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.

**PROJECT:** I-270, Eisenhower Highway

**DESCRIPTION:** Implementation of innovative congestion management (ICM) tools to reduce congestion on I-270, including the east and west I-270 spurs (31.5 miles). Improvements will include a series of roadway and technology-based improvements.

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

**ASSOCIATED IMPROVEMENTS:**
- MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 5)
- MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 15)
- I-270 Interchange Construction at Watkins Mill Road (Montgomery County Line 1)
- Traffic Relief Plan (Statewide - Line 4)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP:** The cost increase of $2.3 million is due to ramp metering design modifications.

**POTENTIAL FUNDING SOURCE:**

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**CLASSIFICATION:**
- **STATE -** Principal Arterial
- **FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day):**
- **CURRENT (2018) -** 90,000 - 259,000
- **PROJECTED (2040) -** 105,000 - 299,000

The estimated cost is for the entire project in Montgomery and Frederick counties.
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 improve safety and operations for all users by closing an existing at-grade intersection, providing new east-west access, and constructing a park and ride facility. This interchange will support ongoing and planned growth.

DESCRIPTION: Construct a new US 15 grade-separated interchange and park-and-ride lot at Monocacy Boulevard. Bicycle and pedestrian improvements will be included where appropriate.

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

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS:
US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 14)

STATUS: Construction underway. Frederick County funded $1.4 million for engineering. City of Frederick funded $1.4 million for engineering.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: The cost increase of $12.1 million is due to a right-of-way court settlement.

CLASSIFICATION:
- STATE - Principal Arterial
- FEDERAL - Freeway/Expressway
- STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018) - 50,650
- PROJECTED (2040) - 95,970
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 rated poor.

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

ASSOCIATED IMPROVEMENTS:
US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 14)

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

CLASSIFICATION:
- STATE - Principal Arterial
- FEDERAL - Freeway/Expressway
- STATE SYSTEM - Primary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018) - 24,975
- PROJECTED (2040) - 31,475

PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Replace Bridge 10097 over MD 26.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1957, is rated poor.
**PROJECT**: US 40 Alternate, Old National Pike

**DESCRIPTION**: Construct roadway improvements, including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and stormwater management improvements, from Ivy Hill Drive to Middletown Parkway (2.1 miles).

**PURPOSE & NEED SUMMARY STATEMENT**: The project will facilitate the safe and efficient flow of vehicular and pedestrian traffic movements along US 40 Alternate.

**SMART GROWTH STATUS**: Project Inside PFA
- Project Inside PFA
- Project Outside PFA
- Grandfathered
- Exception Will Be Required
- Exception Granted
- Project Not Location Specific
- Not Subject to PFA Law
- Grandfathered
- Exception Will Be Required
- Exception Granted
- Project Not Location Specific
- Not Subject to PFA Law

**ASSOCIATED IMPROVEMENTS**: The project will improve safety and enhance community vitality in the Town of Middletown.

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

**EXPLANATION**: The project will improve safety and enhance community vitality in the Town of Middletown.

**STATUS**: Construction underway. Town of Middletown is funding $3.8 million for construction.

**SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP**: None.

**POTENTIAL FUNDING SOURCE**:

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**CLASSIFICATION**:
- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM: Secondary
- Annual Average Daily Traffic (vehicles per day)
  - CURRENT (2018) - 13,625
  - PROJECTED (2040) - 16,700

Page SHA-F-4
SECONDARY CONSTRUCTION PROGRAM

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 5

PROJECT: MD 85, Buckeystown Pike

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

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

SMART GROWTH STATUS: Project Not Location Specific

ASSOCIATED IMPROVEMENTS:
MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 15)

STATE GOALS:

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

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

STATES SYSTEM:

- Secondary

CLASSIFICATION:

- STATE - Major Collector
- FEDERAL - Other Principal Arterial

STATE GOALS:

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

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

STATES SYSTEM:

- Secondary

CLASSIFICATION:

- STATE - Major Collector
- FEDERAL - Other Principal Arterial

ECONOMIC PROSPERITY

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

ASSOCIATED IMPROVEMENTS:
MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 15)

STATUS: Construction underway. County funded $1.5 million for partial engineering.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PROJECT CASH FLOW:

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CLASSIFICATION:

- STATE - Major Collector
- FEDERAL - Other Principal Arterial

STATE GOALS:

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

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

STATES SYSTEM:

- Secondary

CLASSIFICATION:

- STATE - Major Collector
- FEDERAL - Other Principal Arterial

ECONOMIC PROSPERITY

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

ASSOCIATED IMPROVEMENTS:
MD 85 Corridor Study, South of English Muffin Way to North of Grove Road (Line 15)

STATUS: Construction underway. County funded $1.5 million for partial engineering.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PROJECT CASH FLOW:

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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 rated poor.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is rated poor.

