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MONTGOMERY COUNTY

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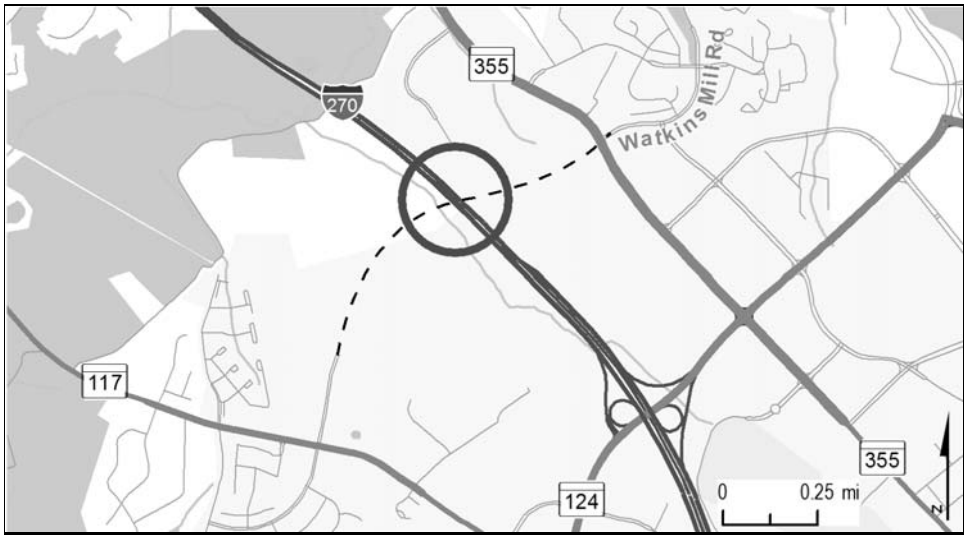


PROJECT: I-270, Eisenhower Highway

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

PURPOSE & NEED SUMMARY STATEMENT: This project will support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It will provide access from I-270 to Metropolitan Grove MARC Station.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-270 and US 15, Planning Study (Line 14)
I-270, Innovative Congestion Management (Line 2)

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

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

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

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year. County contributed $4.9 million towards Engineering.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Construction delayed from FY17 to FY18 due to coordination with I-270 Innovative Congestion Management project.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	9,642	9,583	59	0	0	0	0	0	59	0
Right-of-way	10,289	7,067	56	1,096	1,096	974	0	0	3,222	0
Construction	108,634	3	0	30,422	42,317	35,892	0	0	108,631	0
Total	129,742	17,830	115	31,518	43,413	36,866	0	0	111,912	0
Federal-Aid	15,046	11,765	115	1,096	1,096	974	0	0	3,281	0

CLASSIFICATION:

STATE - Principal Arterial

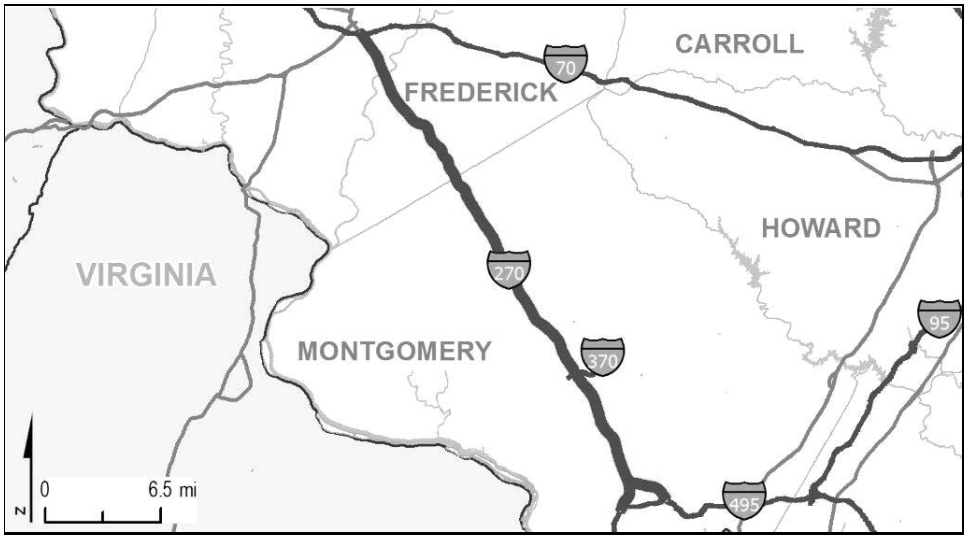
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 162,000

PROJECTED (2035) - 182,000



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Pilot implementation of Innovative Congestion Management (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles). Final project limits and improvements to be determined.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety and reliability.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-270, Interchange at Watkins Mill Road (Line 1)
I-270 and US 15, Planning Study (Line 14)

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

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

EXPLANATION: 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 underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $5.0 million is due to a revised engineer's estimate.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	1,684	1,316	0	0	0	0	0	1,316	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,000	0	6,259	19,413	27,879	27,913	20,536	0	102,000	0
Total	105,000	1,684	7,575	19,413	27,879	27,913	20,536	0	103,316	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

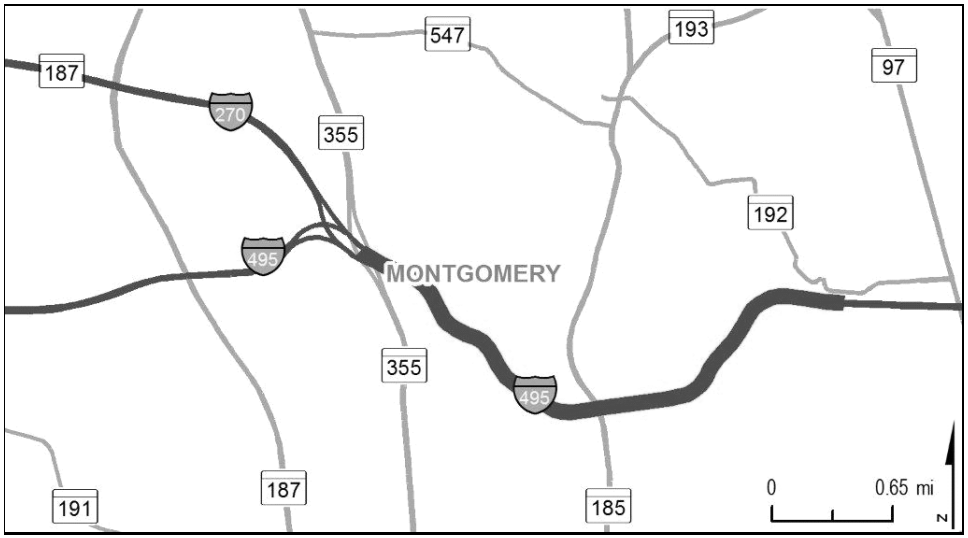
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 87,400 - 252,000

