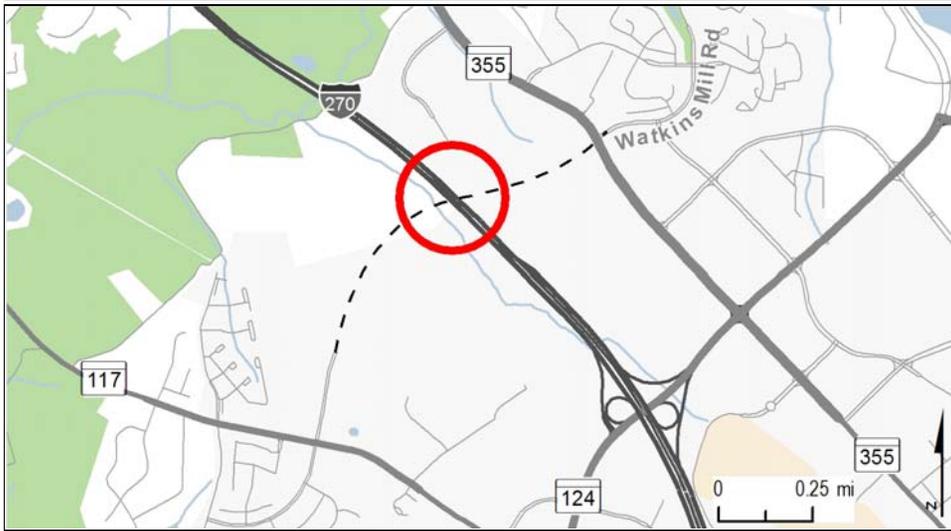




MONTGOMERY COUNTY



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
 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, Planning Study (Line14)

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

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

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

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year. Montgomery County is contributing \$4.9 million towards Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

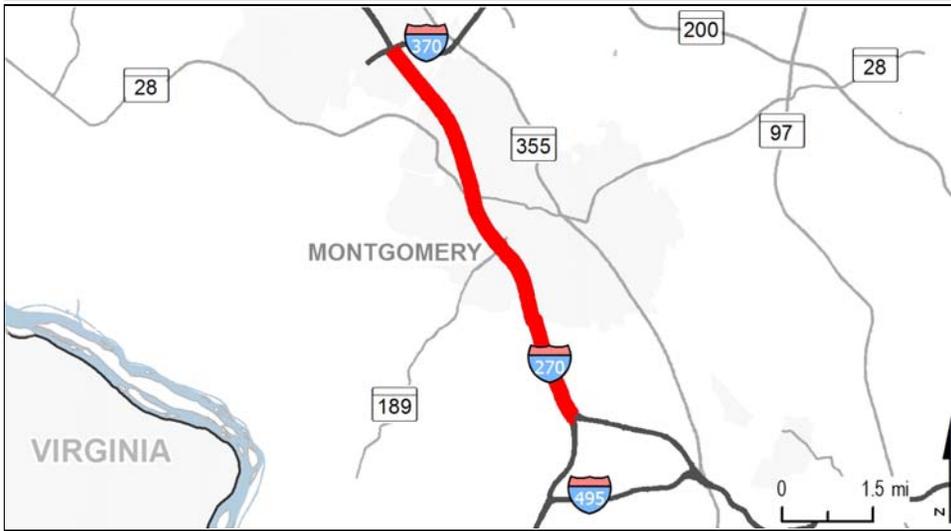
FEDERAL - Urban Interstate

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: 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 Governor's Investment in Highways and Bridges Initiative.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018....	.....2019....	.....2020....	.....2021....		
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

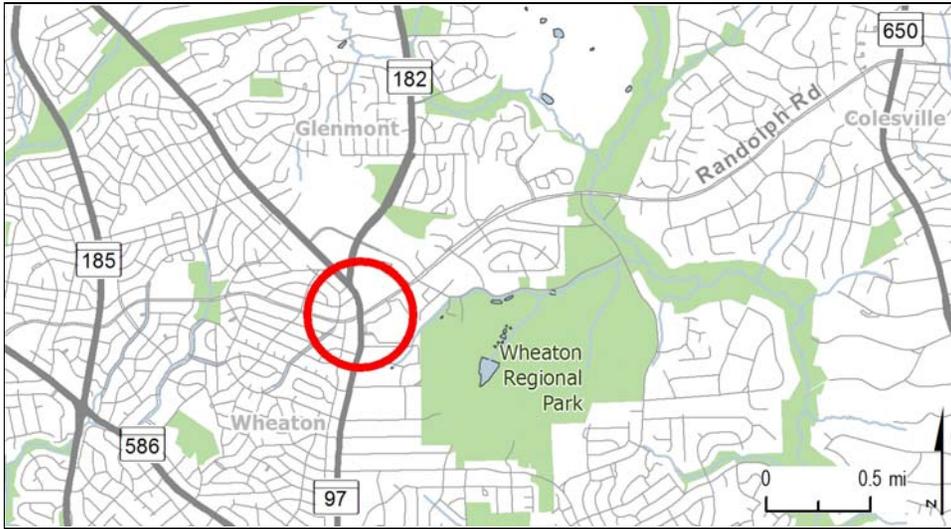
FEDERAL - Urban Interstate

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This 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:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