SMART GROWTH STATUS: Project Inside PFA
- Project Not Location Specific
- Not Subject to PFA Law
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

PROJECT: MD 140, Main Street
DESCRIPTION: Replace Bridge 10062 over Flat Run.

CLASSIFICATION:
- STATE - Intermediate Arterial
- FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018) - 9,775
- PROJECTED (2040) - 15,925

POTENTIAL FUNDING SOURCE:

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CLASSIFICATION:
- STATE - Intermediate Arterial
- FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018) - 9,775
- PROJECTED (2040) - 15,925
STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:
- Safety & Security
- System Preservation
- Quality of Service
- Economic Prosperity
- Environmental Stewardship
- Community Vitality

EXPLANATION: The corridor experiences operational failures due to congested roads and high traffic volumes, especially during peak periods.

STATE GOALS ADMINISTRATION -- Frederick County -- Line 7

PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Reconstruction of MD 180, from north of I-70 west crossing to I-70 east crossing (0.7 miles), including new, second bridge over US 15/US 340.

PURPOSE & NEED SUMMARY STATEMENT: Operational and capacity improvements to support mobility and economic development in Frederick 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

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering and right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: The cost decrease of $5.1 million is due to reduced engineering needs, and a more detailed engineers estimate. Construction delayed from FY 19 to FY 20 due to necessary coordination with the City of Frederick regarding a road closure affecting the project delivery.

CLASSIFICATION:
- STATE - Major Collector
- FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018): 22,575
- PROJECTED (2040): 47,600

POTENTIAL FUNDING SOURCE:

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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 rated poor.

PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, is rated poor.

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: The cost increase of $6.2 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:

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<td>3,550</td>
<td>6,073</td>
<td>3,552</td>
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<td>2,920</td>
<td>4,975</td>
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STIP REFERENCE #FR1321  12/01/2018
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 rated poor.

STRICT CONSTRUCTION PROGRAM

PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10084 over the CSX railroad.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is rated poor.

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: The cost decrease of $8.7 million is due to a fiscal analysis adjustment.
STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:
- X Safety & Security
- X System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The existing bridge is rated poor.

PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replace Bridge 1009000 over Little Catoctin Creek

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1933, is rated poor.

SMART GROWTH STATUS: Project Not Location Specific X 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: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: Added to construction program.

POTENTIAL FUNDING SOURCE:

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL</th>
<th>ESTIMATED COST ($000)</th>
<th>EXPEND THRU</th>
<th>CURRENT YEAR</th>
<th>BUDGET YEAR</th>
<th>FOR PLANNING PURPOSES ONLY</th>
<th>SIX YEAR TOTAL</th>
<th>BALANCE TO COMPLETE</th>
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<td>3,250</td>
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CLASSIFICATION:
- STATE - Rural Major Collector
- FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018) - 4,500
- PROJECTED (2040) - 7,100
STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

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

EXPLANATION: The existing structure is rated poor.

PROJECT: MD 478, Knoxville Road

DESCRIPTION: Replace Bridge 10089 over a branch of the Potomac River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1925, is rated poor.

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

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE:

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL</th>
<th>EXPEND 2018</th>
<th>CURRENT 2019</th>
<th>BUDGET 2020</th>
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<td>ESTIMATED ($)</td>
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<td></td>
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<td>...2022....</td>
<td>...2023....</td>
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<td>29</td>
<td>29</td>
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<td>Construction</td>
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</table>

CLASSIFICATION:
- STATE - Major Collector
- FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018) - 3,600
- PROJECTED (2040) - 5,400
PROJECT: I-70, Eisenhower Memorial Highway

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

JUSTIFICATION: This project will reduce congestion and provide capacity to accommodate planned development.

