Primary Construction Program

State Highway Administration -- Frederick County -- Line 1

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

Associated Improvements:
- I-70/US 15, Multimodal Corridor Study (Line 10)

State Goals:
- Maryland Transportation Plan (MTP) Goals/Selection Criteria:
  - Quality of Service
  - System Preservation
  - Safety & Security
  - Economic Prosperity
  - Environmental Stewardship
  - Community Vitality

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.

Significant Change from FY 2015 - 20 CTP:
The cost decrease of $11.5 million is due to a favorable bid price.

Potential Funding Source:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Special</th>
<th>Federal</th>
<th>General</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Estimated Cost ($000)</td>
<td>EXPEND THRU 2015</td>
<td>CURRENT YEAR 2016</td>
</tr>
<tr>
<td>Planning</td>
<td>682</td>
<td>682</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering</td>
<td>4,678</td>
<td>4,417</td>
<td>261</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>19,266</td>
<td>13,146</td>
<td>2,868</td>
<td>2,425</td>
</tr>
<tr>
<td>Construction</td>
<td>34,683</td>
<td>163</td>
<td>8,856</td>
<td>12,307</td>
</tr>
<tr>
<td>Total</td>
<td>59,309</td>
<td>18,408</td>
<td>11,985</td>
<td>14,732</td>
</tr>
<tr>
<td>Federal Aid</td>
<td>15,592</td>
<td>11,625</td>
<td>1,369</td>
<td>1,937</td>
</tr>
</tbody>
</table>

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

Project Cash Flow:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Special</th>
<th>Federal</th>
<th>General</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>SIX YEAR TOTAL</td>
<td>EXPEND THRU 2015</td>
<td>CURRENT YEAR 2016</td>
<td>BUDGET YEAR 2017</td>
</tr>
<tr>
<td>Planning</td>
<td>682</td>
<td>682</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering</td>
<td>4,678</td>
<td>4,417</td>
<td>261</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>19,266</td>
<td>13,146</td>
<td>2,868</td>
<td>2,425</td>
</tr>
<tr>
<td>Construction</td>
<td>34,683</td>
<td>163</td>
<td>8,856</td>
<td>12,307</td>
</tr>
<tr>
<td>Total</td>
<td>59,309</td>
<td>18,408</td>
<td>11,985</td>
<td>14,732</td>
</tr>
<tr>
<td>Federal Aid</td>
<td>15,592</td>
<td>11,625</td>
<td>1,369</td>
<td>1,937</td>
</tr>
</tbody>
</table>

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 Inside PFA

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

STATES 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.

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

CLASSIFICATION:
- STATE - Principal Arterial
- FEDERAL - Urban Freeway/Expressway

STATE SYSTEM:
- Annual Average Daily Traffic (vehicles per day)
  - CURRENT (2015) - 24,500
  - PROJECTED (2035) - 30,000

PROJECT CASH FLOW:

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

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

STIP REFERENCE #FR1301 08/01/2015
MD 75, Green Valley Road

Replace Bridge 10172 over Haines Branch.

The existing structure, built in 1932, is functionally obsolete.

The existing structure is functionally obsolete.

Construction underway.

None.

Classified as Major Collector

1300

1750

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 1300

PROJECTED (2035) - 1750

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

STIP REFERENCE #FR6471  08/01/2015

PAGE SHA-F-3
**SECONDARY CONSTRUCTION PROGRAM**

**STATE GOALS:**
- Maryland Transportation Plan (MTP)
  - Safety & Security
  - System Preservation
  - Quality of Service
  - 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.

**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
- Project Inside PFA
- Grandfathered
- Project Outside PFA
- Exception Will Be Required
- PFA Status Yet To Be Determined
- Exception Granted

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

**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).

**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

---

**POTENTIAL FUNDING SOURCE:**

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL ESTIMATED COST ($000)</th>
<th>EXPEND THRU 2015</th>
<th>CURRENT YEAR 2016</th>
<th>BUDGET YEAR 2017</th>
<th>FOR PLANNING PURPOSES ONLY 2017</th>
<th>SIX YEAR TOTAL</th>
<th>BALANCE TO COMPLETE 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering</td>
<td>6,072</td>
<td>4,944</td>
<td>678</td>
<td>450</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>11,685</td>
<td>2,001</td>
<td>2,000</td>
<td>3,600</td>
<td>2,400</td>
<td>1,684</td>
<td>9,684</td>
</tr>
<tr>
<td>Construction</td>
<td>96,919</td>
<td>0</td>
<td>0</td>
<td>6,501</td>
<td>18,635</td>
<td>25,845</td>
<td>19,951</td>
</tr>
<tr>
<td>Total</td>
<td>114,767</td>
<td>6,945</td>
<td>2,678</td>
<td>10,551</td>
<td>21,035</td>
<td>27,529</td>
<td>25,987</td>
</tr>
<tr>
<td>Federal-Aid</td>
<td>2,217</td>
<td>1,337</td>
<td>529</td>
<td>351</td>
<td>0</td>
<td>880</td>
<td>0</td>
</tr>
</tbody>
</table>