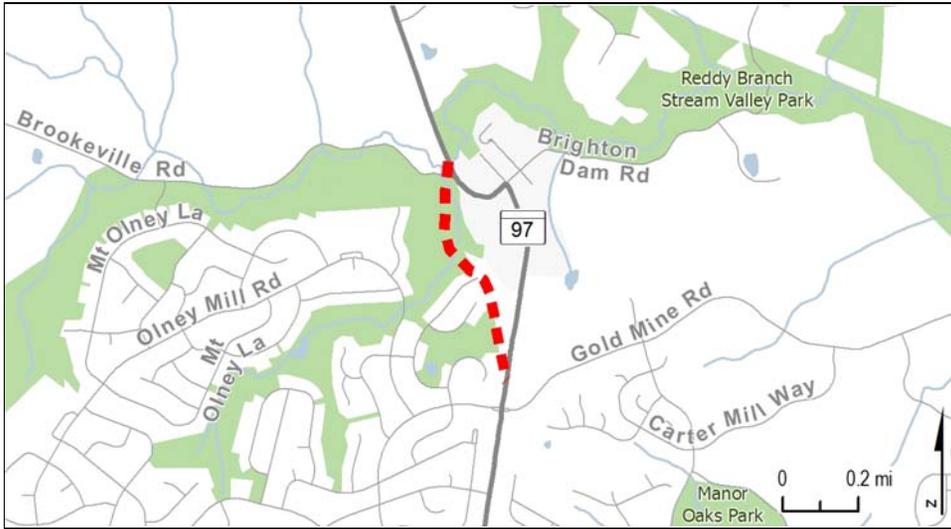
FEDERAL - Other Principal Arterial

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

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: Engineering and Right-of-Way underway. 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.

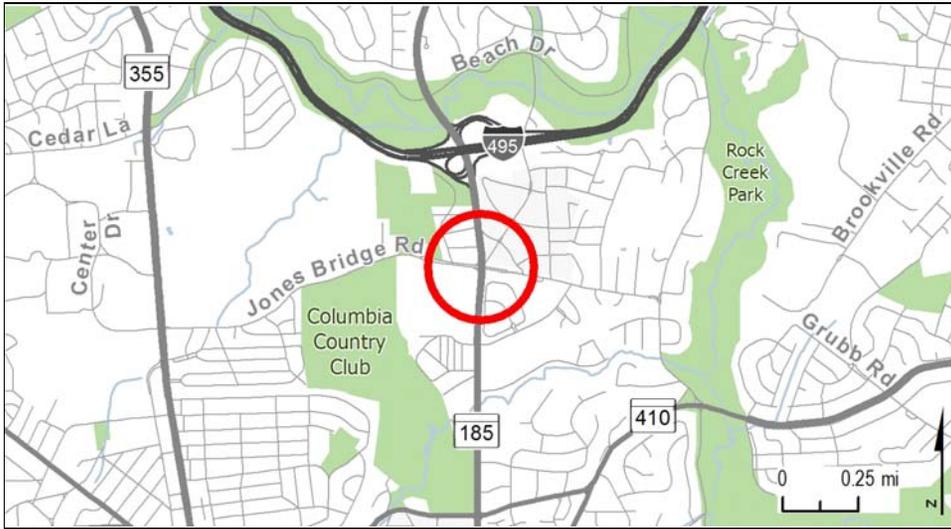
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

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

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

ASSOCIATED IMPROVEMENTS:

- MD 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)

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:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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:

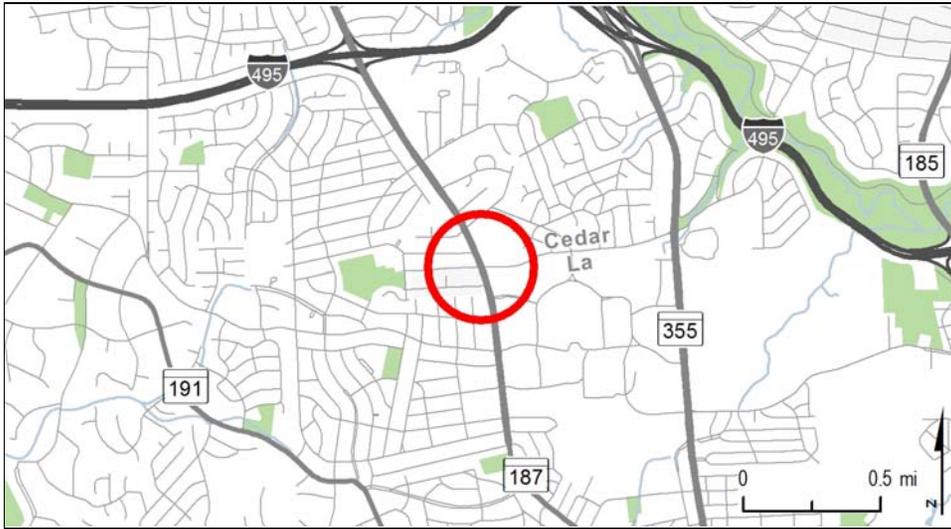
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