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

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

ASSOCIATED IMPROVEMENTS:
- I-270, Innovative Congestion Management (Line 1)
- MD 180, Jefferson Pike (Line 7)
- US 15/US 40 Frederick Freeway Study, I-70/US 40 to MD 26 (Line 14)
- Traffic Relief Plan (Statewide - Line 5)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

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<tr>
<th>POTENTIAL FUNDING SOURCE:</th>
<th>X SPECIAL</th>
<th>X FEDERAL</th>
<th>GENERAL</th>
<th>OTHER</th>
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<td>CURRENT EXPEND 2019</td>
<td>BUDGET YEAR 2020</td>
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<td>Total</td>
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</tr>
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</table>

CLASSIFICATION:
- STATE - Principal Arterial
- FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018) - 101,475
- PROJECTED (2040) - 150,725

STIP REFERENCE #101007 12/01/2018
PROJECT: I-70, Baltimore National Pike

DESCRIPTION: A project to construct I-70/US 40 interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

JUSTIFICATION: This project will provide the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will accommodate development in the surrounding area.

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

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.
PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Planning and preliminary engineering study to improve safety and mainline operations along US 15 and US 40 from I-270 to north of Biggs Ford Road (7.0 miles).

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

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS:
- I-270, Innovative Congestion Management (Line 1)
- US 15, MD 26 Bridge Replacement (Line 3)
- I-70, Mount Phillip Rd. and I-270 (Line 12)
- Traffic Relief Plan (Statewide - Line 4)

STATUS: Planning and engineering underway.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

CLASSIFICATION:
- STATE - Principal Arterial
- FEDERAL - Freeway/Expressway
- STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2018) - 98,800 - 123,675
- PROJECTED (2040) - 119,800 - 173,425
PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to widen MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). Bicycle and pedestrian improvements will be included where appropriate.

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

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

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

ASSOCIATED IMPROVEMENTS:
MD 85 Phase 1 Highway Reconstruction, Crestwood Boulevard/Shockley Drive to Spectrum Drive (Line 5)

STATUS: Planning complete. Proceeding with phase one construction (Line 5).

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

CLASSIFICATION:
STATE - Major Collector
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
CURRENT (2018) - 17,300 - 53,800
PROJECTED (2040) - 27,300 - 78,725
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 16

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

DESCRIPTION: Study to improve MD 180 and MD 351 capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). Bicycle and pedestrian improvements will be included where appropriate.

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

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS:
MD 180 Highway Reconstruction, North of I-70 (west) to I-70 (east) (Line 7)
I-70 Phase 4 Highway Reconstruction, I-270 to Mount Phillip Road (Line 12)

STATUS: Planning on hold. County contributed $0.5 million to planning.

SIGNIFICANT CHANGE FROM FY 2018 - 23 CTP: None.

POTENTIAL FUNDING SOURCE:

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL ESTIMATED COST ($000)</th>
<th>EXPEND THRU 2018</th>
<th>CURRENT YEAR 2019</th>
<th>BUDGET YEAR 2020</th>
<th>FOR PLANNING PURPOSES ONLY ...2021... ...2022... ...2023... ...2024...</th>
<th>SIX YEAR BALANCE TO COMPLETE TOTAL</th>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Right-of-way</td>
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<td>0</td>
<td>0</td>
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<td>0</td>
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<td>Construction</td>
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</table>

CLASSIFICATION:
STATE - Major Collector
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
CURRENT (2018) - 29,750
PROJECTED (2040) - 72,025
### STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 17

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL 2019 PROJECT COST ($000's)</th>
<th>CONSTRUCTION START Status as of December 1, 2018</th>
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<tbody>
<tr>
<td>1</td>
<td></td>
<td><strong>Fiscal Year 2018 Completions</strong></td>
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<tr>
<td></td>
<td></td>
<td><strong>Resurface/Rehabilitate</strong></td>
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</tr>
<tr>
<td>1</td>
<td></td>
<td>At various locations in Frederick County; mill and resurface</td>
<td>18,431 Completed</td>
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<tr>
<td>2</td>
<td>MD 26</td>
<td>Liberty Road; West South Street to MD 31; safety and resurface</td>
<td>1,336 Completed</td>
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<td><strong>Environmental Preservation</strong></td>
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<tr>
<td>3</td>
<td>I 70</td>
<td>Eisenhower Memorial Highway; Bill Moxley Road to Interstate MM 67.0; landscape</td>
<td>26 Completed</td>
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<td></td>
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<td><strong>Sidewalks</strong></td>
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<tr>
<td>4</td>
<td>MD 17</td>
<td>Petersville Road; B Street to Center Street; sidewalks</td>
<td>1,140 Completed</td>
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## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 17 (cont’d)

