLANATION: Improvements to this intersection in the vicinity of the Joint Base Andrews is supportive of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.2 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	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	476	141	135	100	100	0	0	0	335	0
Construction	5,574	606	3,168	1,800	0	0	0	0	4,968	0
Total	6,050	747	3,303	1,900	100	0	0	0	5,303	0
Federal-Aid	4,907	598	2,691	1,546	72	0	0	0	4,309	0

CLASSIFICATION:

STATE - Major Collector

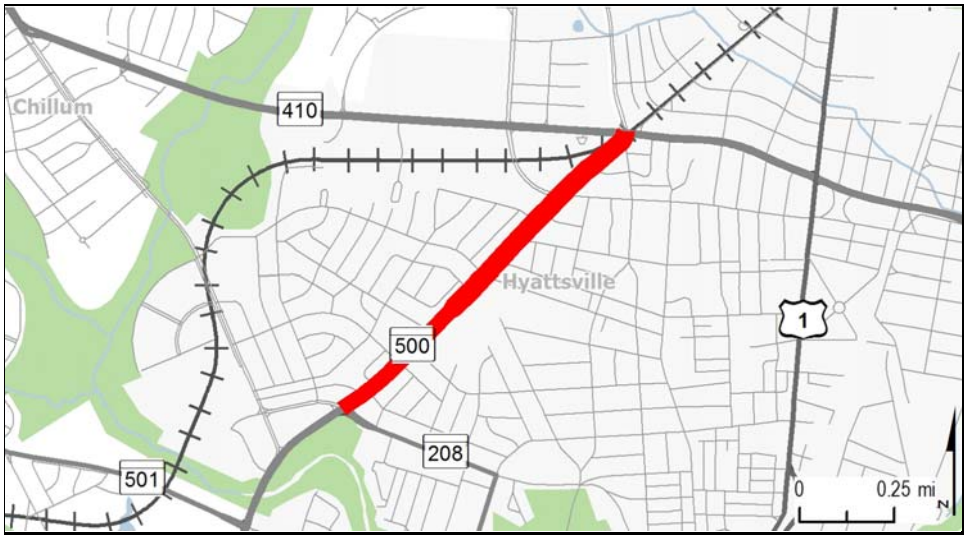
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,400

PROJECTED (2035) - 34,700



PROJECT: MD 500, Queens Chapel Road

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,004	2,004	0	0	0	0	0	0	0	0
Right-of-way	485	291	194	0	0	0	0	0	194	0
Construction	8,166	2,169	3,441	2,556	0	0	0	0	5,997	0
Total	10,655	4,464	3,635	2,556	0	0	0	0	6,191	0
Federal-Aid	2,063	1,908	155	0	0	0	0	0	155	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 23,900

PROJECTED (2035) - 33,650

PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate (1.5 miles).

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, MD 193 to I-95, Segments 2 and 3 (Line 32)

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

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

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $33.4 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project (Segment 1) of US 1 from College Avenue to I-95 (Line 32).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,589	3,771	1,500	1,500	1,818	0	0	0	4,818	0
Right-of-way	14,130	51	2,500	4,000	4,829	2,750	0	0	14,079	0
Construction	33,359	0	0	0	0	6,947	9,876	10,209	27,032	6,327
Total	56,078	3,822	4,000	5,500	6,647	9,697	9,876	10,209	45,929	6,327
Federal-Aid	8,259	3,681	1,260	1,500	1,818	0	0	0	4,578	0

CLASSIFICATION:

STATE - Intermediate Arterial

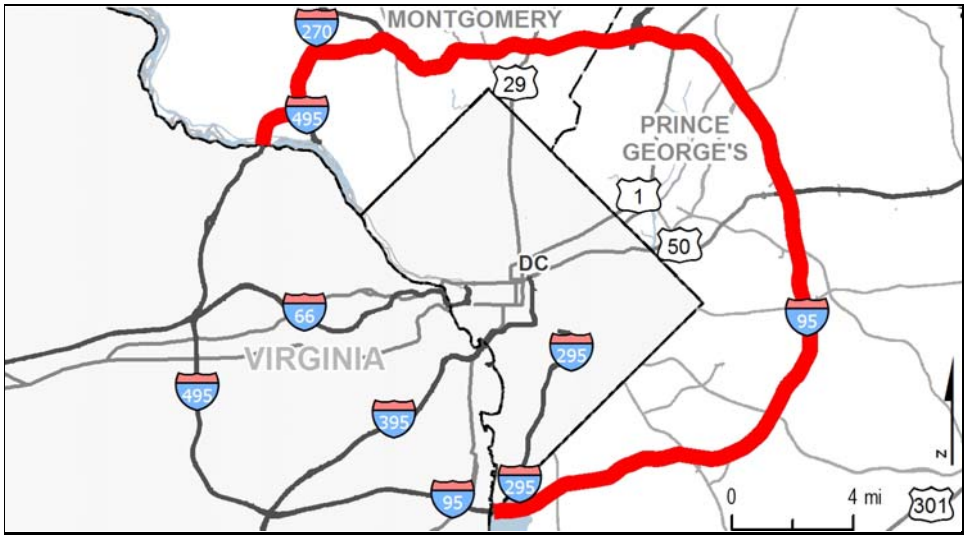
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 54,450

PROJECTED (2035) - 73,350



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 Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 1)
I-95/I-495, Greenbelt Metro Station (Line 2)
I-95/I-495, Bridge Replacement over Suitland Road (Line 3)
I-95/I-495, Bridge Replacement over Suitland Parkway (Line 4)
MD 4, Interchange at Suitland Parkway (Line 8)
Purple Line Study (MTA Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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

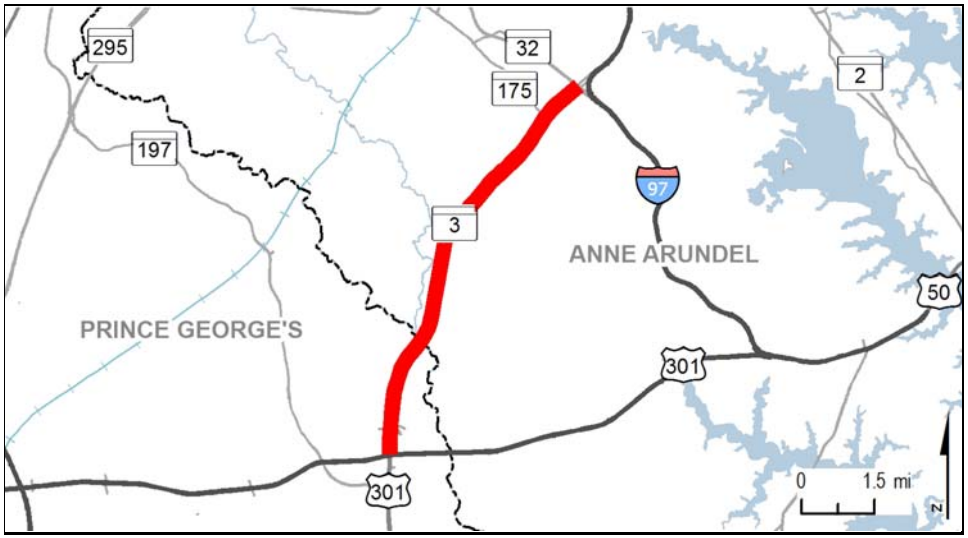
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 104,050 - 133,250

PROJECTED (2035) - 133,250 - 277,100



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, west of Lottsford Vista Road to Anne Arundel County Line (Line 6)
US 301, South Corridor Transportation Study (Line 23)
US 301, North of Mount Oak Road to US 50 (Line 24)
MD 450, Stonybrook Drive to west of MD 3 (Line 31)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,873	3,873	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,546	8,546	0	0	0	0	0	0	0	0
Federal-Aid	2,868	2,868	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,750 - 84,700

PROJECTED (2035) - 82,950 - 138,450

PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Interchange at Suitland Parkway (Line 8)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,615	1,615	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	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

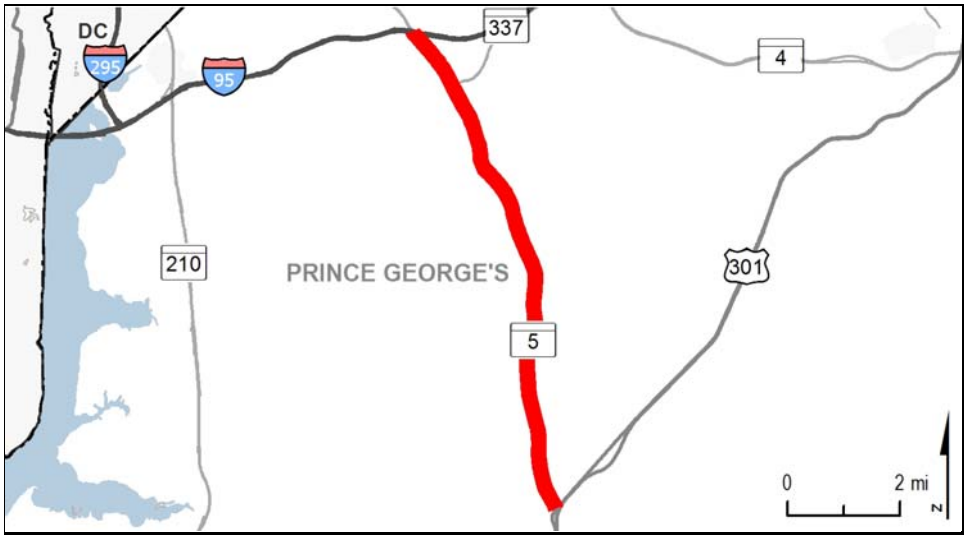
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 73,950

PROJECTED (2035) - 107,900



PROJECT: MD 5, Branch Avenue

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Branch Avenue Metro Station Access - Phase 2 (Line 1)
MD 5, MD 223 to I-95 (Line 10)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 11)
I-95/I-495 American Legion Bridge to Woodrow Wilson Bridge (Line 16)
US 301, South Corridor Transportation Study (Line 23)
US 301, Waldorf Area Project (Line 25)

STATUS: Planning underway. Currently evaluating breakouts for needed short term safety improvements and capacity.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,091	3,854	220	17	0	0	0	0	237	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,747	220	17	0	0	0	0	237	0
Federal-Aid	7,606	7,606	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

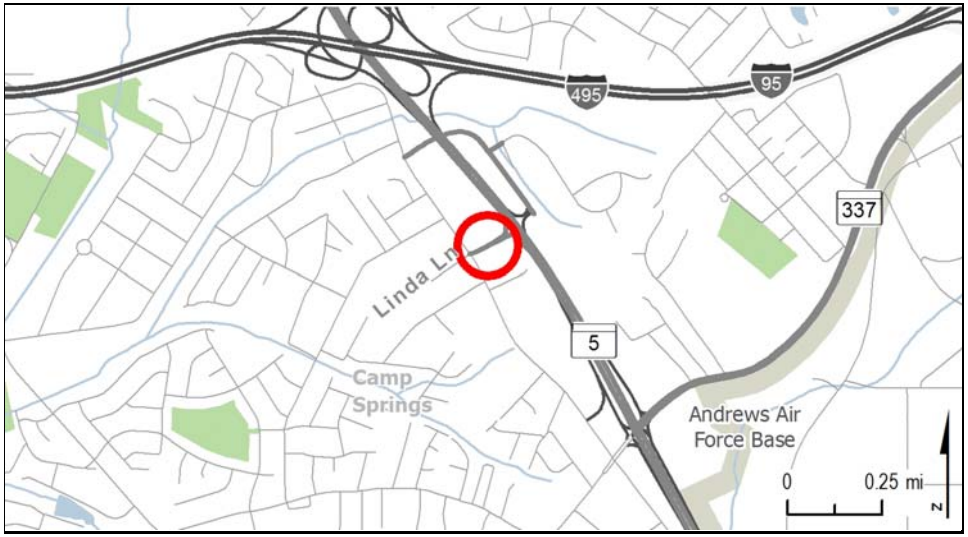
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 137,175

PROJECTED (2035) - 151,225



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Geometric improvements at MD 5 and Linda Lane.