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

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

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (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)

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:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-95/I-495, Capital Beltway Study (Line 13)

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	763	763	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	9,847	7,457	2,390	0	0	0	0	0	2,390	0	0
Total	10,610	8,220	2,390	0	0	0	0	0	2,390	0	0
Federal-Aid	10,231	7,862	2,369	0	0	0	0	0	2,369	0	0

CLASSIFICATION:

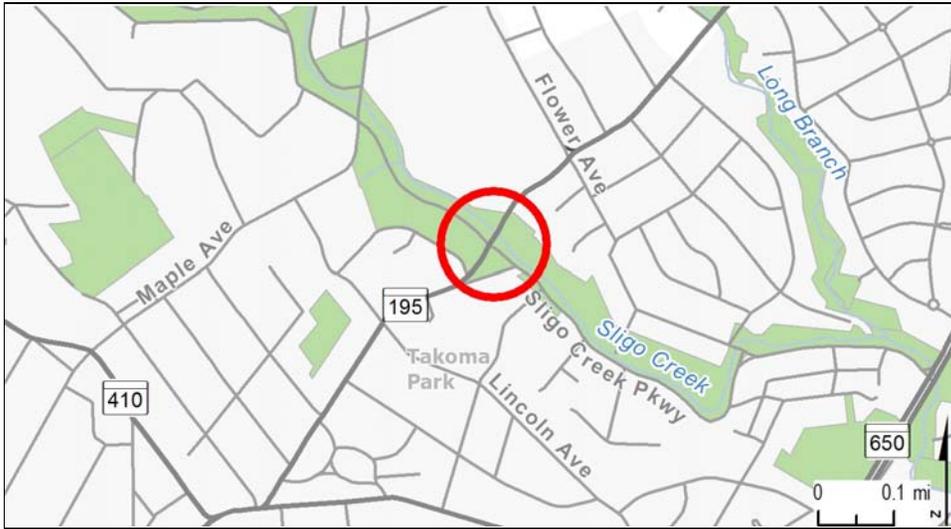
STATE - Intermediate
 FEDERAL - Other Principal Arterial

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

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

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

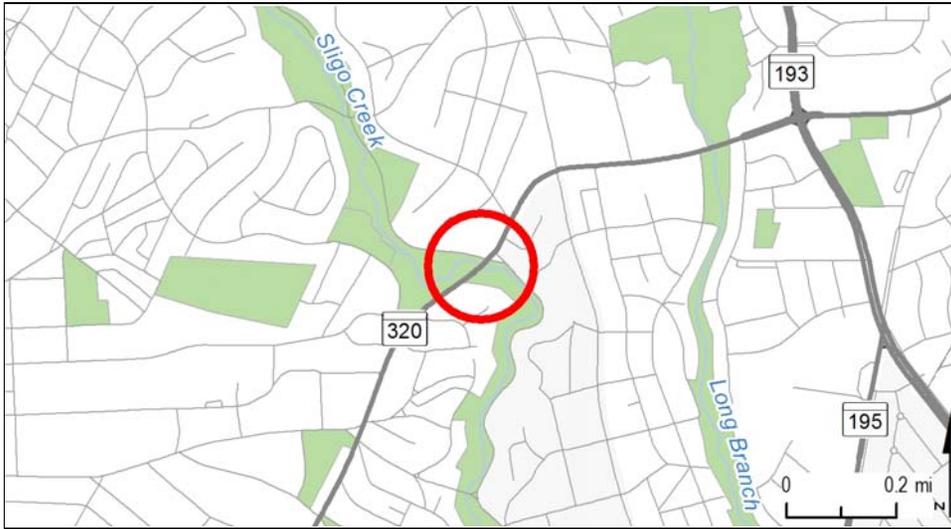
FEDERAL - Urban Minor Arterial

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

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

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (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)

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.