---

**PROJECT CASH FLOW:**

<table>
<thead>
<tr>
<th>PHASE</th>
<th>EXPEND</th>
<th>CURRENT</th>
<th>BUDGET</th>
<th>FOR PLANNING PURPOSES</th>
<th>SIX YEAR TOTAL</th>
<th>BALANCE TO COMPLETE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering</td>
<td>6,072</td>
<td>4,944</td>
<td>678</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>11,685</td>
<td>2,001</td>
<td>2,000</td>
<td>3,600</td>
<td>2,400</td>
<td>0</td>
</tr>
<tr>
<td>Construction</td>
<td>96,919</td>
<td>0</td>
<td>0</td>
<td>6,501</td>
<td>18,635</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>114,767</td>
<td>6,945</td>
<td>2,678</td>
<td>10,551</td>
<td>21,035</td>
<td>0</td>
</tr>
<tr>
<td>Federal-Aid</td>
<td>2,217</td>
<td>1,337</td>
<td>529</td>
<td>351</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
SECONDARY CONSTRUCTION PROGRAM

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.

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

ASSOCIATED IMPROVEMENTS:

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:

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

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

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:
- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** 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:**

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL ESTIMATED</th>
<th>EXPEND THRU 2015</th>
<th>CURRENT YEAR 2016</th>
<th>BUDGET YEAR 2017</th>
<th>FOR PLANNING PURPOSES ONLY …2018… …2019… …2020… …2021…</th>
<th>SIX YEAR TOTAL</th>
<th>BALANCE TO COMPLETE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering</td>
<td>2,352</td>
<td>1,051</td>
<td>1,301</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Construction</td>
<td>4,500</td>
<td>0</td>
<td>0</td>
<td>1,195</td>
<td>1,825</td>
<td>1,480</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>6,852</td>
<td>1,051</td>
<td>1,301</td>
<td>1,195</td>
<td>1,825</td>
<td>1,480</td>
<td>0</td>
</tr>
<tr>
<td>Federal-Aid</td>
<td>1,863</td>
<td>825</td>
<td>1,038</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**CLASSIFICATION:**
- **STATE:** Major Collector
- **FEDERAL:** Urban Minor Arterial
- **STATE SYSTEM:** Secondary

**STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 6**

**FEDERAL**

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL ESTIMATED</th>
<th>EXPEND THRU 2015</th>
<th>CURRENT YEAR 2016</th>
<th>BUDGET YEAR 2017</th>
<th>FOR PLANNING PURPOSES ONLY …2018… …2019… …2020… …2021…</th>
<th>SIX YEAR TOTAL</th>
<th>BALANCE TO COMPLETE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering</td>
<td>2,352</td>
<td>1,051</td>
<td>1,301</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Construction</td>
<td>4,500</td>
<td>0</td>
<td>0</td>
<td>1,195</td>
<td>1,825</td>
<td>1,480</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>6,852</td>
<td>1,051</td>
<td>1,301</td>
<td>1,195</td>
<td>1,825</td>
<td>1,480</td>
<td>0</td>
</tr>
<tr>
<td>Federal-Aid</td>
<td>1,863</td>
<td>825</td>
<td>1,038</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**PROJECT CASH FLOW**

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL ESTIMATED</th>
<th>EXPEND THRU 2015</th>
<th>CURRENT YEAR 2016</th>
<th>BUDGET YEAR 2017</th>
<th>FOR PLANNING PURPOSES ONLY …2018… …2019… …2020… …2021…</th>
<th>SIX YEAR TOTAL</th>
<th>BALANCE TO COMPLETE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering</td>
<td>2,352</td>
<td>1,051</td>
<td>1,301</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Construction</td>
<td>4,500</td>
<td>0</td>
<td>0</td>
<td>1,195</td>
<td>1,825</td>
<td>1,480</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>6,852</td>
<td>1,051</td>
<td>1,301</td>
<td>1,195</td>
<td>1,825</td>
<td>1,480</td>
<td>0</td>
</tr>
<tr>
<td>Federal-Aid</td>
<td>1,863</td>
<td>825</td>
<td>1,038</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
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 Inside PFA

ASSOCIATED IMPROVEMENTS:

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.

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.

POTENTIAL FUNDING SOURCE:

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

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
- Project Inside PFA
- Project Outside PFA
- Grandfathered
- PFA Status Yet To Be Determined
- Exception Will Be Required
- Exception Granted
- Not Subject to PFA Law

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.
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

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

STIP REFERENCE #FR5801 08/01/2015
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 10

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
- Project Inside PFA
- Project Outside PFA
- Grandfathered
- Exception Will Be Required
- Exception Granted
- Not Subject to PFA Law

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.