JUSTIFICATION: Project improves operations at MD 5 and Linda Lane.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	208	800	599	750	743	0	0	2,892	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	3,100	208	800	599	750	743	0	0	2,892	0
Federal-Aid	3,100	208	800	599	750	743	0	0	2,892	0

CLASSIFICATION:

STATE - Principal Arterial

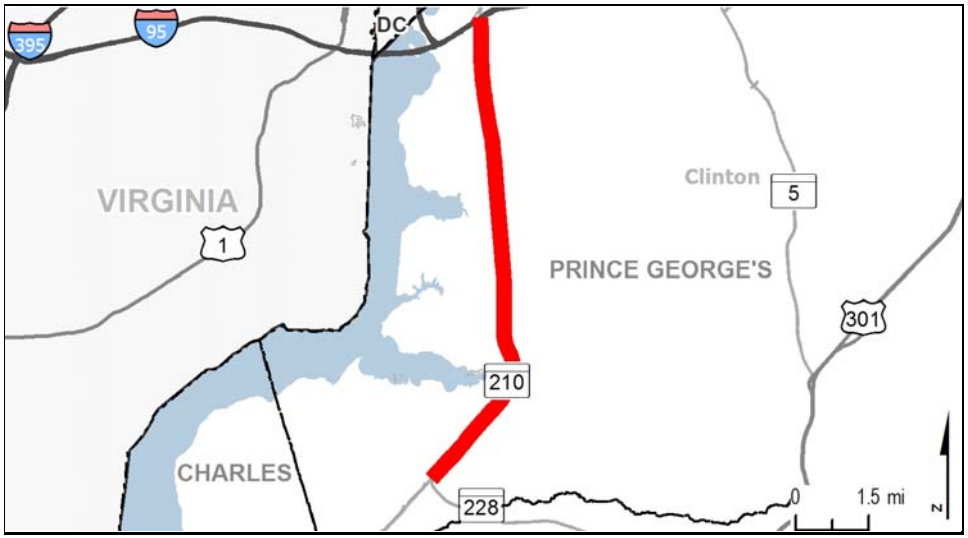
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 137,175

PROJECTED (2035) - 151,225



PROJECT: MD 210, Indian Head Highway

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

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 210, Interchange at Kerby Hill/Livingston Roads (Line 12)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,058	3,058	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,041	4,041	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

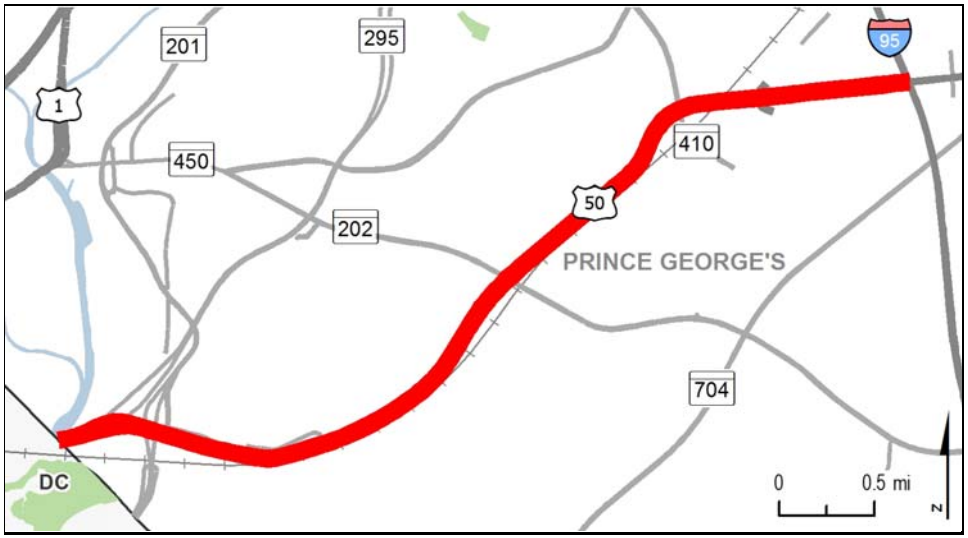
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 85,200

PROJECTED (2035) - 140,350



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 milles).

JUSTIFICATION: This section of US 50 was identified as highly congested in the 2013 Maryland State Highway Mobility Report.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, South of Lottsford Vista Rd. to Anne Arundel County Line (Line 6)
I-95/I-495, American Legion Bridge to Woodrow Wilson (Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	200	300	0	0	0	0	0	300	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	500	200	300	0	0	0	0	0	300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

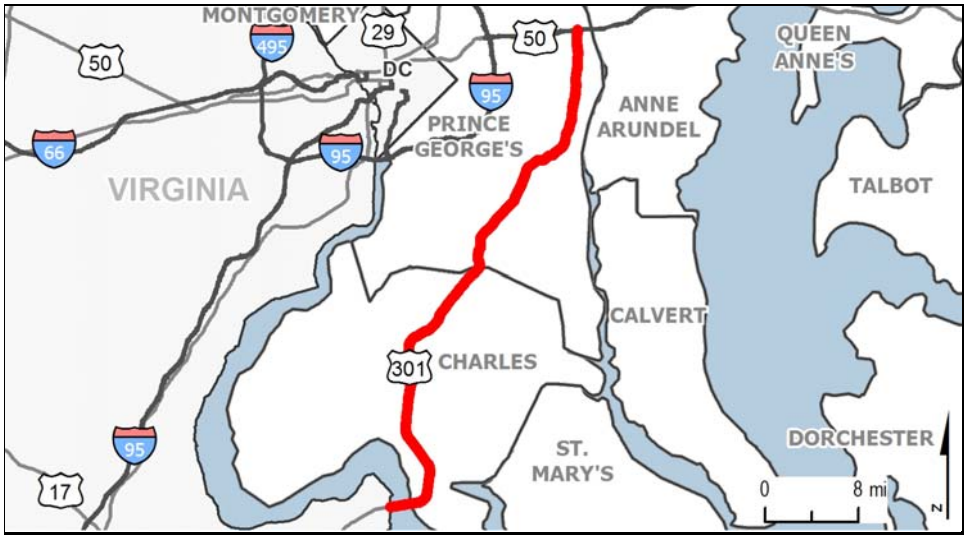
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 125,800

PROJECTED (2035) - 164,600



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River and I-595/US 50 (50.3 miles).

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

SMART GROWTH STATUS: [X] Project Not Location Specific [ ] Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, west of Lottsford Vista Road to Anne Arundel County Line (Line 6)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 11)
MD 3, US 50 to MD 32 (Line 17)
MD 5, US 301 at T.B. to North of I-95/I-495 (Line 19)
US 301, North of Mount Oak Road to US 50 (Line 24)
US 301, Waldorf Area Project (Line 25)

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	500	3,700	3,700	4,541	3,220	0	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,419	55,758	500	3,700	3,700	4,541	3,220	0	15,661	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

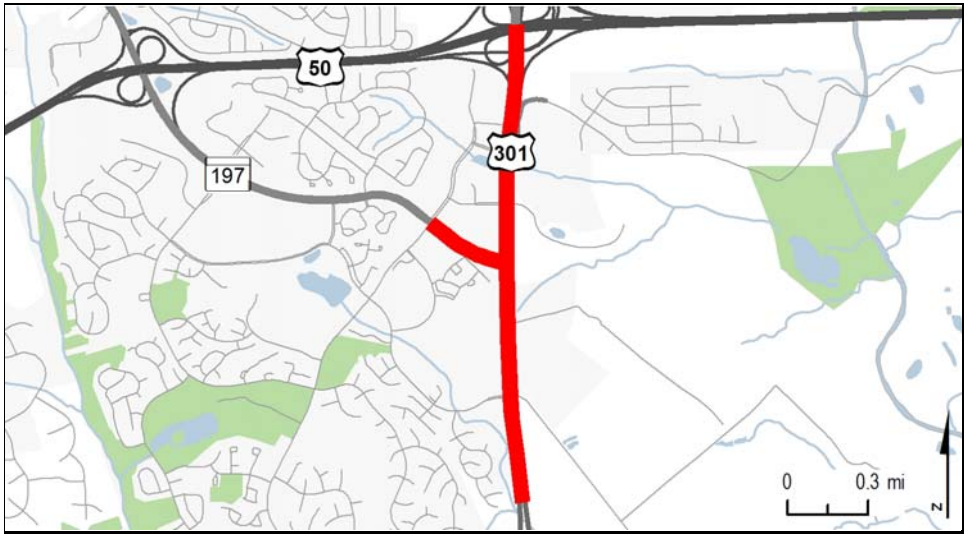
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 20,200 (Charles) - 89,050 (Prince George's)

PROJECTED (2035) - 29,700 (Charles) - 122,800 (Prince George's)



PROJECT: US 301, Crain Highway

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

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuous growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, west of Lottsford Vista Road to Anne Arundel County Line (Line 6)
MD 3, US 50 to MD 32 (Line 17)
US 301, South Corridor Transportation Study (Line 23)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

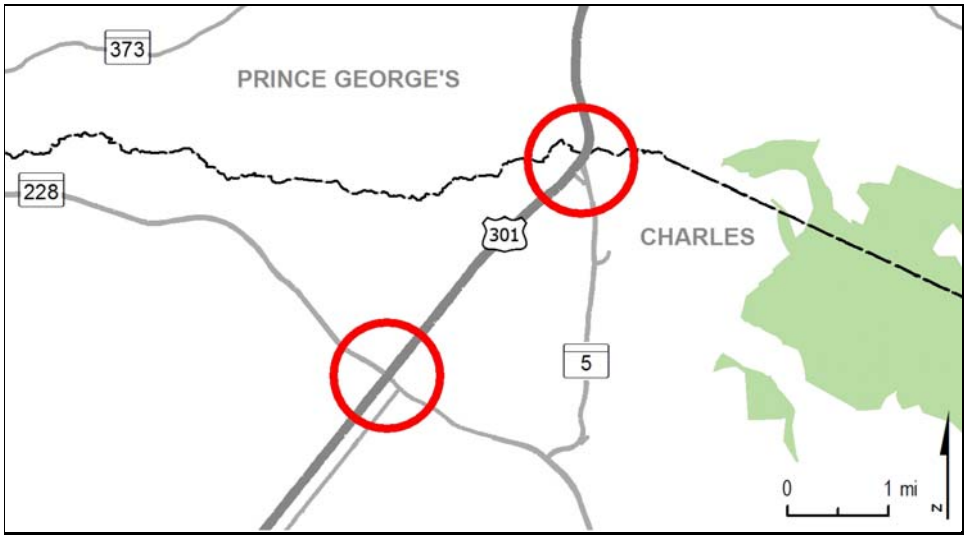
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 69,175 (US 301)
22,500 (MD 197)

PROJECTED (2035) - 129,100 (US 301)
37,100 (MD 197)



PROJECT: US 301, Crain Highway

DESCRIPTION: A study to analyze US 301 upgrades through Waldorf, including grade-separated interchanges at MD 5 and at MD 228/MD 5BU.