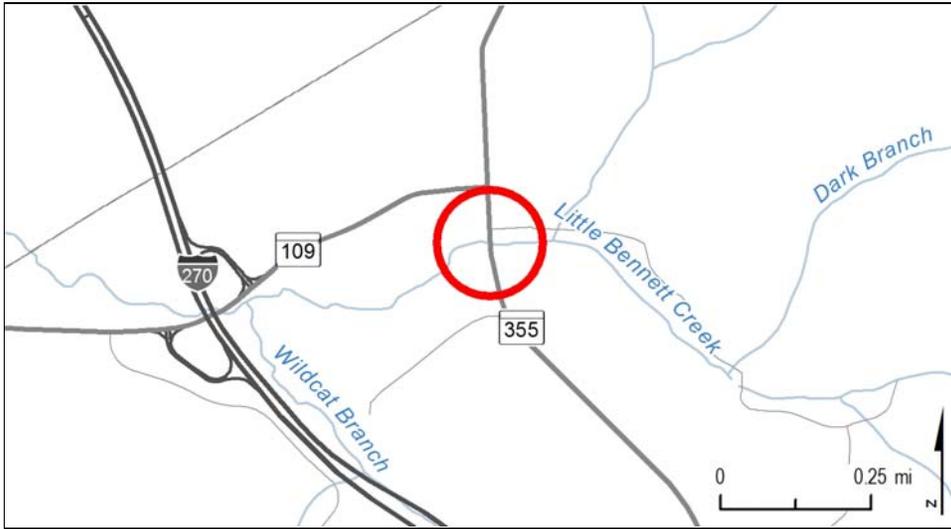
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,140	326	814	0	0	0	0	0	0	814
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	0	4,000
Total	5,140	326	814	1,420	2,580	0	0	0	0	4,814
Federal-Aid	253	251	2	0	0	0	0	0	0	2

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

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

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

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.

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.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

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

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

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (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)

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.

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.

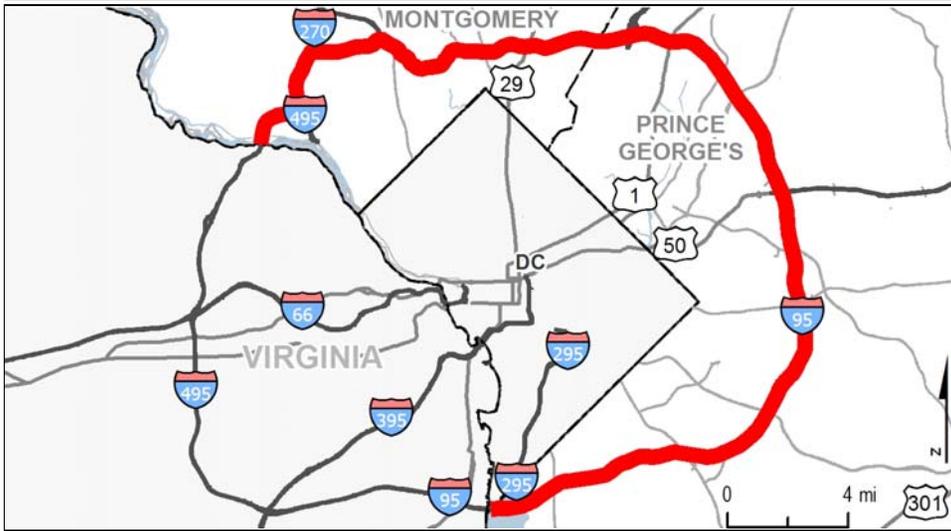
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018....	.....2019....	.....2020....	.....2021....		
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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

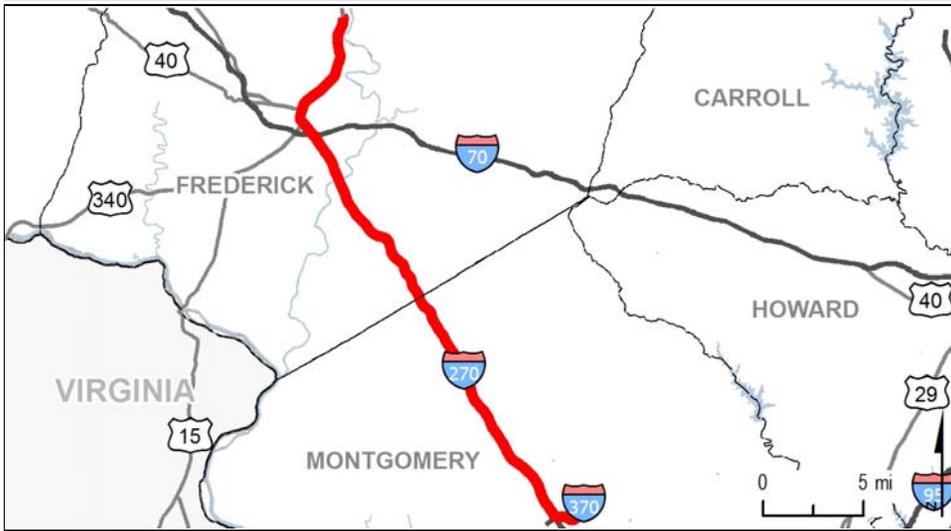
FEDERAL - Urban Interstate

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

ASSOCIATED IMPROVEMENTS:

- I-270/Watkins Mill Road Extended Interchange (Line 1)
- 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.