PROJECTED (2030) - 98,000 - 272,000



PROJECT: I-495, Capital Beltway

DESCRIPTION: Resurface I-495 from I-270Y to Seminary Road (Inner Loop) (5.9 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	350	350	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,754	352	7,271	2,131	0	0	0	0	9,402	0
Total	10,104	702	7,271	2,131	0	0	0	0	9,402	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

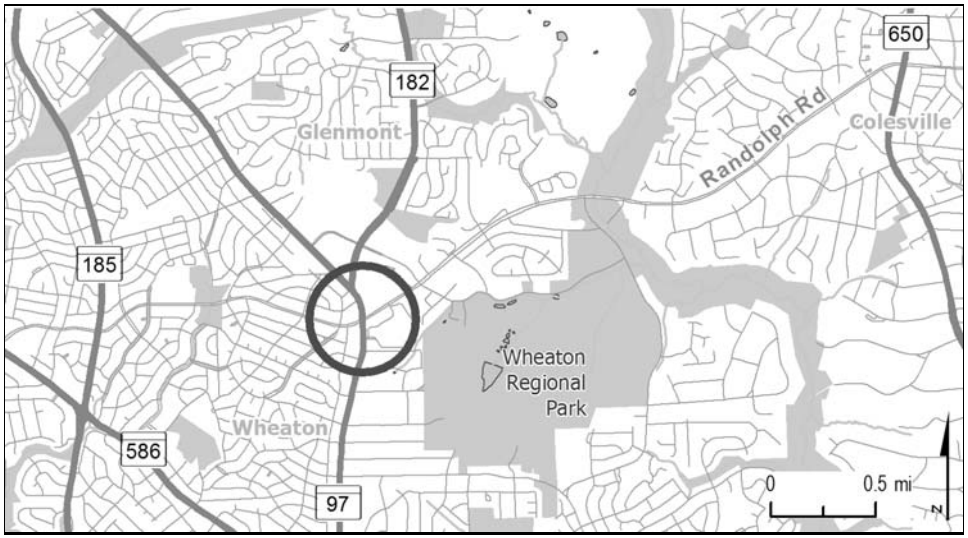
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 103,000 -230,000

PROJECTED (2035) - 110,000 - 240,000



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct new MD 97 interchange at Randolph Road (1.0 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce congestion and improve safety at the existing intersection.

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: This grade-separation project will reduce travel times along both Randolph Road and MD 97 (Georgia Avenue) and improve safety by separating through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all roadway users.

STATUS: Construction underway. County contributed $14.4 million for Right-of-Way and Advanced Utilities.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $3.0 million is due to additional maintenance of traffic, utility relocation, pavement marking, design revew, and construction monitoring work, and the necessary acquisition of environmental permits.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0
Right-of-way	26,345	19,799	3,947	1,908	691	0	0	0	6,546	0
Construction	46,912	22,516	24,396	0	0	0	0	0	24,396	0
Total	80,373	49,431	28,343	1,908	691	0	0	0	30,942	0
Federal-Aid	46,341	21,647	23,486	1,208	0	0	0	0	24,694	0

CLASSIFICATION:

STATE - Intermediate Arterial

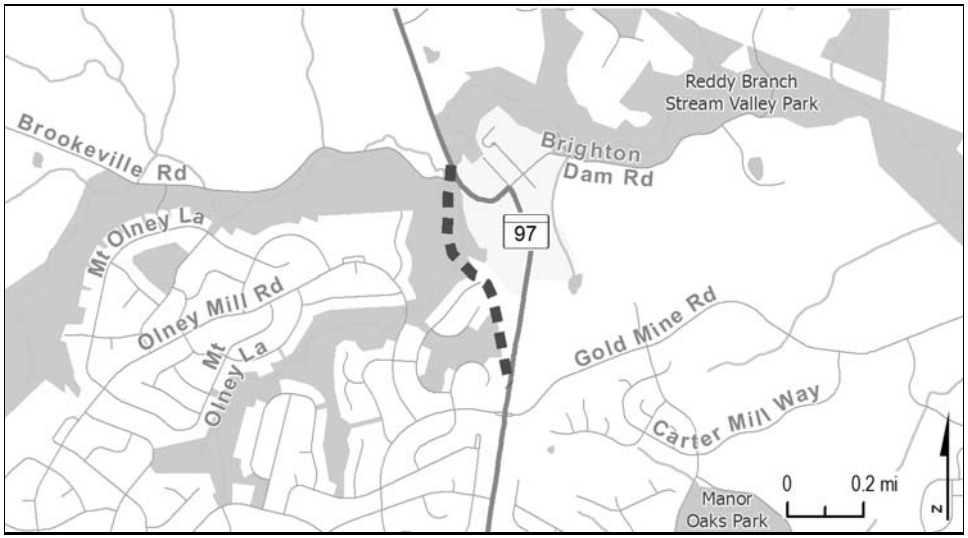
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 49,000 (MD 97)
30,000 (Randolph Road)

PROJECTED (2035) - 59,100 (MD 97)
41,000 (Randolph Road)



PROJECT: MD 97, Georgia Avenue

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

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

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

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

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

STATUS: Construction underway. County contributed $10.0 million towards Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $1.8 million is due to a revised scope of work and additional environmental agency coordination.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,064	2,064	0	0	0	0	0	0	0	0
Engineering	6,949	5,766	1,183	0	0	0	0	0	1,183	0
Right-of-way	4,863	22	589	1,807	2,445	0	0	0	4,841	0
Construction	30,703	149	4,502	14,708	11,344	0	0	0	30,554	0
Total	44,579	8,001	6,274	16,515	13,789	0	0	0	36,578	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

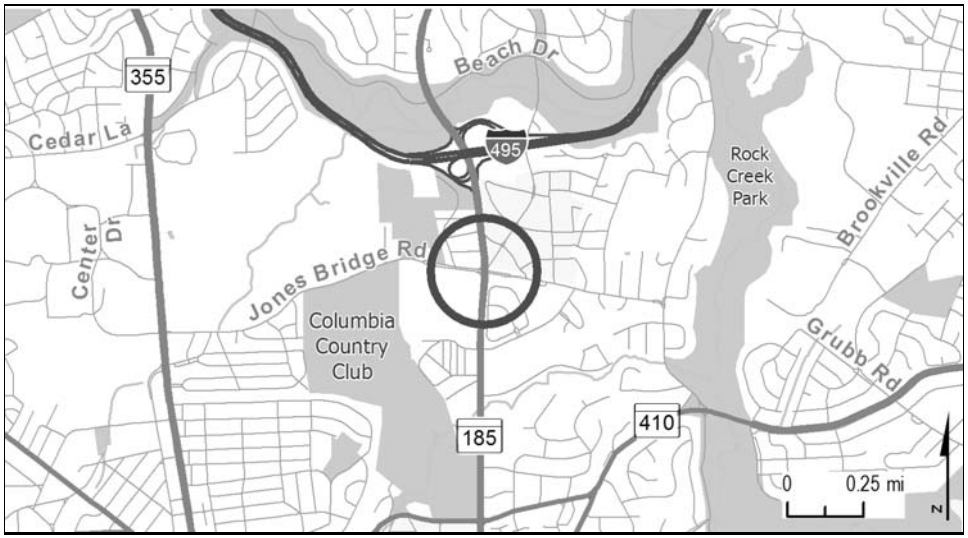
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 11,200