JUSTIFICATION: This project will reduce congestion and provide capacity for planned commerical development in the US 301 corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's County Line 11)
MD 3, US 50 to MD 32 (Line 17)
MD 5, US 301 to I-95/I-495 (Line 19)
US 301, South Corridor Transportation Study (Line 23)
US 301, North of Mount Oak Road to US 50 (Line 24)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,636	10,146	1,500	2,000	990	0	0	0	4,490	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	14,636	10,146	1,500	2,000	990	0	0	0	4,490	0
Federal-Aid	10,112	7,669	1,500	943	0	0	0	0	2,443	0

CLASSIFICATION:

STATE - Principal Arterial

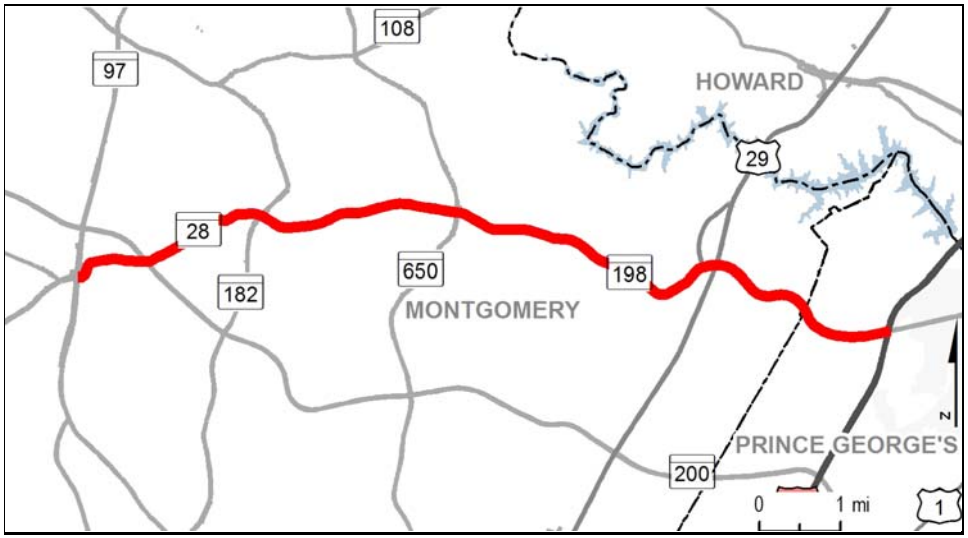
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,000 (Charles) - 89,050 (Prince George's)

PROJECTED (2035) - 78,700 (Charles) - 122,800 (Prince George's)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles where appropriate.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28, Interchange (Montgomery County Line 20)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	4,780	850	1,402	0	0	0	0	2,252	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	4,780	850	1,402	0	0	0	0	2,252	0
Federal-Aid	3,207	3,207	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 (2015) - 18,700 - 23,900 (MD 28)
16,050 - 43,850 (MD 198)

PROJECTED (2035) - 49,150 - 61,400 (MD 28)
44,050 - 68,500 (MD 198)

PROJECT: MD 197, Collington Road

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, west of Lottsford Vista Road to Anne Arundel County Line (Line 6)

STATUS: Engineering underway. County contributed $1.0 million to planning study.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,580	1,580	0	0	0	0	0	0	0	0
Engineering	10,938	972	1,000	4,483	4,483	0	0	0	9,966	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	12,518	2,552	1,000	4,483	4,483	0	0	0	9,966	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

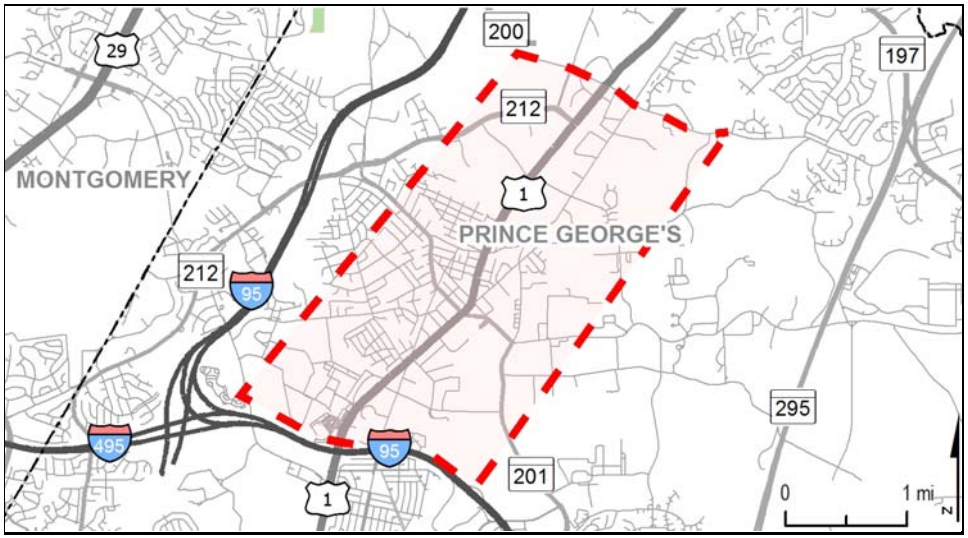
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 33,900

PROJECTED (2035) - 66,150



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

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☒ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 32)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

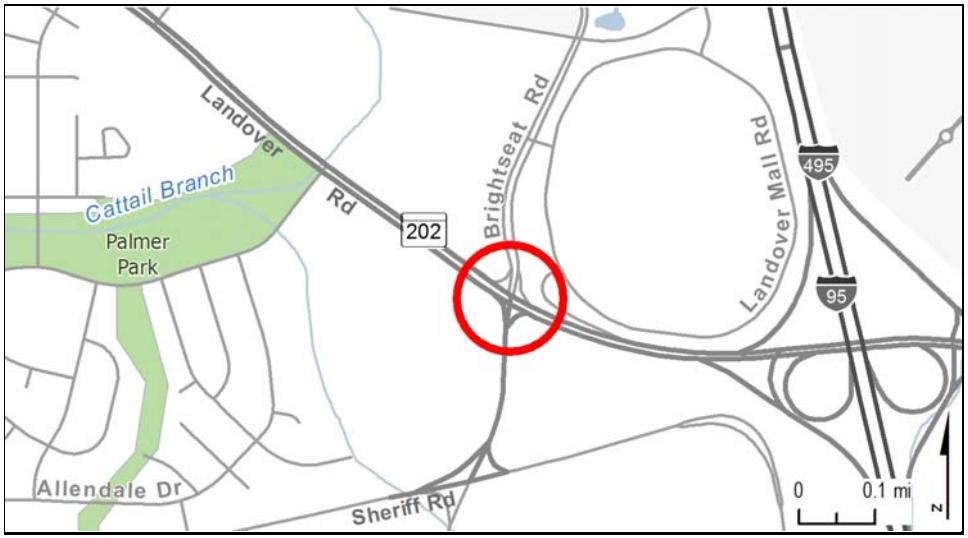
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 47,750

PROJECTED (2035) - 67,200



PROJECT: MD 202, Largo Road

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	461	461	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

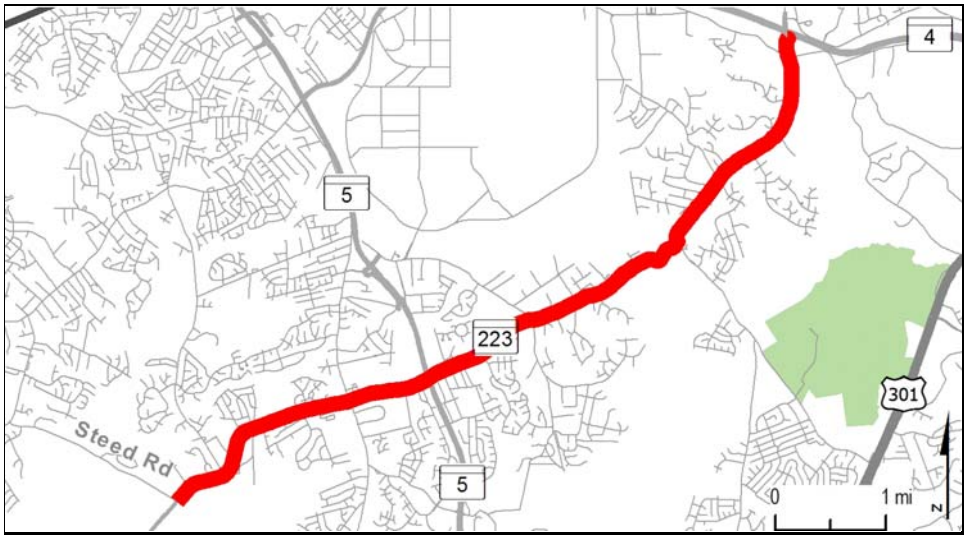
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 55,350

PROJECTED (2035) - 73,050



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor, from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, Bridge Replacement at MD 223 (Line 7)
MD 5, MD 223 to South of I-95/I-495 (Capital Beltway) (Line 10)
MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 18)
MD 5, US 301 at TB to I-95/495 (Line 19)

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,671	1,225	100	346	0	0	0	0	446	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,671	1,225	100	346	0	0	0	0	446	0
Federal-Aid	979	533	100	346	0	0	0	0	446	0

CLASSIFICATION:

STATE - Minor Arterial

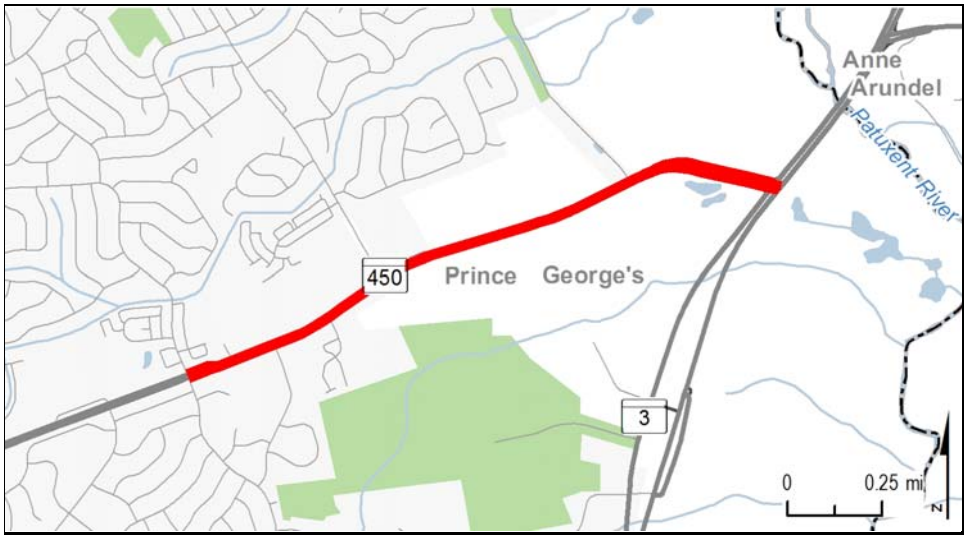
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 43,000

PROJECTED (2035) - 68,850



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 17)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,479	1,479	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	2,813	2,813	0	0	0	0	0	0	0	0
Federal-Aid	1,183	1,183	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

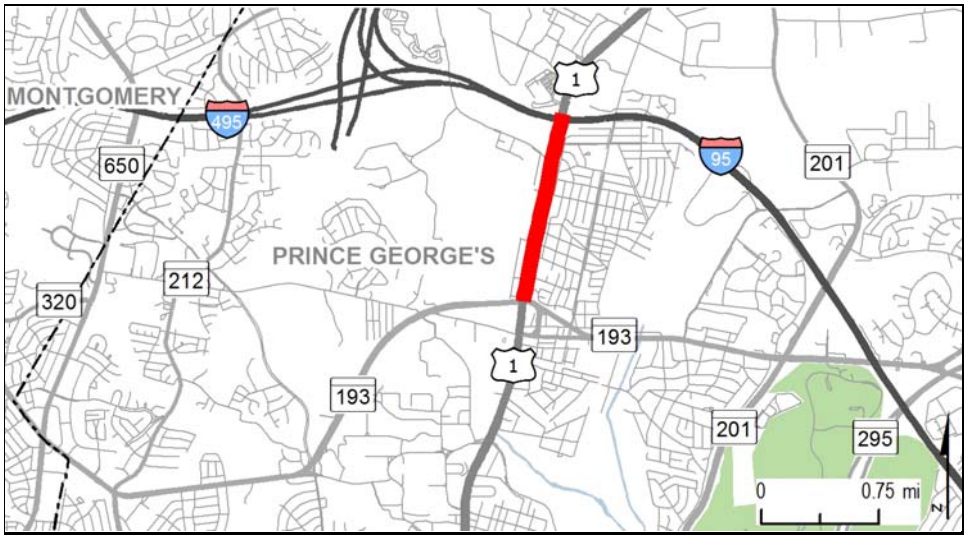
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,450

PROJECTED (2035) - 69,300



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included where appropriate.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 1, College Avenue to MD 193, Segment (15)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 28)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved segment 1 from US1 from College Avenue to MD 193 to Construction Program (Line15).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,338	1,338	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	1,338	1,338	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 (2015) - 49,850

PROJECTED (2035) - 79,250

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in Prince George's County; mill/grind, patch and resurface	5,195	Completed
2		Various locations in Prince George's County; mill/grind and resurface	4,307	Completed
3	MD 193	Greenbelt Road; MD 564 to Partello Road; resurface	2,987	Completed
4	MD 212	Powder Mill Road; Pleasant Acres Drive to I 95; resurface	2,199	Completed
5	MD 430	Greenbelt Road; US 1 to MD 193; resurface	1,058	Completed
		Bridge Replacement/Rehabilitation		
6		12 existing bridges on US 1, MD 5, MD 193, MD 198, MD 726, I 495 and I 95; clean/paint bridges	1,657	Completed
		Noise Barriers		
7	I 595	John Hanson Highway; various locations; noise abatement	1,430	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
8	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,770	Under construction
9	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	2,648	FY 2016
10	MD 5	Branch Avenue; Surratts Road to MD 223; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,864	FY 2016