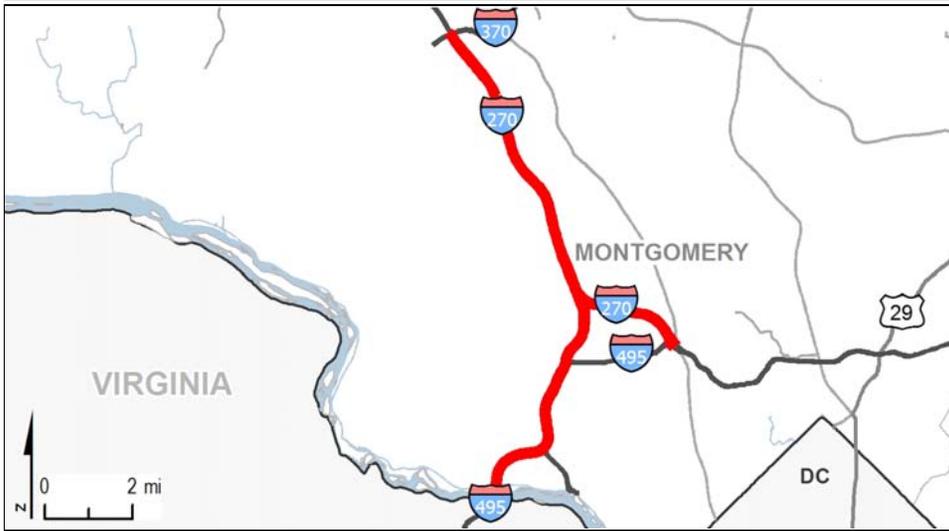
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 I-95/I-495, Capital Beltway (Line 13)

STATUS: Planning will begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY						
					....2018....	....2019....	....2020....	....2021....		
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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

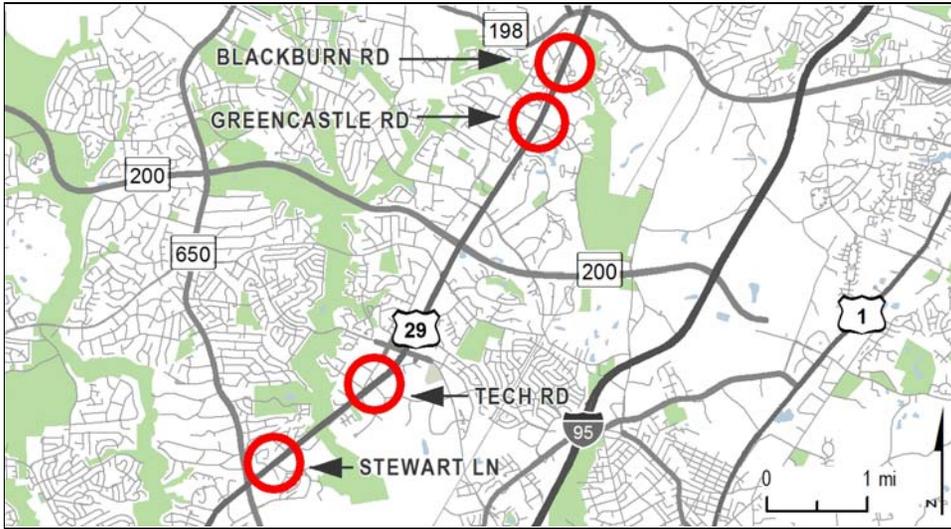
ASSOCIATED IMPROVEMENTS:
 US 29, Interchanges (Line 17)
 US 29, Bus Rapid Transit Study (Line 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018....	.....2019....	.....2020....	.....2021....		
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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
Planning	2,448	2,448	0	0	0	0	0	0	0	0	0
Engineering	4,276	4,276	0	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,269	7,269	0	0	0	0	0	0	0	0	0
Federal-Aid	2,262	2,262	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) - 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