PROJECTED (2035) - 14,000



PROJECT: MD 185, Connecticut Avenue

DESCRIPTION: Construct intersection improvements on MD 185 at Jones Bridge Road (Phase 3). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements)

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $2.0 million is due to a reduced retaining wall relocation cost and reduced utility needs.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	7,340	3,101	1,903	2,336	0	0	0	0	4,239	0
Construction	5,440	0	0	0	938	2,734	1,768	0	5,440	0
Total	12,780	3,101	1,903	2,336	938	2,734	1,768	0	9,679	0
Federal-Aid	12,780	3,101	1,903	2,336	938	2,734	1,768	0	9,679	0

CLASSIFICATION:

STATE - Minor Arterial

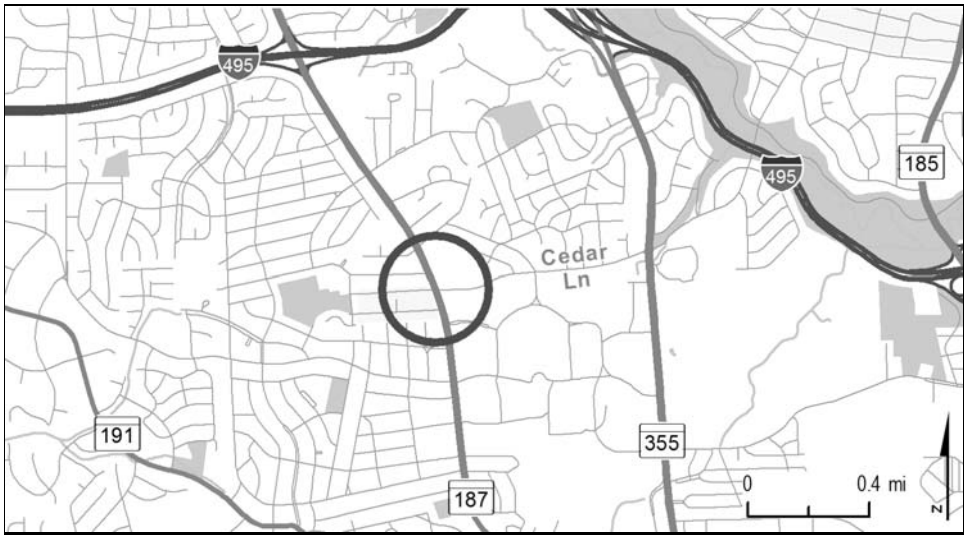
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 79,000

PROJECTED (2035) - 82,000



PROJECT: MD 187, Old Georgetown Road

DESCRIPTION: Construct intersection improvements at MD 187 at Oakmont Avenue/West Cedar Lane (1.0 miles). (BRAC Intersection Improvements)

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)

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

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

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

STATUS: Construction underway. This project is funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	953	772	90	91	0	0	0	0	181	0
Construction	3,475	1,845	1,543	87	0	0	0	0	1,630	0
Total	4,428	2,617	1,633	178	0	0	0	0	1,811	0
Federal-Aid	4,099	2,477	1,529	93	0	0	0	0	1,622	0

CLASSIFICATION:

STATE - Minor Arterial

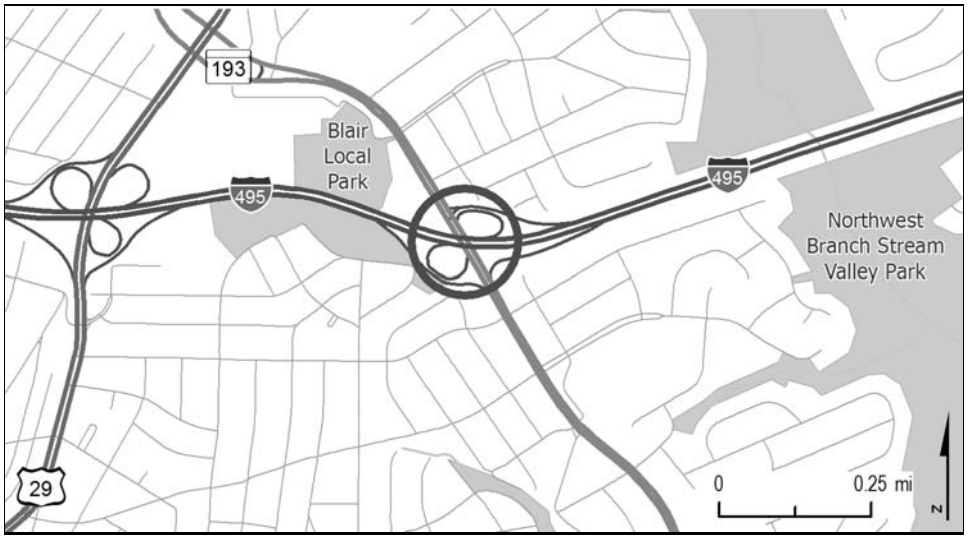
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 40,500 (MD 187)
9,700 (West Cedar Lane)

PROJECTED (2035) - 46,100 (MD 187)
11,000 (West Cedar Lane)



PROJECT: MD 193, University Boulevard

DESCRIPTION: Replace Bridge 15136 over I-495.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1958, is structurally deficient.

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

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

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

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Capital Beltway Study (Line 15)

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $2.2 million is due to actual expenditures.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	763	763	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,746	11,757	989	0	0	0	0	0	989	0
Total	13,509	12,520	989	0	0	0	0	0	989	0
Federal-Aid	12,391	11,435	956	0	0	0	0	0	956	0

CLASSIFICATION:

STATE - Intermediate

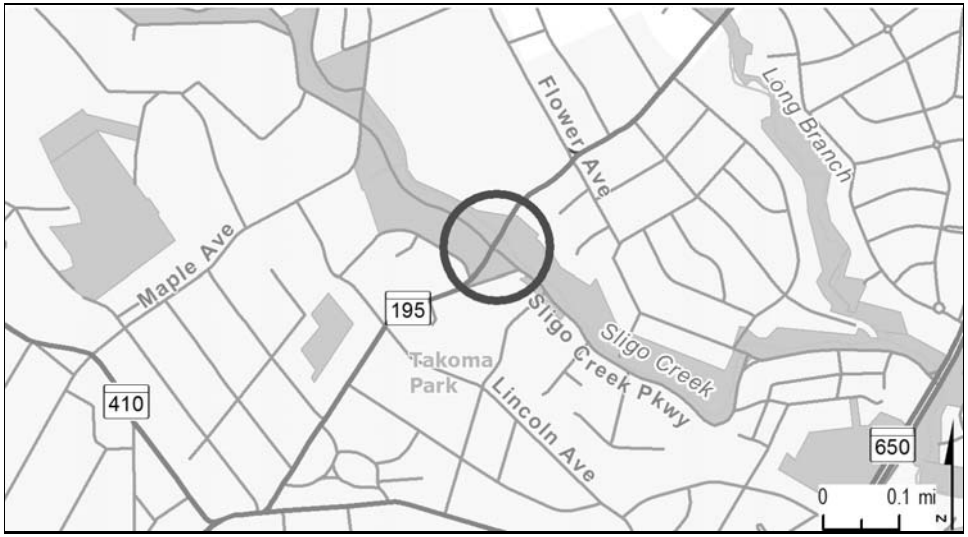
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 51,000

PROJECTED (2035) - 56,000



PROJECT: MD 195, Carroll Avenue

DESCRIPTION: Replace Bridge 15033 over Sligo Creek and Sligo Creek Parkway.