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
11	MD 5	Branch Avenue; Moores Road to Surratts Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,861	FY 2017
12	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,477	Under construction
13	MD 193	University Boulevard; Campus Drive to US 1 Overpass; resurface	4,741	Under construction
14	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	4,495	Under construction
15	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	2,161	Under construction
16	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	3,932	Under construction
17	MD 202	Largo Road; Kilmer Street to MD 450 (Annapolis Road); safety and resurface	1,791	FY 2017
18	MD 202	Landover Road; Brightseat to MD 704; resurface	2,419	FY 2016
19	MD 210 NB	Indian Head Highway; Farmington Road to Old Fort Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	9,463	FY 2016
20	MD 210 NB	Indian Head Highway; MD 373 to Farmington; resurface	3,509	FY 2016
21	US 301	Crain Highway; South Osborne Road to MD 381 (Old Crain Highway); safety and resurface	1,736	FY 2017
22	US 301	Crain Highway; 481 ft south of Excalibur Road to 1800 ft north of MD 3 structure 16236; resurface	4,772	FY 2016
23	US 301	Crain Highway; MD 5 to Westwood Drive; resurface	5,628	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
24	US 301	Crain Highway; Old Crain Highway to Railroad crossing; resurface	3,310	Under construction
25	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,054	Under construction
26	MD 450	Annapolis Road; 65th Avenue to 85th Avenue; resurface	3,477	Under construction
27	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,562	Under construction
28	I 595 WB	John Hanson Highway; South of Lottsford Vista Road to Anne Arundel County Line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	13,188	FY 2016
29	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	3,036	FY 2016
30	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	1,956	FY 2016
31	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	2,931	FY 2016
32	MD 704	Martin Luther King Jr Highway; 92nd Avenue to MD 450; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,688	Under construction
		Bridge Replacement/Rehabilitation		
33		At various locations on Capital Beltway, Stephanie Roper Highway, Indian Head Highway; clean/paint bridges	2,429	Under construction
34	I 95	Bridge 1619701 and 1619702 over Patuxent River; clean/paint bridges	2,402	FY 2016

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
35	I 495	Bridge 1612000, 1612200, 1612300, 1615905, 1615906, 1617400 and 1621400 along I-495, MD 197; clean/paint bridges	1,830	FY 2016
		Safety/Spot Improvement		
36		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
37		On MD 4 and MD 214; drainage improvement	1,494	FY 2016
38	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	7,547	Under construction
39	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,931	FY 2017
40	MD 198	Sandy Spring Road; Riding Stable Road to I-95; resurface	6,518	Under construction
41	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	303	FY 2016
42	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface	4,704	Under construction
		Urban Reconstruction		
43	MD 5	Branch Avenue; Curtis Lane to south of Suitland Parkway/Naylor Road; Branch Avenue to south of Suitland Parkway; urban reconstruct at Naylor Road Metro Station (Transportation Infrastructure Investment Act of 2013)	9,890	Under construction
44	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	9,557	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Urban Reconstruction (cont'd)		
45	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruct (Funded for preliminary engineering)	2,000	Design Underway
46	MD 500	Queens Chapel Road; District of Columbia Line to MD 208; urban reconstruct (Funded for preliminary engineering)	2,947	Design Underway
		Noise Barriers		
47	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	1,707	Under construction
48	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		
		Traffic Management		
49		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,460	FY 2016
50		At various locations in District 3 and 6; signalization	7,433	FY 2016
51	MD 4	Pennsylvania Avenue; MD 4PA to MD 980D; signing	1,470	FY 2016
52	I 95	At I 495 interchange; lighting	2,971	FY 2016
53	I 95	Capital Beltway; at I 595 interchange; lighting	2,771	FY 2016
54	MD 193	Greenbelt Road; At Cipriano Road; geometric improvements	917	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Traffic Management (cont'd)		
55	US 301	Crain Highway; at MD 214; lighting	1,065	FY 2016
		Environmental Preservation		
56		Anacostia Gateway Park; landscape	404	FY 2016
57	US 50	John Hanson Highway; West of I-95 to the AA county line; landscape	2,207	Under construction
58	MD 197	Laurel Bowie Road; At Patuxent Wildlife Research Center; reforestation	58	Under construction
		Truck Weight		
59		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	1,866	FY 2016
		TMDL Compliance		
60		Charles Branch Tributaries; wetlands replacement	6,178	FY 2017
61	MD 210	Indian Head Highway; Along MD 210; drainage improvement (Transportation Infrastructure Investment Act of 2013)	1,655	FY 2016

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QUEEN ANNE'S COUNTY

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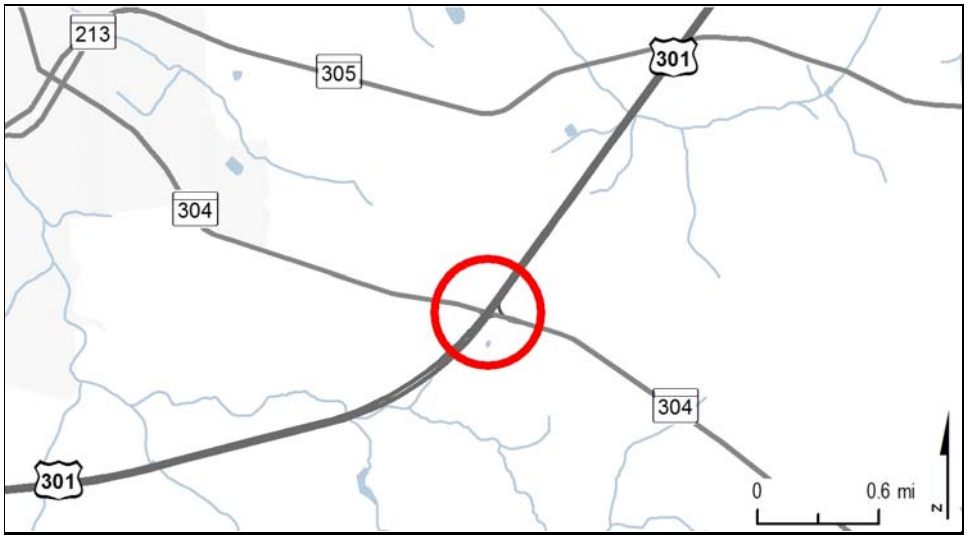
QUEEN ANNE'S COUNTY



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians. J-turns at the intersection of US 301 and MD 305 are also being constructed as a part of the project.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ 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 by removing an at-grade conflict point along a high speed arterial.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,098	1,098	0	0	0	0	0	0	0	0
Engineering	3,614	3,614	0	0	0	0	0	0	0	0
Right-of-way	4,119	2,539	933	442	205	0	0	0	1,580	0
Construction	34,954	4,819	13,206	16,929	0	0	0	0	30,135	0
Total	43,785	12,070	14,139	17,371	205	0	0	0	31,715	0
Federal-Aid	4,079	3,624	455	0	0	0	0	0	455	0

CLASSIFICATION:

STATE - Principal Arterial

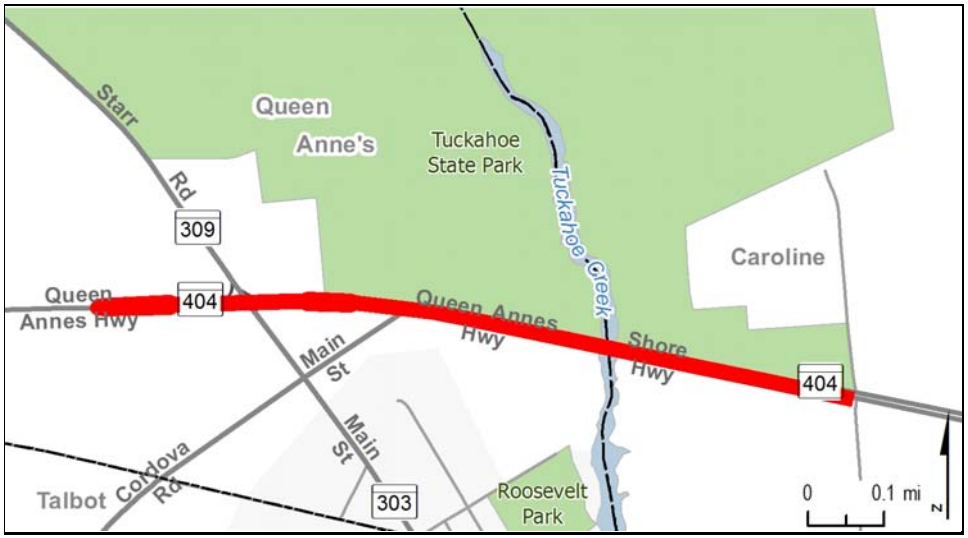
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 22,150 (US301)
5,300 (MD 304)

PROJECTED (2035) - 35,900 (US 301)
8,050 (MD 304)



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from west of MD 309 to Cemetery Road (Phase 1B) (1.1 miles). Shoulders will accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS: MD 404, US 50 to MD 309 Business (Line 3)

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

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

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,295	3,295	0	0	0	0	0	0	0	0
Right-of-way	5,105	3,756	1,287	62	0	0	0	0	1,349	0
Construction	20,993	8,057	5,699	7,237	0	0	0	0	12,936	0
Total	29,393	15,108	6,986	7,299	0	0	0	0	14,285	0
Federal-Aid	24,644	12,737	5,869	6,038	0	0	0	0	11,907	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

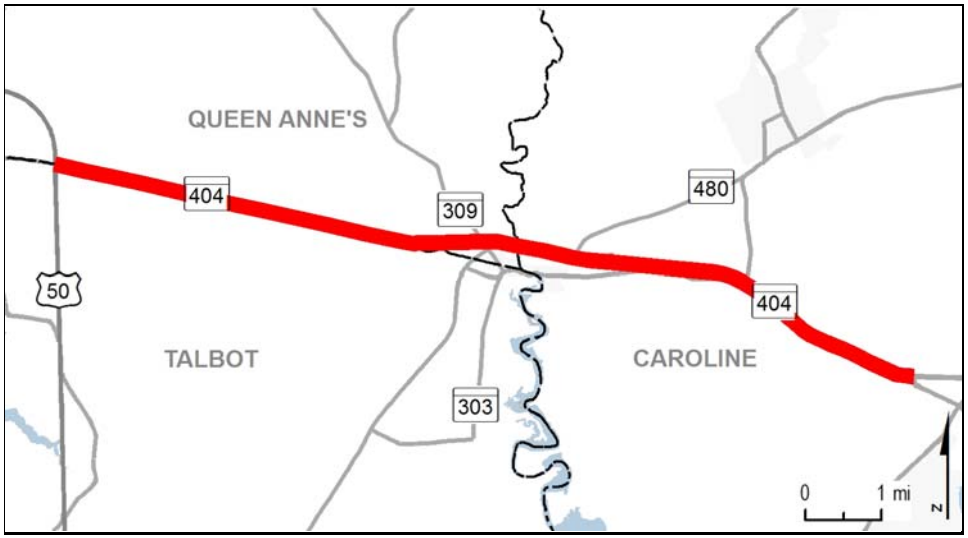
STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,700

PROJECTED (2035) - 27,700

STIP REFERENCE #AW8962 08/01/2015 The estimated cost is for the entire project in Queen Anne's and Caroline counties.