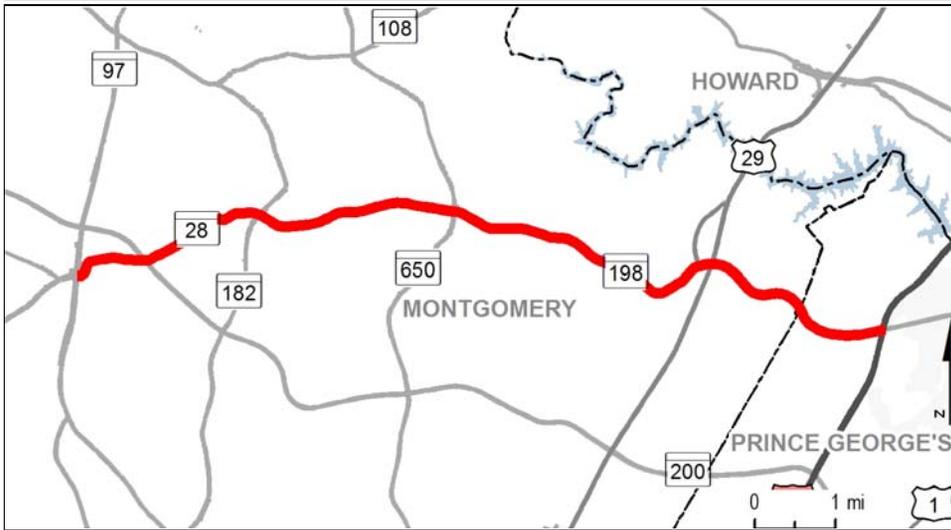
FEDERAL - Other Principal Arterial

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

ASSOCIATED IMPROVEMENTS:
 MD 97/MD 28, Interchange (Line 20)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

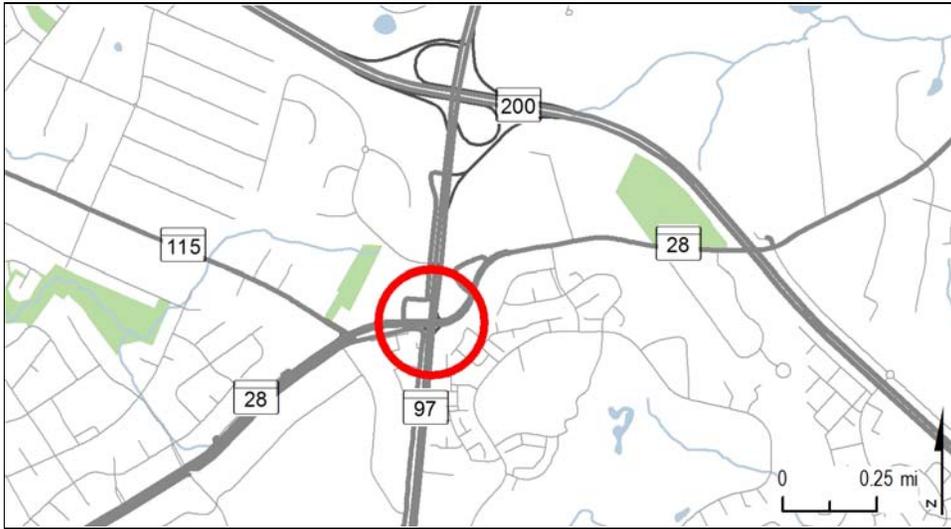
FEDERAL - Other Principal Arterial

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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:

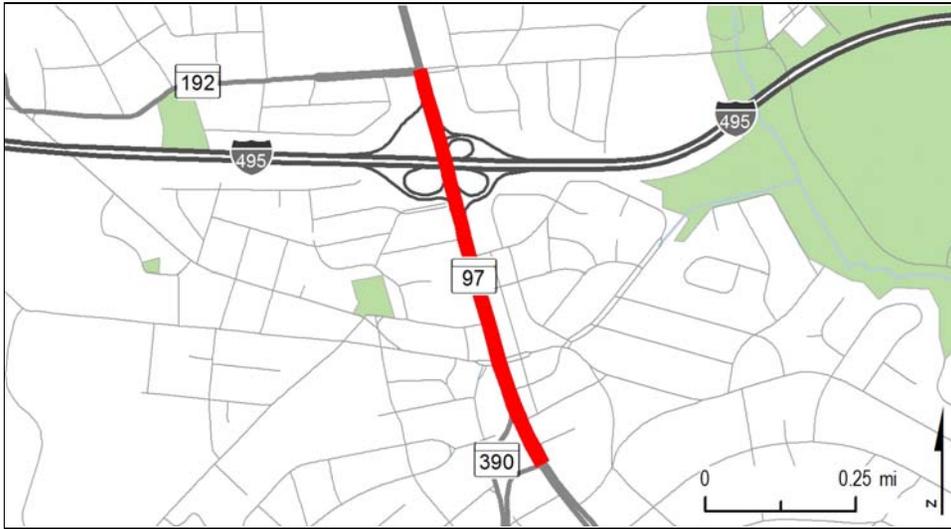
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

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

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Montgomery County is contributing \$3.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR BUDGET		FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					2018	2019	2020	2021	2022		
Planning	3,000	1,721	1,000	279	0	0	0	0	0	1,279	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,000	1,721	1,000	279	0	0	0	0	0	1,279	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