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,146	1,146	0	0	0	0	0	0	0	0
Right-of-way	262	111	27	62	62	0	0	0	151	0
Construction	11,001	3,713	4,127	3,138	23	0	0	0	7,288	0
Total	12,409	4,970	4,154	3,200	85	0	0	0	7,439	0
Federal-Aid	9,578	3,777	3,300	2,492	9	0	0	0	5,801	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 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 bridge over Sligo Creek which will improve safety and accessibility for trail users. (BRAC Intersection Improvements)

PURPOSE & NEED SUMMARY STATEMENT: Mitigation of BRAC Right-of-Way impacts to Maryland-National Capital Park and Planning Commission properties in Montgomery County.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Woodmont Avenue to South Wood Road (Line 13)

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

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

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

STATUS: Construction underway. The Office of Economic Adjustment is funding $1.5 million for Construction.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	46	46	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,057	619	1,438	0	0	0	0	0	1,438	0
Total	2,103	665	1,438	0	0	0	0	0	1,438	0
Federal-Aid	2,029	610	1,419	0	0	0	0	0	1,419	0

CLASSIFICATION:

STATE - Major Collector

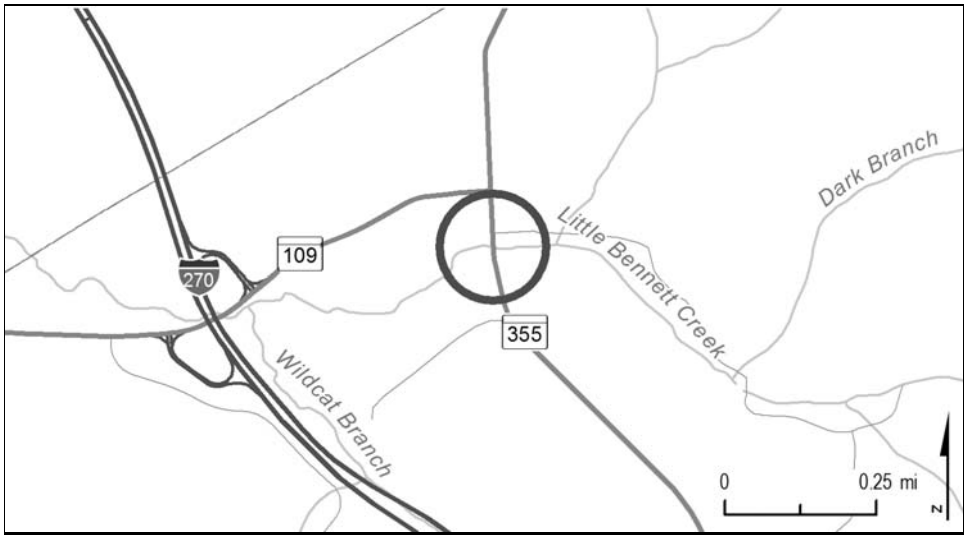
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 21,000

PROJECTED (2035) - 25,500



PROJECT: MD 355, Frederick Road

DESCRIPTION: Replace Bridge 15053 over Little Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is structurally deficient.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,117	462	413	242	0	0	0	0	655	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	1,240	2,760	0	0	0	4,000	0
Total	5,117	462	413	1,482	2,760	0	0	0	4,655	0
Federal-Aid	235	235	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

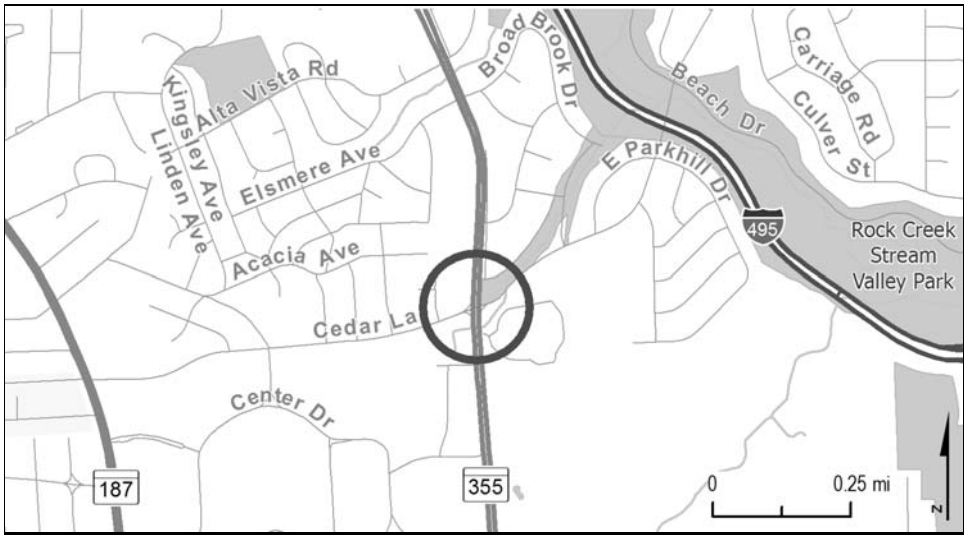
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 7,600

PROJECTED (2035) - 11,175



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements on MD 355 at Cedar Lane (Phase 1 and 2) (1.0 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, Woodmont Avenue to South Wood Road (Line 13)
MD 355, Bus Rapid Transit Study (MTA Line 25)

STATUS: Construction underway. The Office of Economic Adjustment is funding $6.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

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

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

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,163	947	132	1,000	84	0	0	0	1,216	0
Construction	13,958	12,923	1,035	0	0	0	0	0	1,035	0
Total	16,121	13,870	1,167	1,000	84	0	0	0	2,251	0
Federal-Aid	13,932	11,731	1,117	1,000	84	0	0	0	2,201	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 62,000

PROJECTED (2035) - 70,000

PROJECT: MD 355, Rockville Pike

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

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

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 185, at Jones Bridge (Line 6)
MD 187, at West Cedar Lane (Line 7)
MD 320, at Sligo Creek (Line 10)
MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
MD 355, Bus Rapid Transit Study, (MTA Line 25)

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

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

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

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Construction delayed from FY16 to FY17 due to utility relocations.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,844	0	397	1,260	1,404	783	0	0	3,844	0
Total	3,844	0	397	1,260	1,404	783	0	0	3,844	0
Federal-Aid	3,844	0	397	1,260	1,404	783	0	0	3,844	0