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Shoulders will accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Line 4)

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

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

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	14,991	4,946	3,500	3,100	3,445	0	0	0	10,045	0
Right-of-way	22,307	511	20	1,455	4,500	7,612	6,311	1,898	21,796	0
Construction	139,825	0	0	11,865	26,087	32,759	33,877	35,237	139,825	0
Total	177,682	6,016	3,520	16,420	34,032	40,371	40,188	37,135	171,666	0
Federal-Aid	125,422	4,581	1,208	10,911	24,662	28,360	28,218	27,482	120,841	0

CLASSIFICATION:

STATE - Other Principal Arterial

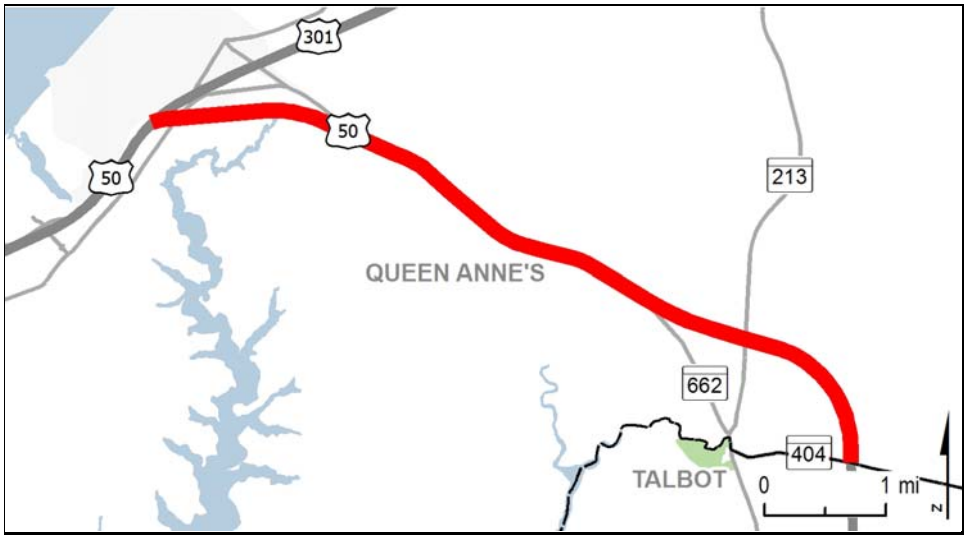
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,150
25,350 (Summer)

PROJECTED (2035) - 31,000
36,200 (Summer)



PROJECT: US 50, Ocean Gateway

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 404 Business (Line 3)

STATUS: Advanced Right-of-Way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,711	6,711	0	0	0	0	0	0	0	0
Right-of-way	12,014	9,792	2,222	0	0	0	0	0	2,222	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,282	18,060	2,222	0	0	0	0	0	2,222	0
Federal-Aid	7,563	7,563	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 52350
73,450 (Summer)

PROJECTED (2035) - 86,850
100,650 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Bridge Replacement/Rehabilitation		
1	MD 313	Millington Road; Bridge over Chester River; bridge deck replacement	2,113	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2		At various locations in Queen Anne's County; resurface	5,442	Under construction
3	US 50	Ocean Gateway; US 301 to west of MD 404; resurface	5,771	Under construction
4	US 301	Blue Star Memorial Highway; MD 302 to MD 290; resurface	3,530	Under construction
		Bridge Replacement/Rehabilitation		
5	MD 18 B	Main Street; Bridge 0700600 over Kent Narrows; clean/paint bridges	2,490	Under construction
6	US 301	Blue Star Memorial Highway; bridge 1701101 and 1701201 over MD 290 and Red Lion Branch; bridge deck replacement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2016
		Urban Reconstruction		
7	MD 303	Main Street; Park Avenue to MD 309; urban reconstruct (Funded for preliminary engineering)	823	Design Underway
		Traffic Management		
8		East of MD 8 to West of US 50/301 Split; lighting	2,999	Under construction

SHA

ST. MARY'S COUNTY MARYLAND

1637

SAINT MARY'S COUNTY

PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Intersection improvements at MD 5 (Point Lookout Road) and Moakley Street/Abell Street.

PURPOSE & NEED SUMMARY STATEMENT: Project addresses existing and projected congestion generated by residential and commercial development in the Leonardtown area and St. Mary's County.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, MD 243 to MD 245 (Line 5)

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

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

EXPLANATION: Project addresses existing and projected congestion generated by residential and commercial development in Leonardtown area and St. Mary's County.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added $10.0 million to Construction and Right-of-Way. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 5 from MD 243 to MD 245 (Line 5).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	150	900	1,000	950	0	0	0	2,850	0
Right-of-way	3,629	50	1,000	1,579	500	500	0	0	3,579	0
Construction	6,371	0	0	0	0	537	990	4,844	6,371	0
Total	13,000	200	1,900	2,579	1,450	1,037	990	4,844	12,800	0
Federal-Aid	7,800	39	780	1,232	390	809	772	3,778	7,761	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 26,650

PROJECTED (2035) - 32,525

PROJECT: MD 5, Point Lookout Road

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ 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 roadway does not meet current design standards creating unsafe conditions.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	455	455	0	0	0	0	0	0	0	0
Engineering	2,794	834	750	750	460	0	0	0	1,960	0
Right-of-way	2,884	0	50	834	1,000	500	500	0	2,884	0
Construction	12,116	0	0	0	0	2,278	6,173	3,665	12,116	0
Total	18,249	1,289	800	1,584	1,460	2,778	6,673	3,665	16,960	0
Federal-Aid	11,996	295	39	651	780	2,167	5,205	2,859	11,701	0

CLASSIFICATION:

STATE - Major Collector

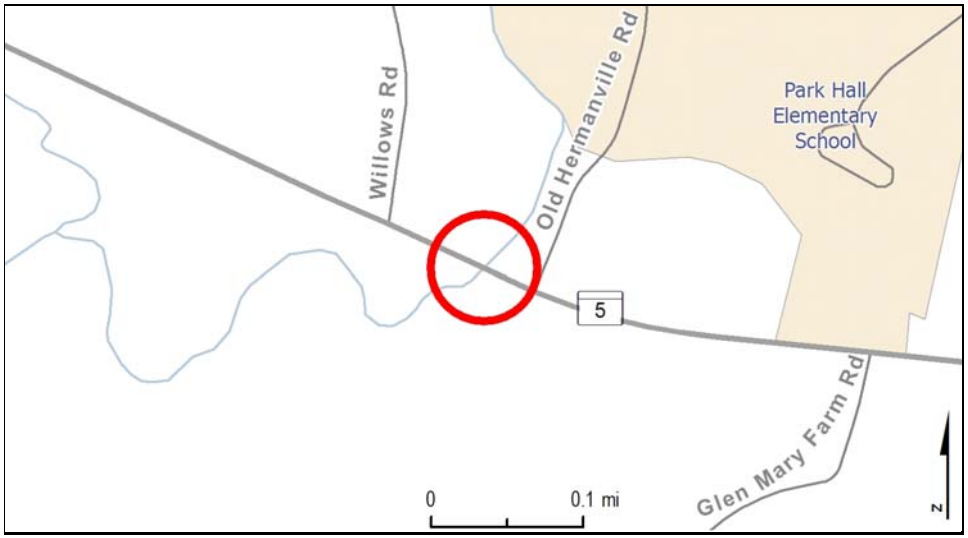
FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 4,900 (Summer Peak)

PROJECTED (2035) - 7,000 (Summer Peak)



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Replace Bridge 18008 over Eastern Branch.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: MD 5 is an important cross-county link in St. Mary's County. Replacement of this structure preserves and maintains the State's existing transportation infrastructure.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,241	1,241	0	0	0	0	0	0	0	0
Right-of-way	86	77	9	0	0	0	0	0	9	0
Construction	4,529	1,763	2,743	23	0	0	0	0	2,766	0
Total	5,856	3,081	2,752	23	0	0	0	0	2,775	0
Federal-Aid	4,061	2,208	1,853	0	0	0	0	0	1,853	0

CLASSIFICATION:

STATE - Major Collector

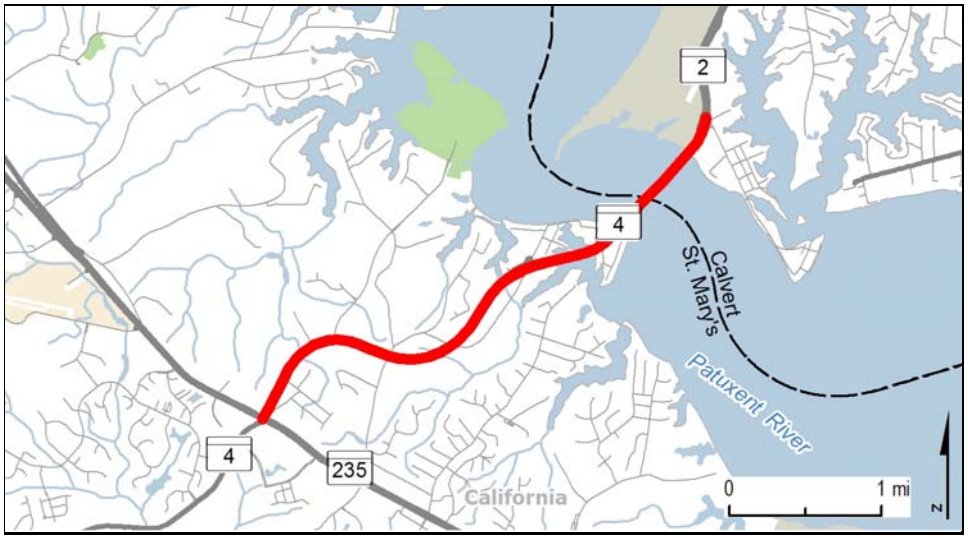
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 11,350

PROJECTED (2035) - 20,400



PROJECT: MD 4, Patuxent Beach Road and Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge (Bridge 04019) and the intersection at MD 235 (2.9 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes, and a parallel trail system will accommodate bicycles and pedestrians.

JUSTIFICATION: Increasing traffic volume and projected development will increase congestion if capacity is not increased.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway for entire corridor. Engineering underway for Bridge 04019.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	5,035	4,628	150	257	0	0	0	0	407	0
Engineering	15,000	20	3,840	3,750	3,108	2,375	1,907	0	14,980	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	20,035	4,648	3,990	4,007	3,108	2,375	1,907	0	15,387	0
Federal-Aid	3,602	3,195	150	257	0	0	0	0	407	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,800

PROJECTED (2035) - 36,700

PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.4 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles. Shoulders will accommodate Amish buggies.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase without roadway improvements.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved MD 5 at Abell Street/Moakley Street to Construction Program (Line 1).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,325	2,170	30	125	0	0	0	0	155	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,325	2,170	30	125	0	0	0	0	155	0
Federal-Aid	205	50	30	125	0	0	0	0	155	0

CLASSIFICATION:

STATE - Minor Arterial

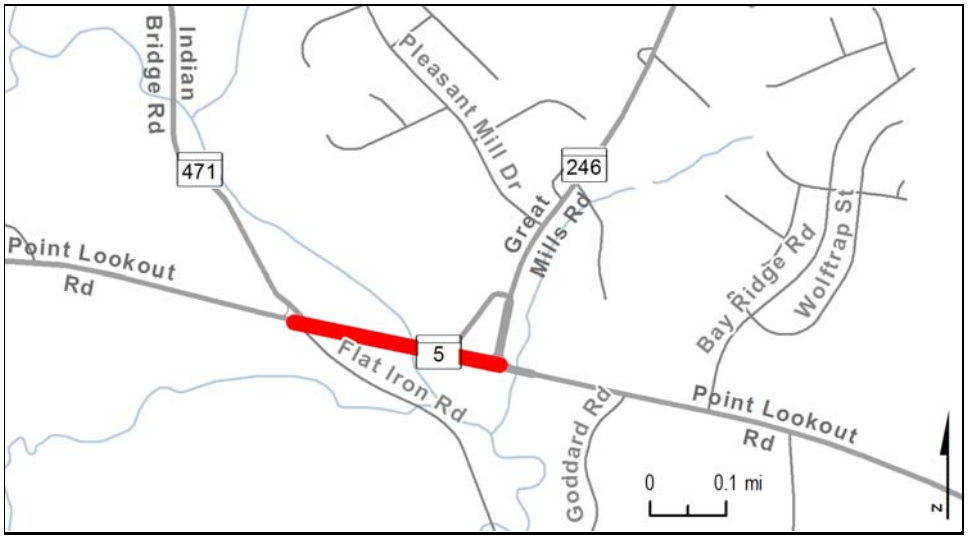
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,200

PROJECTED (2035) - 50,750



PROJECT: MD 5, Point Lookout Road

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	300	249	51	0	0	0	0	0	51	0
Engineering	4,700	0	570	880	920	920	1,410	0	4,700	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	249	621	880	920	920	1,410	0	4,751	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 18,500