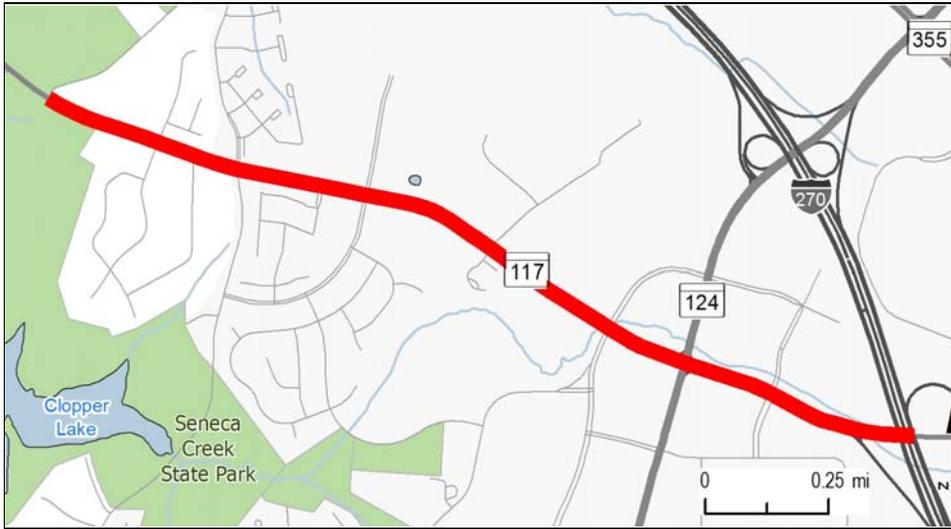
FEDERAL - Other Principal Arterial

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

ASSOCIATED IMPROVEMENTS:
 I-270/Watkins Mill Road Extended Interchange (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

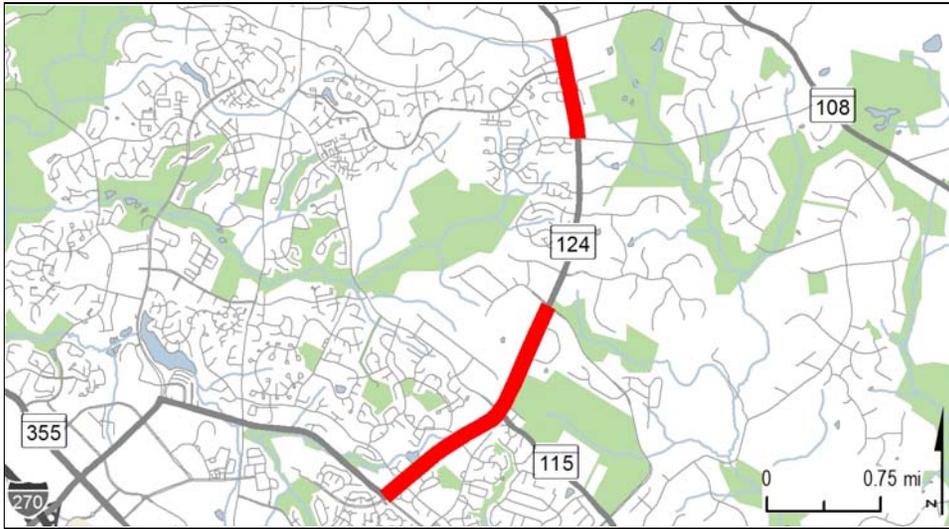
FEDERAL - Minor Arterial

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 accommodations 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

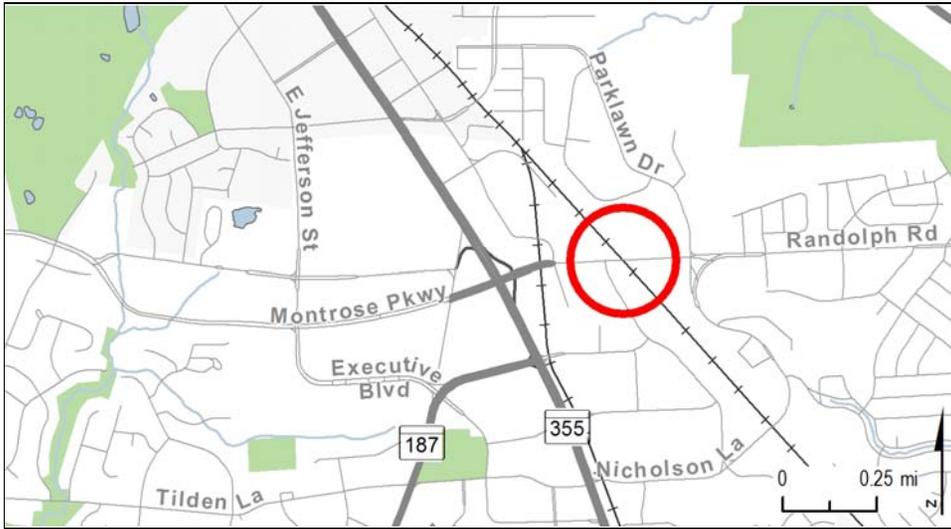
FEDERAL - Urban Minor Arterial

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 accommodations 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined 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:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
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