CLASSIFICATION:

STATE - Intermediate Arterial

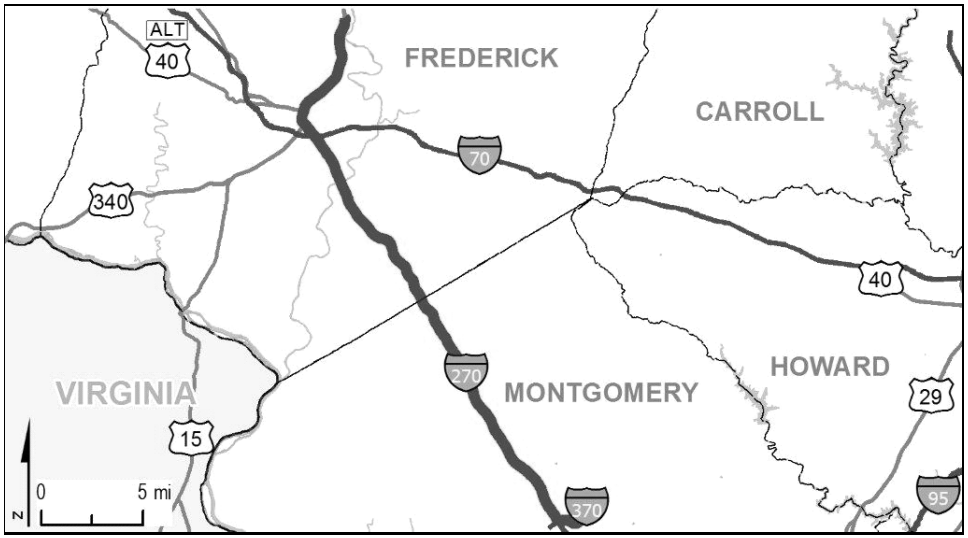
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 46,250

PROJECTED (2035) - 52,000



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
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)
US 15, Interchange at Monocacy Boulevard (Frederick County Line 1)
US 15, Bridge Replacement over MD 26 (Frederick County Line 2)
MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick County Line 5)
I-70, Mount Phillip Road to I-270 (Frederick County Line 10)
US 15 and US 40, Improvements between I-70 and MD 26 (Frederick County Line 13)

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,431	17,431	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	18,538	18,538	0	0	0	0	0	0	0	0
Federal-Aid	14,397	14,397	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

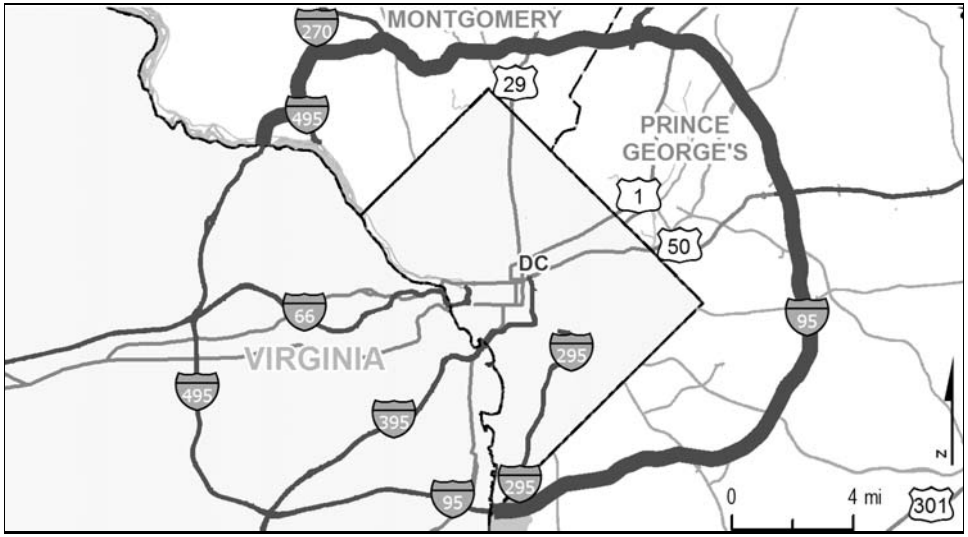
FEDERAL - Urban/Rural Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 42,100 - 104,400 (US 15)
87,000 - 219,000 (I-270)

PROJECTED (2035) - 63,500 - 191,800 (US 15)
98,000 - 237,000 (I-270)



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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-495, Resurface from I-270Y to Seminary Road (Line 3)
MD 193, I-495 Bridge over I-495 (Line 8)
I-495, Planning Study (Line 16)
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)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

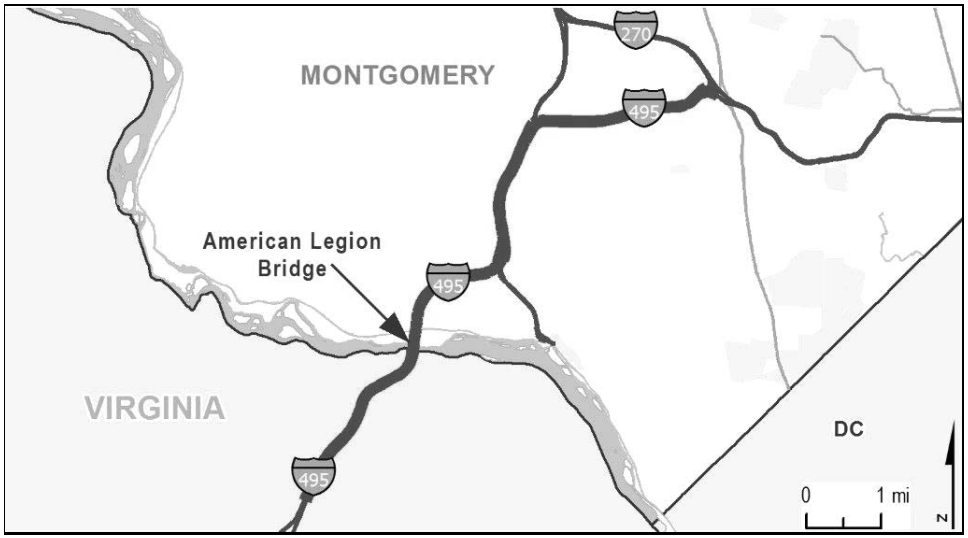
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 103,000 - 247,000

PROJECTED (2035) - 110,000 - 265,000



PROJECT: I-495, Capital Beltway, American Legion Bridge

DESCRIPTION: Planning Study of I-495 improvements from I-270 eastern spur to current terminus of High Occupancy Toll (HOT) lane facilities in Virginia, including the American Legion Bridge.