PROJECTED (2035) - 25,900

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in St. Mary's County; resurface	7,340	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2		At various locations in St. Mary's County; patching	902	FY 2016
3		At various locations in St. Mary's county; mill and resurface	11,719	FY 2016
4		At various locations in St. Mary's county; resurface	10,409	Under construction
		Safety/Spot Improvement		
5	MD 4	Patuxent Beach Road; MD 235 to Patuxent Boulevard; resurface and widen (Transportation Infrastructure Investment Act of 2013)	3,714	Under construction
6	MD 235	Three Notch Road; Along MD 235 in California, MD; drainage improvement	488	FY 2016
		Intersection Capacity Improvements		
7	MD 234	Budds Creek Road; at MD 242; roundabout	2,977	FY 2017
		Enhancements		
		Pedestrian/Bicycle Facilities		
8		Three Notch Trail Phase VI; 5 mile hiker biker trail	1,789	Underway

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Congressional Earmarks		
9		St. Mary's College MD 5; Re-aligning the intersection of MD 5 and Trinity Church Road; safety improvements and traffic calming on MD 5 to include sidewalks, street lighting, curbs and bicycle lanes and the design of pedestrian pathway parallel to MD 5 across Fishers Creek (Earmark $1.5 million) and (Earmark $500,000; CO)	0	
10		Patuxent River Naval Air Museum and Visitor Center (Earmark $3.4 million ; CO)	0	

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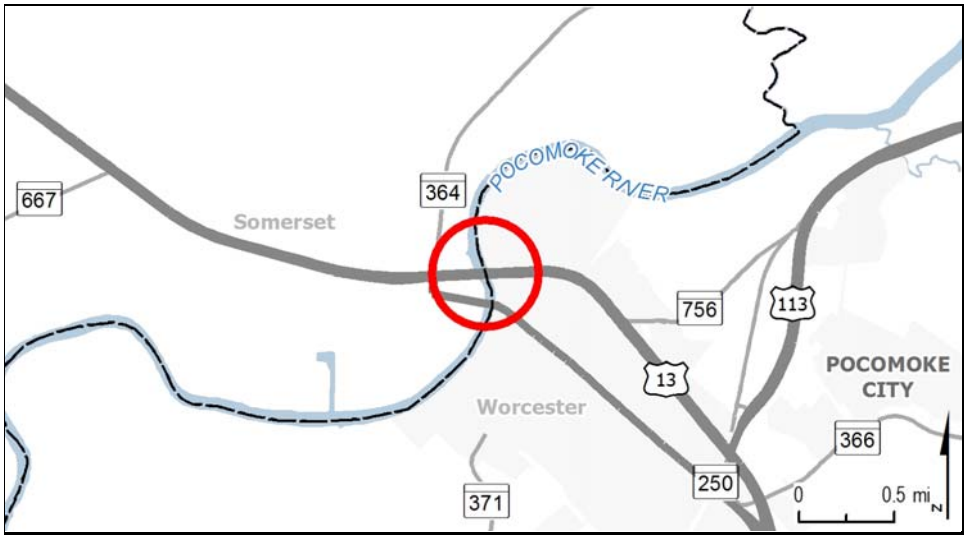
SOMERSET COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601 and 2301602 over Pocomoke River. The project will include shoulders and sidewalks to accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ 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 northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,666	11,275	5,391	0	0	0	0	0	5,391	0
Total	17,176	11,785	5,391	0	0	0	0	0	5,391	0
Federal-Aid	13,626	9,313	4,313	0	0	0	0	0	4,313	0

CLASSIFICATION:

STATE - Other Principal Arterial

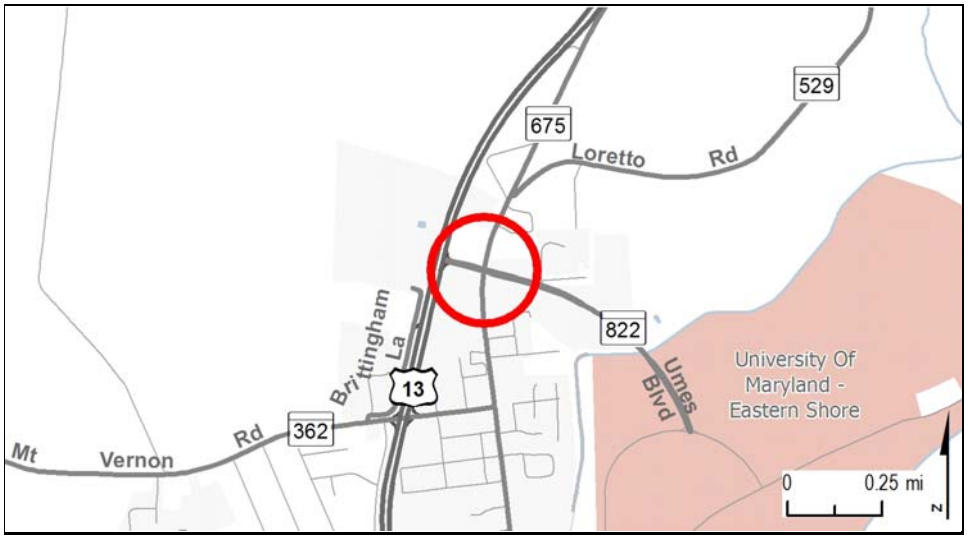
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 14,250

PROJECTED (2035) - 17,100



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

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

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	582	582	0	0	0	0	0	0	0	0
Right-of-way	368	368	0	0	0	0	0	0	0	0
Construction	3,983	3,983	0	0	0	0	0	0	0	0
Total	4,933	4,933	0	0	0	0	0	0	0	0
Federal-Aid	3,343	3,343	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 2,200

PROJECTED (2030) - 3,400

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

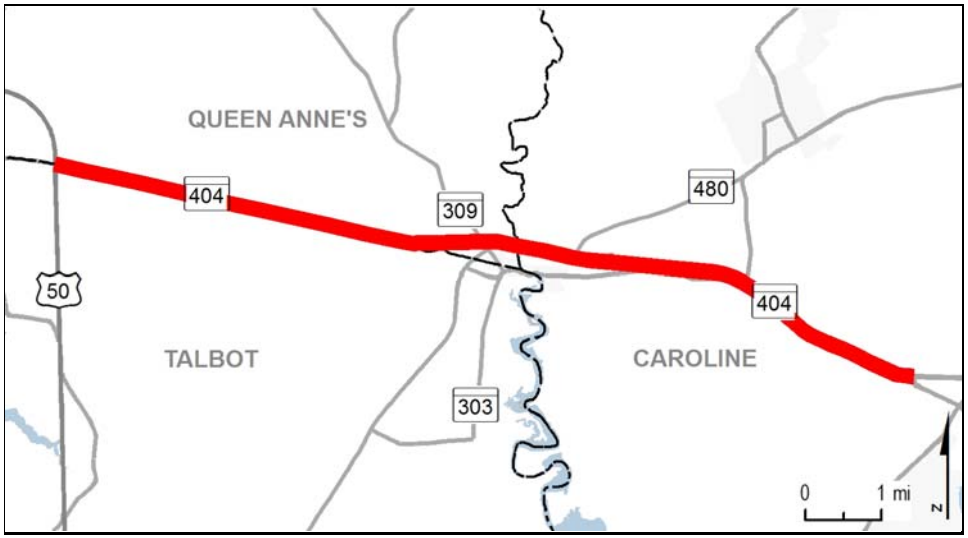
STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
1		At various locations in Somerset county; resurface	6,307	Under construction
		Bridge Replacement/Rehabilitation		
2	US 13	Ocean Highway; Bridge 1900302 over Kings Creek; bridge rehabilitation	1,173	FY 2016

SHA

THE GREAT SEAL OF TALBOT COUNTY
TEMPUS PRAETERITUM ET FUTURUM
MARYLAND

TALBOT COUNTY



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 309 (5.8 miles) and west of Hillsboro Road to Holly Road (3.4 miles). Shoulders will accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

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

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

EXPLANATION: This roadway expansion will improve safety and reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic, helping to support Maryland tourism.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from the Development and Evaluation Program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	14,991	4,946	3,500	3,100	3,445	0	0	0	10,045	0
Right-of-way	22,307	511	20	1,455	4,500	7,612	6,311	1,898	21,796	0
Construction	139,825	0	0	11,865	26,087	32,759	33,877	35,237	139,825	0
Total	177,682	6,016	3,520	16,420	34,032	40,371	40,188	37,135	171,666	0
Federal-Aid	125,422	4,581	1,208	10,911	24,662	28,360	28,218	27,482	120,841	0

CLASSIFICATION:

STATE - Other Principal Arterial

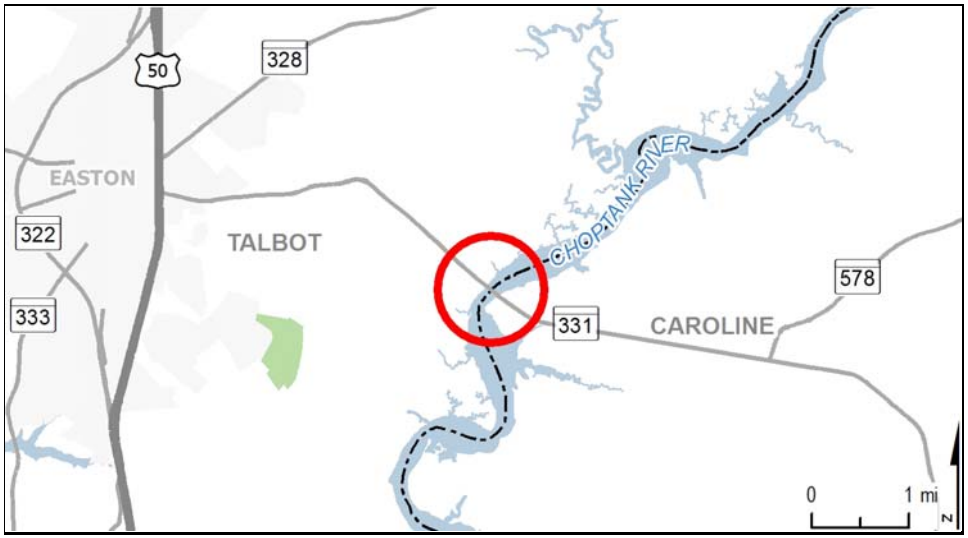
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 21,150
25,350 (Summer)

PROJECTED (2035) - 31,000
36,200 (Summer)



PROJECT: MD 331, Dover Road

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

PURPOSE & NEED SUMMARY STATEMENT: Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The existing drawbridge routinely experiences mechanical difficulties affecting commerce and emergency services in Caroline and Talbot counties. This bridge is functionally obsolete.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ 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 drawbridge on the old span has experienced mechanical difficulties affecting commerce and emergency services. The existing bridge is functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	584	584	0	0	0	0	0	0	0	0
Engineering	1,675	1,675	0	0	0	0	0	0	0	0
Right-of-way	3,823	548	1,452	1,287	536	0	0	0	3,275	0
Construction	55,318	15,909	13,251	13,812	12,346	0	0	0	39,409	0
Total	61,400	18,716	14,703	15,099	12,882	0	0	0	42,684	0
Federal-Aid	46,294	14,303	10,865	11,153	9,973	0	0	0	31,991	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 16,500

PROJECTED (2035) - 22,650

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1	US 50	Ocean Gateway; Schwaninger Road to east of Barber Road; resurface	4,103	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2		At various locations in Talbot county; resurface	5,661	Under construction
		Bridge Replacement/Rehabilitation		
3	MD 404	Queen Anne Highway; Small structure 20043X0 over Branch of Wye River East; miscellaneous	259	FY 2016
		Urban Reconstruction		
4	MD 33	Talbot Street; Yacht Club Road to Pea Neck Road (Funded for preliminary engineering)	2,500	Design Underway
		Enhancements		
		Pedestrian/Bicycle Facilities		
5		Easton Rail Spur Line Project; 12,500' hiker biker trail	827	FY 2017