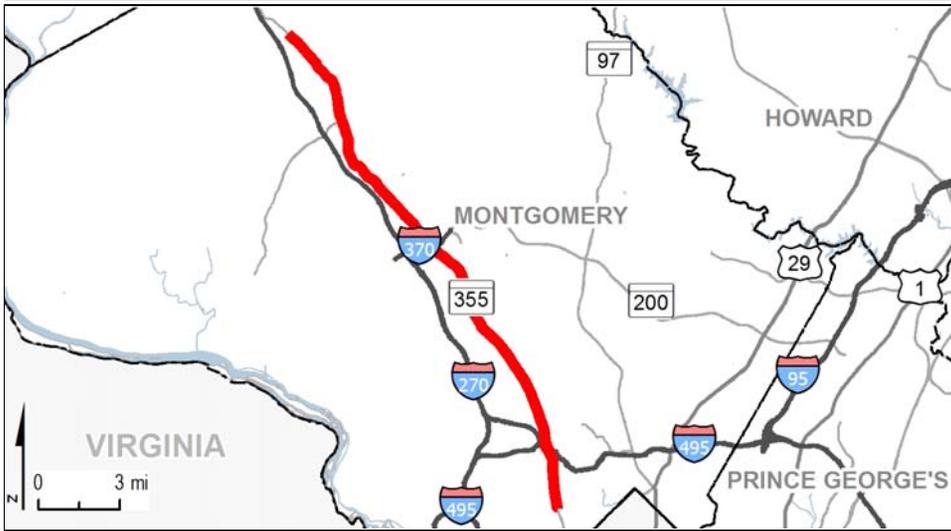
FEDERAL - Other Principal Arterial

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

ASSOCIATED IMPROVEMENTS:

- MD 355, at Cedar Lane (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:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	6,500	800	2,800	2,900	0	0	0	0	0	5,700	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,500	800	2,800	2,900	0	0	0	0	0	5,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

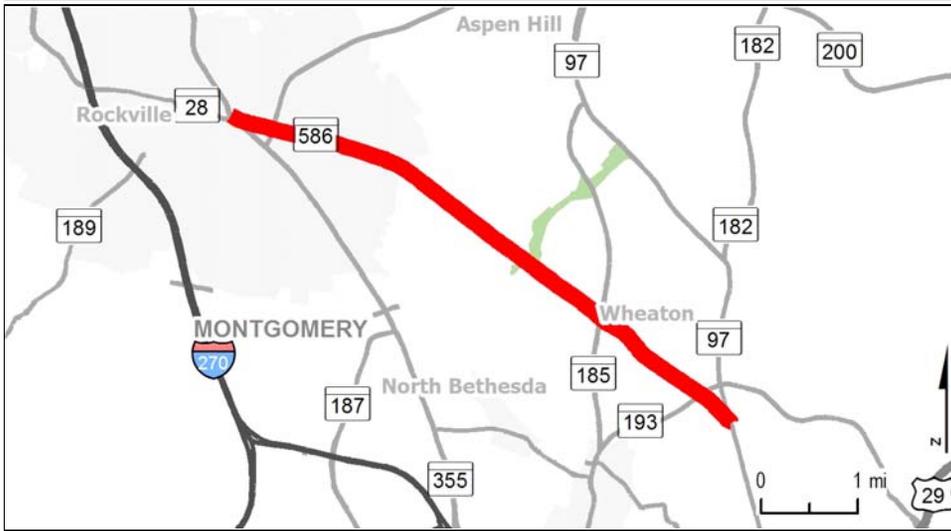
FEDERAL - Other Principal Arterial

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

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2018.....	.....2019.....	.....2020.....	.....2021.....				
Planning	6,000	1,987	1,859	2,154	0	0	0	0	0	4,013	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,000	1,987	1,859	2,154	0	0	0	0	0	4,013	0
Federal-Aid	0	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
<u>Fiscal Year 2015 Completions</u>				
<u>Resurface/Rehabilitate</u>				
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
<u>Bridge Replacement/Rehabilitation</u>				
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
<u>Safety/Spot Improvement</u>				
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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2015
<u>Fiscal Years 2016 and 2017</u>				
<u>Resurface/Rehabilitate</u>				
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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2015
<u>Fiscal Years 2016 and 2017 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
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
<u>Safety/Spot Improvement</u>				
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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2015
<u>Fiscal Years 2016 and 2017 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
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
<u>Traffic Management</u>				
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 Metzert Road; traffic signal systemization (Project on hold)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2015
<u>Fiscal Years 2016 and 2017 (cont'd)</u>				
<u>Environmental Preservation</u>				
48	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	4,423	FY 2016
<u>Sidewalks</u>				
49	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,400	Under construction
<u>Intersection Capacity Improvements</u>				
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
<u>Bicycle Retrofit</u>				
53	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	1,661	FY 2016
<u>TMDL Compliance</u>				
54		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,301	FY 2016
<u>Congressional Earmarks</u>				
55		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 27 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2015
<u>Fiscal Years 2016 and 2017 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
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	