JUSTIFICATION: Increasing growth in Montgomery County and the concurrent increase in traffic is causing I-495 to experience severe congestion.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-495, Resurface from I-270Y to Seminary Road (Line 3)
I-95/I-495, Capital Beltway (Line 15)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	1,380	1,050	800	1,250	1,020	500	0	4,620	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,000	1,380	1,050	800	1,250	1,020	500	0	4,620	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

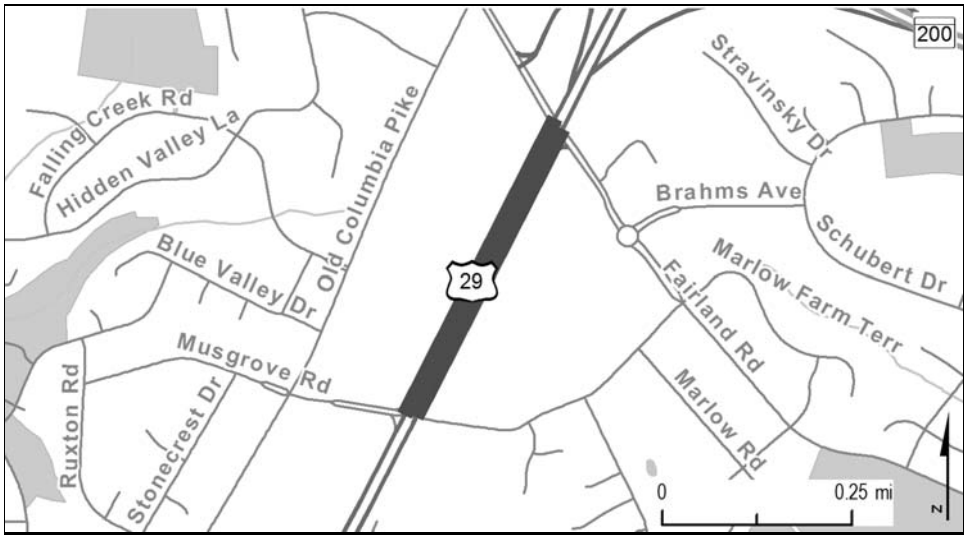
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 103,000 - 240,000

PROJECTED (2035) - 110,000 - 260,000



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian accommodations will be included where 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
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchanges (Line 18)
US 29, Bus Rapid Transit Study (MTA Line 25)

STATUS: Engineering on-hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of $1.0 million is due to the deferment of Engineering funding to FY 2023.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,000	5,004	147	0	0	0	0	0	147	1,849
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	8,079	6,083	147	0	0	0	0	0	147	1,849
Federal-Aid	1,667	1,667	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

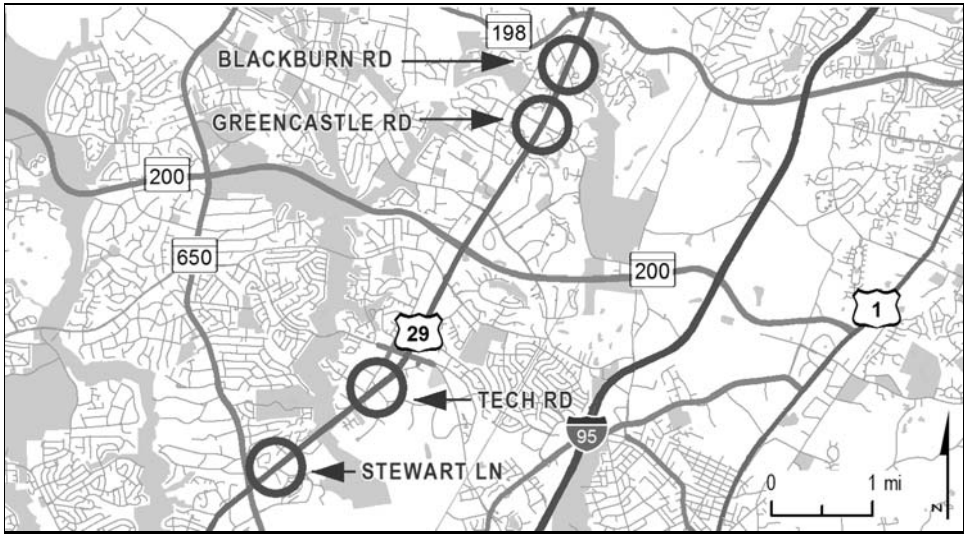
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 67,000

PROJECTED (2035) - 81,500



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: Development in the US 29 corridor is resulting in traffic growth and congestion. This project will reduce traffic congestion while improving system operations.

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

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

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

ASSOCIATED IMPROVEMENTS:
US 29, Interchange at Musgrove and Fairland Road (Line 17)
US 29, Bus Rapid Transit Study, (MTA Line 27)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,448	2,448	0	0	0	0	0	0	0	0
Engineering	4,276	4,276	0	0	0	0	0	0	0	0
Right-of-way	545	545	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,269	7,269	0	0	0	0	0	0	0	0
Federal-Aid	2,262	2,262	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

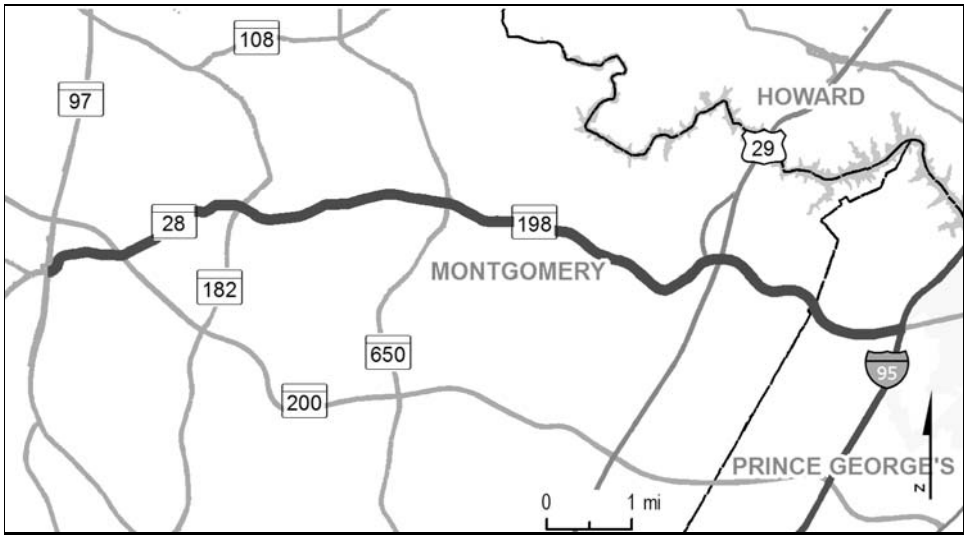
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 60,000 - 74,000

PROJECTED (2035) - 67,000 - 82,000



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). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 corridor. This project would also reduce traffic congestion and improve traffic operations.