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
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<th>2 Year (19 - 20) PROJECT COST ($000's)</th>
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<tr>
<td></td>
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<td><strong>Fiscal Year 2019 and 2020</strong></td>
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<td><strong>Resurface/Rehabilitation</strong></td>
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<td>5</td>
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<td>At various locations in Frederick County; mill and resurface</td>
<td>14,391</td>
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<td>6</td>
<td>I 70 WB</td>
<td>Eisenhower Memorial Highway; East of MD 75 to structure 10183 over Monocacy River; safety and resurface</td>
<td>6,368</td>
<td>FY 2019</td>
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<tr>
<td></td>
<td></td>
<td><strong>Bridge Replacement/Rehabilitation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>Various bridges on Eisenhower Memorial Highway, Catoctin Mountain Highway, E. Main Street; clean/paint bridges</td>
<td>2,161</td>
<td>FY 2019</td>
</tr>
<tr>
<td>8</td>
<td>MD 28</td>
<td>Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation</td>
<td>7,457</td>
<td>FY 2019</td>
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<tr>
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<td>Funding provided by the Governor’s Investment in Highways and Bridges Initiative</td>
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<td></td>
<td><strong>Safety/Spot Improvement</strong></td>
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<tr>
<td>9</td>
<td>US 15</td>
<td>Catoctin Mountain Highway; Hansonville Road to Hessong Bridge Road; geometric improvements</td>
<td>4,294</td>
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<td>10</td>
<td>US 15</td>
<td>Catoctin Mountain Highway; South of Orndorff Road to north of College Lane; geometric improvements</td>
<td>5,452</td>
<td>FY 2019</td>
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<td>11</td>
<td>MD 77</td>
<td>Foxville Road; Pryor Road to Stottlemeyer Road; drainage improvement</td>
<td>2,288</td>
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<td><strong>Urban Reconstruction</strong></td>
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<tr>
<td>12</td>
<td>MD 140</td>
<td>Main Street; East North Avenue to Timbermill Run; urban reconstruction</td>
<td>2,786</td>
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<td>13</td>
<td>MD 144 FB</td>
<td>Main Street; West of Royal Oak Drive to Bye Alley; urban reconstruction (Transportation Infrastructure Investment Act of 2013)</td>
<td>8,012</td>
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<td>14</td>
<td>MD 180</td>
<td>Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction</td>
<td>5,876</td>
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### Fiscal Year 2019 and 2020 (cont’d)

<table>
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<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>2 Year (19 - 20) PROJECT COST ($000's)</th>
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<tbody>
<tr>
<td>15</td>
<td>MD 180</td>
<td>Traffic Management Jefferson Pike; Butterfly Lane to MD 180/Swallowtail Drive; signalization</td>
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<td>FY 2019</td>
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<td>TMDL Compliance At various locations in Frederick County - Group 1A; drainage improvement</td>
<td>1,571</td>
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<tr>
<td>16</td>
<td></td>
<td>Tree establishment at various locations in Frederick County; landscape</td>
<td>1,253</td>
<td>Under construction</td>
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<tr>
<td>17</td>
<td></td>
<td>Little Catoctin Creek at US 340; wetlands replacement</td>
<td>2,706</td>
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<tr>
<td>18</td>
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<td>Tree planting at various locations in Frederick County; landscape</td>
<td>2,106</td>
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<table>
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<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>2 Year (19 - 20) PROJECT COST ($000's)</th>
<th>CONSTRUCTION START</th>
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</thead>
<tbody>
<tr>
<td>20</td>
<td></td>
<td>Acquisition of Scenic Easements and Scenic/Historic Sites Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions</td>
<td>979</td>
<td>Underway</td>
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<tr>
<td>21</td>
<td></td>
<td>Pedestrian/Bicycle Facilities Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail</td>
<td>360</td>
<td>FY 2019</td>
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