STIP REFERENCE #FR1921 08/01/2015 The estimated cost is for the entire project in Frederick and Montgomery counties.

POTENTIAL FUNDING SOURCE:

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL COST</th>
<th>EXPEND BUDGET</th>
<th>CURRENT FOR PLANNING PURPOSES ONLY</th>
<th>SIX YEAR BALANCE TO COMPLETE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>($000)</td>
<td>YEAR 2015</td>
<td>YEAR 2016</td>
<td>TOTAL</td>
</tr>
<tr>
<td>Planning</td>
<td>17,429</td>
<td>17,429</td>
<td>0 0 0 0 0 0 0 0 0 0</td>
<td>0</td>
</tr>
<tr>
<td>Engineering</td>
<td>0</td>
<td>0</td>
<td>0 0 0 0 0 0 0 0 0 0</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
<td>1,107</td>
<td>1,107</td>
<td>0 0 0 0 0 0 0 0 0 0</td>
<td>0</td>
</tr>
<tr>
<td>Construction</td>
<td>0</td>
<td>0</td>
<td>0 0 0 0 0 0 0 0 0 0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>18,536</td>
<td>18,536</td>
<td>0 0 0 0 0 0 0 0 0 0</td>
<td>0</td>
</tr>
<tr>
<td>Federal-Aid</td>
<td>14,398</td>
<td>14,398</td>
<td>0 0 0 0 0 0 0 0 0 0</td>
<td>0</td>
</tr>
</tbody>
</table>

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


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

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.

STIP REFERENCE #FRNEW2 08/01/2015
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM

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
- Project Inside PFA
- Grandfathered
- Exception Will Be Required
- PFA Status Yet To Be Determined
- Exception Granted
- Not Subject to PFA Law

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).

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

STIP REFERENCE #FR3881   08/01/2015
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM

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 351 corridor 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

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

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 13

STATE - Minor Collector
FEDERAL - Urban Collector
STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
CURRENT (2015) - 28,900
PROJECTED (2035) - 62,200

PROJECT CASH FLOW

PHASE | TOTAL ESTIMATED COST ($000) | EXPEND THRU 2015 | CURRENT YEAR BUDGET 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:

POTENTIAL FUNDING SOURCE:

X SPECIAL | X FEDERAL | □ GENERAL | X OTHER

PHASE | TOTAL | EXPEND | CURRENT | BUDGET | FOR PLANNING | 6 YEAR | TO COMPLETE
----- | ------ | ------- | -------- | ------ | ------------ | ------ | -----------------
## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14

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

Funding provided by the Governor’s Investment in Highways and Bridges Initiative.
<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>US 15 NB</td>
<td>Frederick Freeway; Motter Avenue to MD 26; geometric improvements</td>
<td>2,734</td>
<td>Under construction</td>
</tr>
<tr>
<td>12</td>
<td>US 15 BU</td>
<td>Seton Avenue; in Emmitsburg - at MD 140 (Funded for preliminary engineering)</td>
<td>300</td>
<td>Design Underway</td>
</tr>
<tr>
<td>13</td>
<td>US 40 ALT</td>
<td>Old National Pike; 200 ft west of Ivy Hill Drive to 400 ft east of Middletown Parkway; urban reconstruct (Funded for preliminary engineering)</td>
<td>2,200</td>
<td>Design Underway</td>
</tr>
<tr>
<td>14</td>
<td>MD 144 FB</td>
<td>Main Street; through Town of New Market to Bye Alley; urban reconstruct (Transportation Infrastructure Investment Act of 2013)</td>
<td>8,040</td>
<td>Under construction</td>
</tr>
<tr>
<td>15</td>
<td>MD 180</td>
<td>Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Funded for preliminary engineering)</td>
<td>2,473</td>
<td>Design Underway</td>
</tr>
<tr>
<td>16</td>
<td>US 40</td>
<td>West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements</td>
<td>1,707</td>
<td>FY 2016</td>
</tr>
<tr>
<td>17</td>
<td>MD 180</td>
<td>Jefferson Pike; Structure 10149 to Crestwood Boulevard; widen and resurface (funded by third party)</td>
<td>0</td>
<td>FY 2016</td>
</tr>
<tr>
<td>18</td>
<td></td>
<td>Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions</td>
<td>979</td>
<td>Underway</td>
</tr>
</tbody>
</table>

---

**Fiscal Years 2016 and 2017 (cont'd)**

**Safety/Spot Improvement**

**Urban Reconstruction**

**Intersection Capacity Improvements**

**Enhancements**

**Acquisition of Scenic Easements and Scenic/Historic Sites**
### STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td><strong>Fiscal Years 2016 and 2017 (cont'd)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Enhancements (cont'd)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Pedestrian/Bicycle Facilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td></td>
<td>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</td>
<td>5,959</td>
<td>Under construction</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail</td>
<td>360</td>
<td>FY 2017</td>
</tr>
</tbody>
</table>