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

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

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28, Interchange (Line 21)
US 29, Bus Rapid Transit Study (MTA Line 27)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	7,032	5,613	800	619	0	0	0	0	1,419	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	5,613	800	619	0	0	0	0	1,419	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

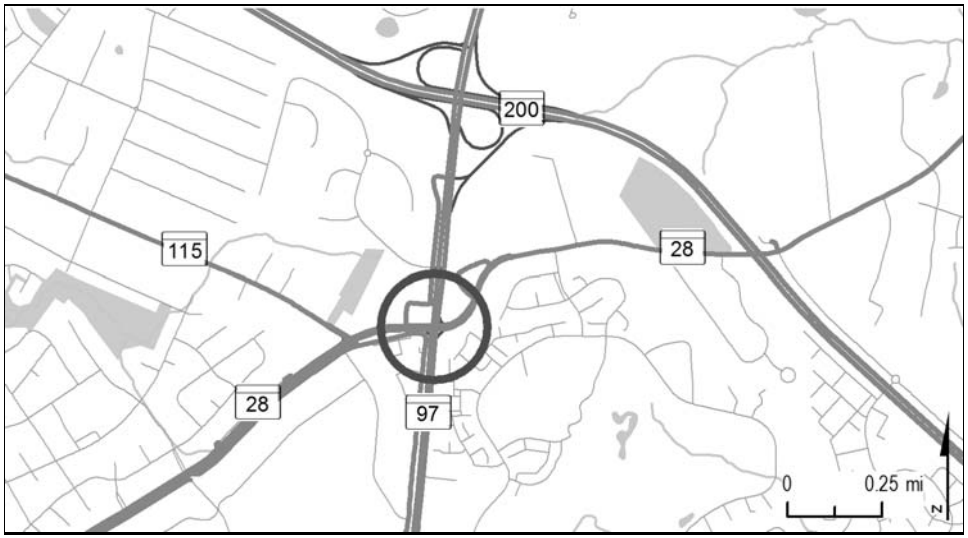
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 20,000 - 37,500 (MD 28)
16,800 - 47,000 (MD 198)

PROJECTED (2035) - 30,500 - 52,500 (MD 28)
30,000 - 58,500 (MD 198)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will reduce congestion and improve safety at the existing intersection.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	847	847	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	2,829	2,829	0	0	0	0	0	0	0	0
Federal-Aid	2,239	2,239	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 (2016) - 47,000

PROJECTED (2035) - 52,000

PROJECT: MD 97, Georgia Avenue

DESCRIPTION: This project will evaluate MD 97 safety and accessibility in Montgomery Hills, between MD 192 and MD 390. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will address safety and traffic operations within the study area.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. County contributed $3.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of $1.0 million is due to additional Engineering needs.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,000	2,804	196	0	0	0	0	0	196	0
Engineering	1,000	0	0	1,000	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,000	2,804	196	1,000	0	0	0	0	1,196	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

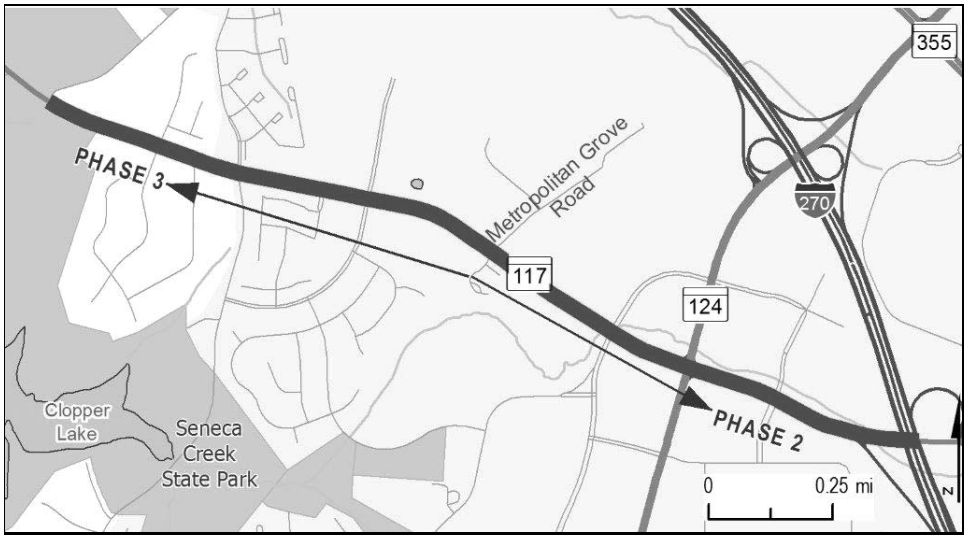
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 84,000

PROJECTED (2035) - 93,000



PROJECT: MD 117, Clopper Road/Diamond Avenue

DESCRIPTION: Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (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

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

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

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 1)
I-270, Innovative Congestion Management (Line 2)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	1,909	1,909	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	2,939	2,939	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

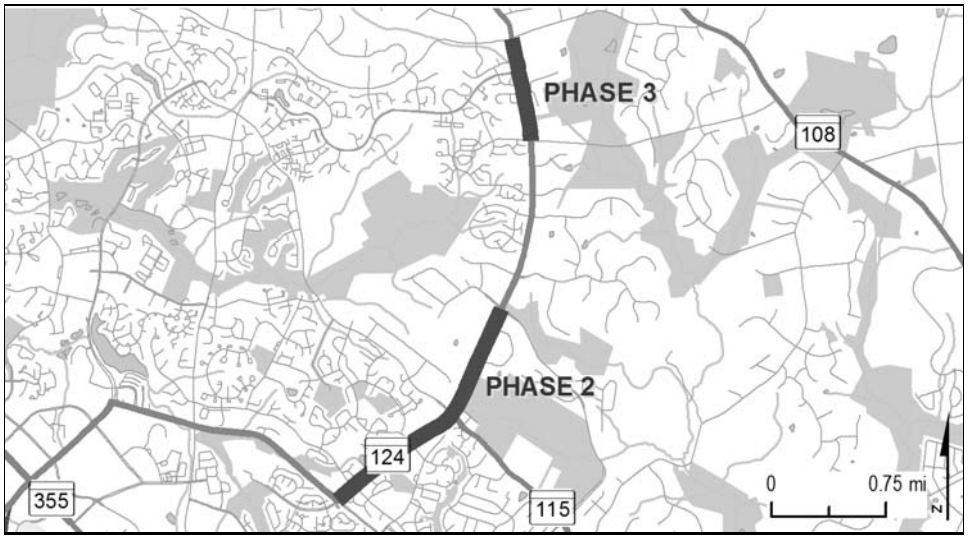
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 30,000 - 47,000

PROJECTED (2035) - 33,000 - 68,000



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road (Phase 2) (1.6 miles) and from north of Fieldcrest Road to Warfield Road (Phase 3) (0.4 miles). Bicycle and pedestrian accomodations will be included where appropriate.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area that experiences capacity and sight distance problems.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. County is contributing $5.0 million to Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	3,609	871	50	800	836	1,052	0	0	2,738	0
Right-of-way	5,024	24	0	0	0	0	2,500	2,500	5,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,747	3,009	50	800	836	1,052	2,500	2,500	7,738	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 (2016) - 20,000

PROJECTED (2035) - 28,000

PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a grade-separated crossing over CSXT railroad and a interchange at Parklawn Drive. Pedestrian and bicycle accomodations will be included where appropriate.