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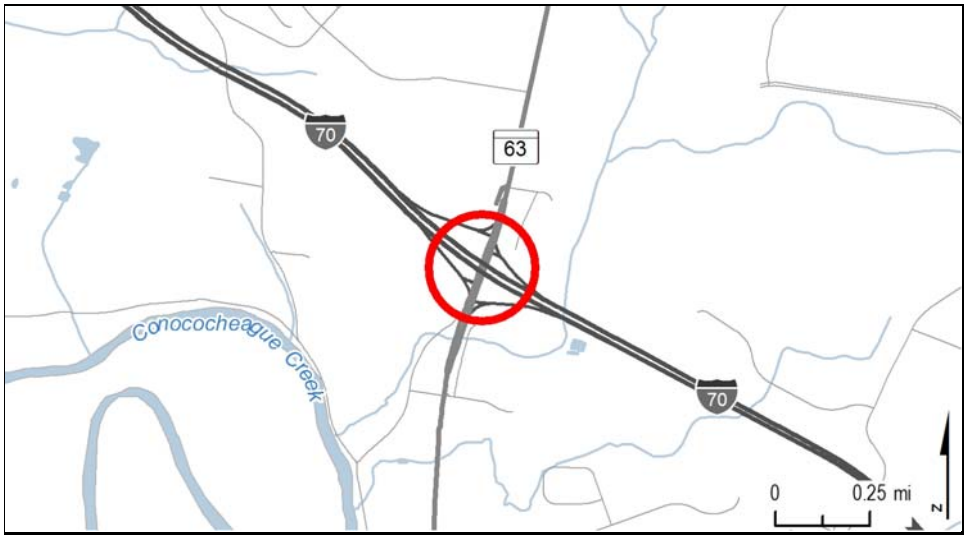
WASHINGTON COUNTY



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replaced dual bridges 2110802 and 2110804 on I-70 over MD 63.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1965, were structurally deficient.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: I-70 provides a critical link through central and western Maryland. These bridges were structurally deficient. Replacing these structures supports critical regional transportation needs.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $2.8 million is due to final cost under budget.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,161	1,161	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,552	15,552	0	0	0	0	0	0	0	0
Total	16,713	16,713	0	0	0	0	0	0	0	0
Federal-Aid	16,346	16,346	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 48,700

PROJECTED (2035) - 69,950

PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Widen to six lanes and reconstruct I-81 between the Potomac River/West Virginia State Line and MD 63/MD 68 (1.1 miles), including widening and rehabilitating dual bridges 21078 over the Potomac River. This project is Phase 1 of a four-phase project to widen and reconstruct I-81 from US 11 in West Virginia to the Pennsylvania State Line. Phase 1 also includes West Virginia-funded widening between US 11 and the Potomac River in West Virginia.

PURPOSE & NEED SUMMARY STATEMENT: Currently a four-lane freeway, I-81 operational poorly due to heavy traffic volume, especially truck traffic. Projected Hagerstown area development will contribute further to congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-81, West Virginia State Line to the Pennsylvania State Line (Line 4)

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

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

EXPLANATION: I-81 provides a critical link through western Maryland. Rehabilitating this structure and widening I-81 supports critical regional transportation needs.

STATUS: Engineering underway. Construction to begin during budget fiscal year. West Virginia funding the additional widening to the Maryland State Line.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $1.0 million is due to reduced inflation.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,770	1,507	3,263	0	0	0	0	0	3,263	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	45,038	0	0	9,833	13,587	12,926	8,692	0	45,038	0
Total	49,808	1,507	3,263	9,833	13,587	12,926	8,692	0	48,301	0
Federal-Aid	3,527	917	2,610	0	0	0	0	0	2,610	0

CLASSIFICATION:

STATE - Principal Arterial

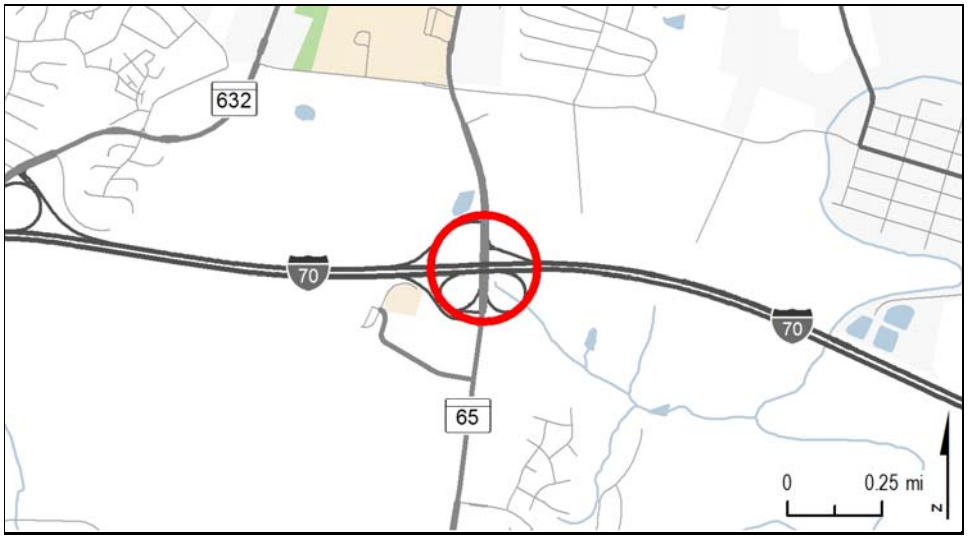
FEDERAL - Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 62,350

PROJECTED (2035) - 91,850



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Study of potential I-70 interchange improvements at MD 65.

JUSTIFICATION: Increasing traffic volumes and projected development will increase congestion if capacity is not increased.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	500	125	250	125	0	0	0	0	375	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	500	125	250	125	0	0	0	0	375	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 64,250

PROJECTED (2035) - 77,150

PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study of I-81 reconstruction from the West Virginia State Line to the Pennsylvania State Line (12.1 miles).

JUSTIFICATION: Currently a four-lane freeway, I-81 operates poorly due to heavy traffic volume, especially truck traffic. Projected Hagerstown area development will contribute further to congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-81, Potomac River/West Virginia State Line and MD 63/MD 68 (Line 2)
I-81, Feasibility Study (Pennsylvania)
I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,514	3,514	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,514	3,514	0	0	0	0	0	0	0	0
Federal-Aid	3,056	3,056	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,200 - 79,500

PROJECTED (2035) - 50,800 - 117,850

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1		Various locations in Washington County; resurface	4,993	Completed
		Bridge Replacement/Rehabilitation		
2	US 40	National Pike; bridge 2113600 over I 70; deck replacement and rehabilitation	2,967	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
3		At various locations in Washington County	5,583	Under construction
4	US 40	Dual Highway; Walnut Street to Crest View Road; resurface	3,101	Under construction
5	I 81 NB	Halfway Boulevard Bridge to Pennsylvania state line; resurface	4,626	Under construction
6	I 70 EB	Eisenhower Memorial Highway; 0.75 mile east of MD 615 to 0.28 mile east of MD 56; resurface	3,399	Under construction
		Bridge Replacement/Rehabilitation		
7		Bridge 2108300 over I-81; bridge deck overlay	2,228	FY 2016
8		At various locations on National Freeway, Eisenhower Memorial Highway and Millstone Road; clean/paint bridges	1,464	Under construction
9	I 70	Eisenhower Memorial Highway; Bridge 2106900, 2109203, 2109204 and 2111400; clean/paint bridges	1,716	FY 2016

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
10	I 70 EB	Eisenhower Memorial Highway; Bridge 2108900 over I-70 Ramp A in I-70/I-68 Interchange; bridge rehabilitation	4,000	FY 2016
		Safety/Spot Improvement		
11	I 70	Eisenhower Memorial Highway; US 40 Alt to 0.5 miles east of Black Rock Road Bridge; guard rail	1,602	FY 2016
12	I 81	Maryland Veterans Memorial Highway; MD 58 to US 40; construct ramp Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,976	FY 2017
13	MD 144	Washington Street; At MD 910C; roundabout	1,651	Under construction
		Urban Reconstruction		
14	MD 845 A	Main Street; South corporate limits of Keedysville to north corporate limits of Keedysville; urban street reconstruct (Funded for preliminary engineering only)	6,900	Design Underway
		Environmental Preservation		
15		IRVM, VEG MGMT along I-70 & I-68 & I-70/US 40, I-70/MD 65, I-70/MD 68 - Phase 1; landscape	950	FY 2017
		Intersection Capacity Improvements		
16	I 81	Maryland Veterans Memorial Highway; I-70 to Halfway Boulevard; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,600	FY 2016
		Truck Weight		
17	I 81	MD/PA state line along entrance ramp PA 163; weigh station	288	FY 2016

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		TMDL Compliance		
18	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to Frederick County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,005	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
19		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2016
		Landscaping/Scenic Beautification/Mitigation		
20		Rehabilitate C&O Canal Interpretive Water Intake	297	FY 2016
		Congressional Earmarks		
21		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark $0.4 million; PE)	0	

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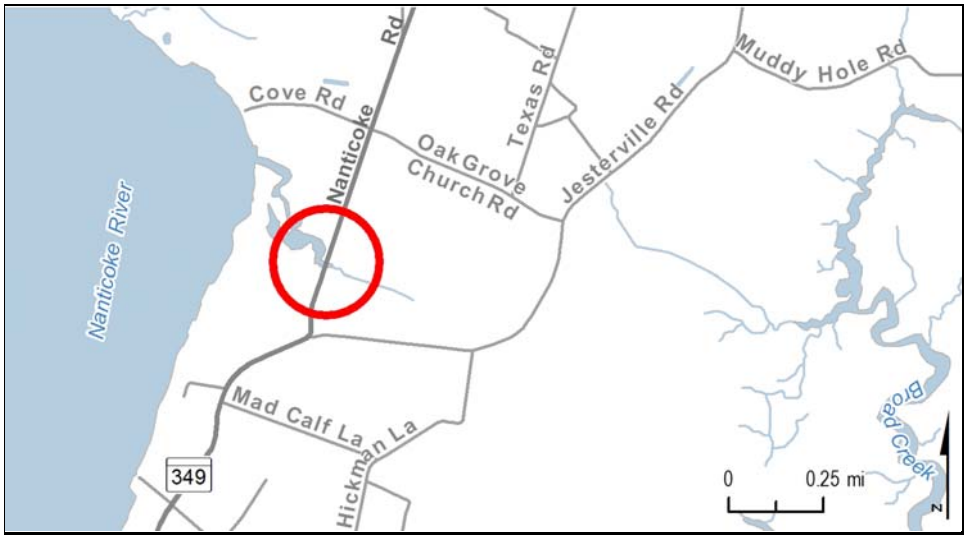
WICOMICO COUNTY, MARYLAND · 1867

WICOMICO COUNTY



PROJECT: MD 349, Nanticoke Road

DESCRIPTION: Replace Bridge 22015 over Windsor Creek. The project will include shoulders and sidewalks to accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ 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 bridge substructure and superstructure requires reconstruction.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,132	300	832	0	0	0	0	0	832	0
Right-of-way	42	12	30	0	0	0	0	0	30	0
Construction	2,120	0	550	1,570	0	0	0	0	2,120	0
Total	3,294	312	1,412	1,570	0	0	0	0	2,982	0
Federal-Aid	897	231	666	0	0	0	0	0	666	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 850

PROJECTED (2035) - 1,150

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Resurface/Rehabilitate		
1	US 50	Ocean Gateway; Old Railroad Road east of Rockawalkin Road; resurface	2,496	Completed
		Safety/Spot Improvement		
2	MD 349	Nanticoke Road; at Crooked Oak Lane; geometric improvements	1,279	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
3		At various locations in Wicomico county; resurface	6,449	Under construction
4		Various locations in Wicomico County; resurface	4,242	Under construction
5	US 50 WB	Ocean Gateway; White Richardson Road to Walston Switch Road; resurface	1,600	FY 2016
		Bridge Replacement/Rehabilitation		
6	MD 54	Delmar Road; Bridge 22029X0 over Mockingbird Creek; miscellaneous	1,716	FY 2016
7	MD 349	Nanticoke Road; Small structure 22078X0 over Dennis Creek; miscellaneous	383	Under construction
		Safety/Spot Improvement		
8		Melson Road; drainage improvement	60	Under construction
9	US 13 BUS	South Fruitland Boulevard; At South Division Street; geometric improvements	2,485	Under construction

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		Safety/Spot Improvement (cont'd)		
10	US 13 BUS	South and North Salisbury Boulevard; north of South Boulevard to US 50 (Phase 6); drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,880	Under construction
11	US 13 BUS	South Salisbury Boulevard; West College Avenue to North of South Boulevard; drainage improvement (Transportation Infrastructure Investment Act of 2013)	3,510	Under construction
12	US 13 BUS	North Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	8,989	Under construction
13	US 50	Ocean Gateway; at Walston Switch Road; geometric improvements (Transportation Infrastructure Investment Act of 2013)	2,274	Under construction
		Intersection Capacity Improvements		
14	US 13 BUS	South Fruitland Boulevard; Dogwood Drive to West College Avenue; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,425	FY 2016
		Enhancements		
		Pedestrian/Bicycle Facilities		
15		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2017