JUSTIFICATION: This project will improve safety and reduce traffic congestion that occurs at the Randolph Road/Parklawn Drive intersection and at the Randolph Road CSXT Railroad crossing.

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

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

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

ASSOCIATED IMPROVEMENTS:
Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. Montgomery County is contributing $9.0 million to Engineering.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	9,000	3,373	3,000	2,627	0	0	0	0	5,627	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	5,233	3,000	2,627	0	0	0	0	5,627	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

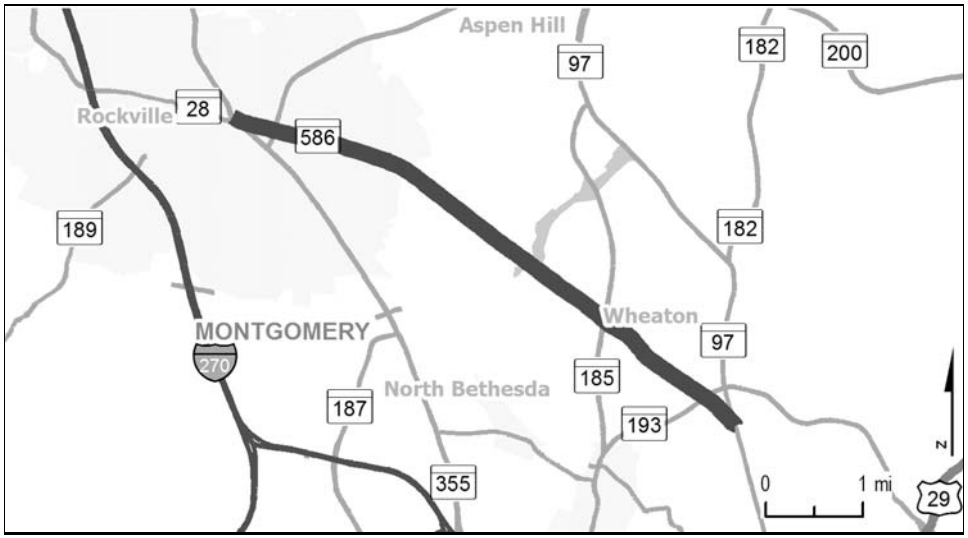
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 57,750 (MD 355)

PROJECTED (2035) - 66,000 (MD 355)



PROJECT: MD 586, Veirs Mill Road, and MD 28, Veirs Mill Road

DESCRIPTION: Bus rapid transit (BRT) study from Rockville Metro Station to Wheaton Metro Station. This study will evaluate roadway improvements to implement Montgomery County's BRT system on MD 586 and MD 28 from Rockville to Wheaton (6.1 miles). Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will enhance transit connections and improve operational efficiency and travel times. This project supports plans for BRT implementation.

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

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

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

ASSOCIATED IMPROVEMENTS:

STATUS: Planning underway. Montgomery County is contributing $6.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY ....2019....	....2020....	....2021....	....2022....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,000	3,839	2,161	0	0	0	0	0	2,161	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	3,839	2,161	0	0	0	0	0	2,161	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 (2016) - 21,000 - 46,000

PROJECTED (2035) - 24,000 - 50,000

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2016
		Fiscal Year 2016 Completions		
		Resurface/Rehabilitate		
1		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,297	Completed
2		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	Completed
3		East Jefferson/Veirs Mill Road; MD 28 - Monroe Street to MD 911 and MD 355 - MD 28 to MD 911; resurface	2,821	Completed
4	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	1,116	Completed
5	I 495	Cabin John Parkway; Clara Barton Parkway to I-495; resurface	2,011	Completed
		Fiscal Years 2017 and 2018		
		Resurface/Rehabilitate		
6		At various locations in Montgomery County; mill and resurface	14,772	FY 2017
7	MD 28	Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface	2,504	FY 2017
8	MD 117	Clopper Road; Longdraft Road to I-270; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,206	Under construction
9	MD 124	Quince Orchard Road; Orchard Ridge Road to MD 355; safety and resurface	2,775	FY 2017
10	MD 190	River Road; MD 614 to DC line; safety and resurface	3,432	FY 2017
11	MD 193	University Boulevard; I-495 to MD 320; resurface	3,194	FY 2017

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
12	I 270	Eisenhower Memorial Highway; MD 121 to Frederick County Line	9,876	FY 2018
13	MD 320	Piney Branch Road; MD 193 to MD 650; safety and resurface	1,359	FY 2017
14	MD 355	Rockville Pike; Hubbard Avenue to Templeton Place; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,246	FY 2017
15	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	2,212	Completed
16	MD 586	Veirs 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
		Bridge Replacement/Rehabilitation		
17		Eight existing bridges on Capital Beltway, Eisenhower Memorial Highway, First Street; clean/paint bridges	2,447	FY 2017
18	CO7073	Seminary Road; Bridge 1512900 over I-495; bridge deck replacement	6,200	FY 2018
		Safety/Spot Improvement		
19	MD 117	Clopper Road; Between MD 117 and in-stream stormwater management structure; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
20	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	1,404	Completed
21	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	981	Under construction

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Safety/Spot Improvement (cont'd)		
22	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
23	I 270	Eisenhower Memorial Highway; Montrose Road to SB I-270; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,144	FY 2017
		Traffic Management		
24		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	3,670	FY 2017
25		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	770	Under construction
26		Various locations in Montgomery County; signalization	3,760	Under construction
27	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	757	Under construction
28	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	756	Under construction
		Environmental Preservation		
29	MD 190	River Road; Intersection at MD 190 and MD 188; landscape	27	Under construction
30	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	2,123	Under construction
		Intersection Capacity Improvements		
31		I-495 at MD 650 - Ramp from Inner Loop to southbound MD 650; geometric improvements	378	FY 2017

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Intersection Capacity Improvements (cont'd)		
32	MD 97	Georgia Avenue; at MD 28; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,756	FY 2017
33	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
34	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Design Underway
		Bicycle Retrofit		
35	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	1,980	FY 2017
		TMDL Compliance		
36		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,106	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
37		Ethan Allen Gateway Streetscape; streetscape improvements along MD 410 and MD 650	1,255	FY 2017
38		Falls Road East Shared Use Path; construct sidewalk between Dunster Road and Kimblewick Road along east side of MD 189	100	FY 2017
39		Flower Avenue Green Street Project; install ADA compliant sidewalks, crosswalks, traffic calming and street signs along Flower Avenue	1,040	FY 2018

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2016
		Fiscal Years 2017 and 2018 (cont'd)		
		Enhancements (cont'd)		
40		North Branch Hiker-Biker Trail; construct 2.2 mile trail with access to Meadowside Nature Center, The Smith Environmental Center and the Rock Creek Trail	2,000	FY 2018
41		Sligo Creek Trail; Sligo Creek Trail improvements and construct 213 foot trail within Sligo Creek Stream Valley Park	548	FY 2017
		Congressional Earmarks		
42		Long Branch Village Center; access improvements (Earmark $750,000; CO)	0	
43		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	