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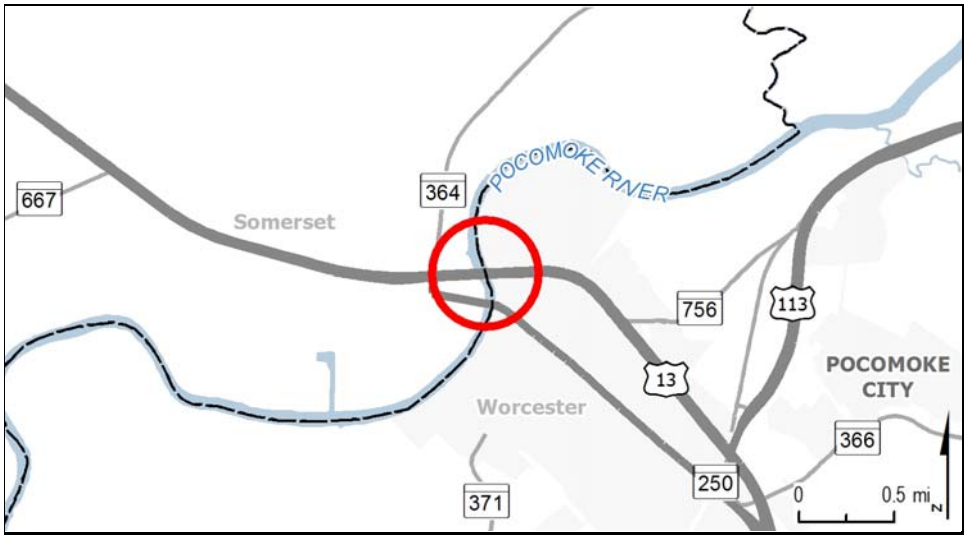
WORCESTER COUNTY

WORCESTER COUNTY



PROJECT: US 13, Ocean Highway

DESCRIPTION: Rehabilitation of Bridges 2301601 and 2301602 over Pocomoke River. The project will include shoulders and sidewalks to accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations of the bridge. The project will also repair structural deficiencies within the substructure and superstructure.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ 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 northbound and southbound bridge decks have reached the end of their structural life and are in need of repairs. As the primary route over the Pocomoke River, replacing decks will help provide for the secure transportation of assets and operations for the safe movement of goods and people.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	510	510	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,666	11,275	5,391	0	0	0	0	0	5,391	0
Total	17,176	11,785	5,391	0	0	0	0	0	5,391	0
Federal-Aid	13,626	9,313	4,313	0	0	0	0	0	4,313	0

CLASSIFICATION:

STATE - Other Principal Arterial

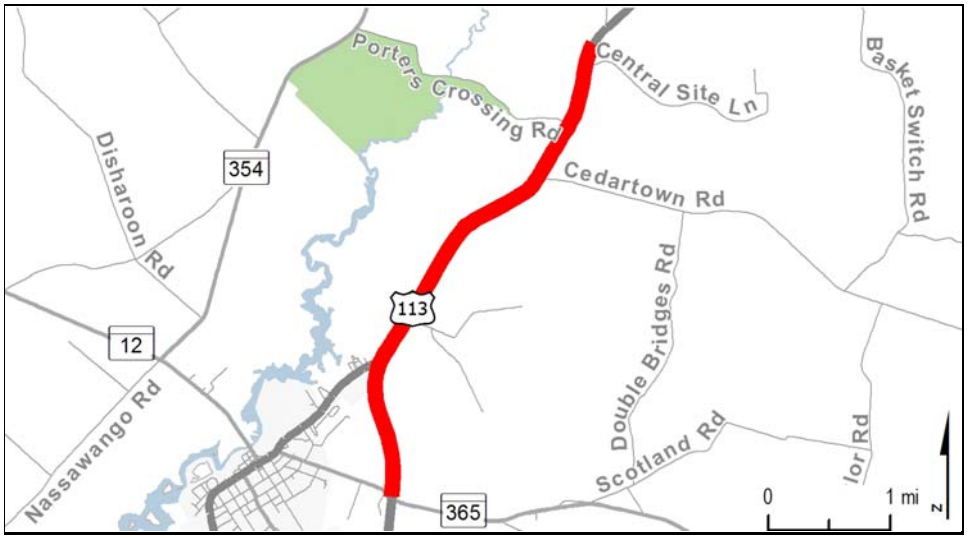
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 14,250

PROJECTED (2035) - 17,100



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, including access controls from north of MD 365, Public Landing Road, to Five Mile Branch (4.3 miles). Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations and freight movement.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Massy Branch to Five Mile Branch (Phase 3) (Worcester Line 3)

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

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

EXPLANATION: This project will decrease travel time and delay for local and seasonal traffic and improve safety.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Moved from Development and Evaluation program to the Construction Program. Funding provided by the Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,340	4,627	713	0	0	0	0	0	713	0
Right-of-way	15,524	0	510	4,000	4,000	4,000	890	2,124	15,524	0
Construction	67,745	0	0	9,574	13,695	15,216	15,315	13,945	67,745	0
Total	88,609	4,627	1,223	13,574	17,695	19,216	16,205	16,069	83,982	0
Federal-Aid	13,940	2,297	383	3,000	3,000	3,000	668	1,592	11,643	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,250 - 13,000 9,400 - 13,100 (Summer)

PROJECTED (2035) - 8,900 - 20,850 11,950 - 27,350 (Summer)

PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway, Massey Branch to Five Mile Branch (Phase 3) (4.6 miles). Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The US 113 corridor is experiencing deterioration in safety and operations due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety, operations and freight movement.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Public Landing Rd. to Five Mile Branch (Phase 4) (Line 2)

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 decrease travel time and delay for local and seasonal traffic and improve safety.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of $8.0 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,166	3,166	0	0	0	0	0	0	0	0
Right-of-way	14,685	3,499	4,484	4,631	2,071	0	0	0	11,186	0
Construction	37,218	3,380	16,906	16,932	0	0	0	0	33,838	0
Total	55,069	10,045	21,390	21,563	2,071	0	0	0	45,024	0
Federal-Aid	36,225	5,502	14,853	14,874	996	0	0	0	30,723	0

CLASSIFICATION:

STATE - Intermediate Arterial

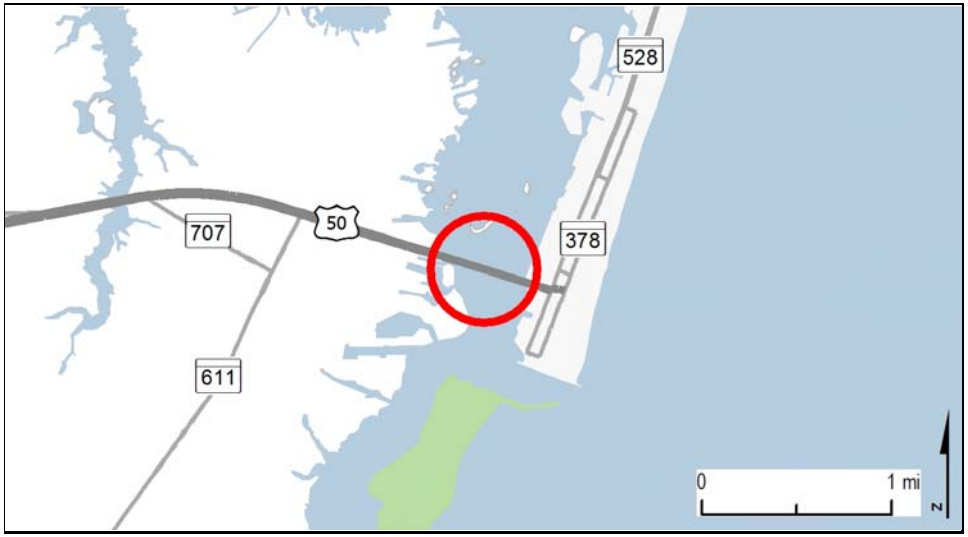
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,250 -13,000
9,400 - 13,100 (Summer)

PROJECTED (2035) - 8,900 -20,850
11,950 - 27,350 (Summer)



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders or wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 67 year old drawspan is estimated to have 15 to 20 years of life span left. This high traffic volume arterial has experienced mechanical problems with the drawbridge during peak seasonal traffic. This project would improve the highway's safety and operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,906	2,906	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,906	2,906	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

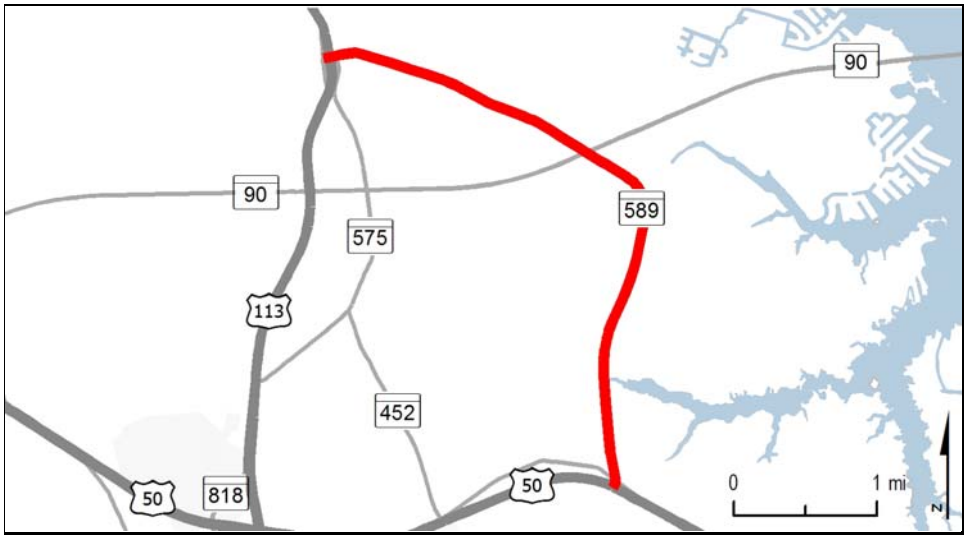
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 17,750
50,800 (Summer)

PROJECTED (2035) - 21,950
65,650 (Summer)



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study for potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles). Bicycles and pedestrians will be accommodated by a shared-use path and sidewalks.

JUSTIFICATION: This project will relieve traffic congestion and improve traffic safety along MD 589 and at the US 50 intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility study complete.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY ....2018....	....2019....	....2020....	....2021....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,417	1,417	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	1,417	1,417	0	0	0	0	0	0	0	0
Federal-Aid	246	246	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 (2015) - 21,600
28,150 (Summer)

PROJECTED (2035) - 28,800
48,950 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Year 2015 Completions		
		Safety/Spot Improvement		
1	US 113	Worcester Highway; at MD 12 and MD 365; geometric improvements	4,292	Completed
		Fiscal Years 2016 and 2017		
		Resurface/Rehabilitate		
2		At various locations in Worcester County; mill and resurface	12,111	FY 2016
3		At various locations in Worcester county; resurface	6,537	Under construction
4		Various locations in Worcester County; resurface	4,242	Under construction
5	MD 528	Coastal Highway; Delaware state line to 62nd Street; resurface	4,000	FY 2016
		Bridge Replacement/Rehabilitation		
6	MD 90	Ocean City Expressway; Bridge 2302000 over St. Martins River and Bridge 2302100 over Assawoman Bay; bridge rehabilitation	1,144	FY 2016
		Safety/Spot Improvement		
7	US 13 BU	Salisbury Boulevard; at Firehouse Wetland site along US 113, north of Church Branch; landscape	186	FY 2016
		Urban Reconstruction		
8	MD 528	Coastal Highway; from 62nd Street/MD 90 (Ocean City Expressway) to Convention Center Drive; streetscape (Funded for preliminary engineering)	2,823	Design Underway

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of August 1, 2015
		Fiscal Years 2016 and 2017 (cont'd)		
		C.H.A.R.T. Projects		
9		US 50 and MD 90 - CHART DMS deployment; miscellaneous	764	FY 2017