

## Chapter 36 Implementation Analysis

| Rank | County                       | CTP Phase    | Agency | Project (Priority Letter ranking)   | Project Type                           | Safety & Security                      |   |                         | System Preservation              |                                       |                                    |                         | Quality of Service                |  |   |                         | Environmental Stewardship      |  |  |                         | Community Vitality                     |  |                                    |                         | Economic Prosperity                 |  |   |                         | Equitable Access to Transportation                                |   |                         |   | Cost Effectiveness and Return on Investment                                    |   |                         |   | Local Priorities and Planning       | Scoring Calculations    |                     |                 |                      |  |
|------|------------------------------|--------------|--------|---|--|--|---|-------------------------|----------------------------------|---------------------------------------|------------------------------------|-------------------------|-----------------------------------|--|---|-------------------------|--------------------------------|--|--|-------------------------|--|--|------------------------------------|-------------------------|-------------------------------------|--|---|-------------------------|---|---|-------------------------|---|--|---|-------------------------|---|-------------------------------------|-------------------------|---------------------|-----------------|----------------------|--|
|      |                              |              |        |   |  | Expected Reduction in Fatalities (0-4) | Implements SHA Complete Street Policies (0-1) | Measure Score (Max 100) | Increase Facility Lifespan (0-4) | Increase Facility Functionality (0-4) | Increase Facility Resiliency (0-1) | Measure Score (Max 100) | Change in Job Accessibility (0-4) | Positive Impact on Travel Time Reliability (0-4) | Supports Mode Connections & Promotes Mode Choices (0-4) | Measure Score (Max 100) | Reduce Harmful Emissions (0-1) | Avoids Impact on State Resources (0-3) | Advances State Environmental Goals (0-3) | Measure Score (Max 100) | Increases Walking/Biking/Transit (0-4) | Enhances Existing Community Assets (0-3) | Further Revitalization Plans (0-1) | Measure Score (Max 100) | Increase in Job Accessibility (0-4) | Enhances Access to Intermodal Locations for Movement of Goods/Services (0-3) | Further Non-Speculative Local/State Economic Development Strategies (0-4) | Measure Score (Max 100) | Increase in Job Accessibility for Disadvantaged Populations (0-4) | Economic Impact on Low-Income Communities (0-4) | Measure Score (Max 100) | Travel Time Savings Divided by Project Cost (0-4) | Leverages Additional Federal, State, Local and Private Sector Investment (0-1) | Increase Transportation Alternatives and Redundancy (0-4) | Measure Score (Max 100) | Supports Local Gov't Land Use Plans & Goals | Total Project Score (Max Score 800) | Project Population Area | Maryland Population | Weighted Factor | Final Weighted Score |  |
| 1    | Howard/Montgomery            | D&E          | MTA    | BRT - US 29 Corridor [Mo Co #4 tied Ho Co D&E #7]   | Transit                                | 2                                      | 1   | 67                      | 3                                | 4                                     | 1                                  | 90                      | 4                                 | 4  | 4   | 100                     | 1                              | 2                                      | 3  | 90                      | 4                                      | 4  | 1                                  | 100                     | 4                                   | 0  | 4   | 70                      | 2   | 1   | 38                      | 2   | 1  | 4   | 83                      | 100   | 738                                 | 1,258,862               | 5,773,552           | 22%             | 898                  |  |
| 2    | Montgomery                   | D&E          | SHA    | BRT - MD 586 & 28 from Rockville Metro to Wheaton Metro [Mo Co #10]   | Transit                                | 2                                      | 1   | 67                      | 3                                | 4                                     | 1                                  | 90                      | 4                                 | 4  | 4   | 100                     | 1                              | 2                                      | 3  | 90                      | 4                                      | 4  | 1                                  | 100                     | 4                                   | 0  | 4   | 70                      | 3   | 2   | 63                      | 2   | 1  | 4   | 83                      | 100   | 763                                 | 971,777                 | 5,773,552           | 17%             | 891                  |  |
| 3    | Prince George's/Charles      | D&E          | MTA    | US 301 - Southern Maryland Rapid Transit [PG Co #13 - CH Co #1]   | Transit                                | 2                                      | 1   | 67                      | 3                                | 4                                     | 1                                  | 90                      | 3                                 | 4  | 4   | 88                      | 1                              | 2                                      | 3  | 90                      | 4                                      | 4  | 1                                  | 100                     | 3                                   | 0  | 4   | 60                      | 4   | 2   | 75                      | 2   | 1  | 4   | 83                      | 100   | 753                                 | 1,009,971               | 5,773,552           | 17%             | 884                  |  |
| 4    | Montgomery/Prince George's   | D&E          | SHA    | I-95/495 - Widen I-495/managed lanes from the ALB to WWB [Not ranked viewed as MDOT issue]                        | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 4                                 | 4  | 2   | 85                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 3  | 1                                  | 75                      | 4                                   | 3  | 2   | 85                      | 4   | 2   | 75                      | 2   | 1  | 2   | 67                      | 100   | 663                                 | 1,835,197               | 5,773,552           | 32%             | 874                  |  |
| 5    | Montgomery                   | D&E          | MTA    | Corridor Cities Transitway (CCT) System [Mo Co #1]  | Transit                                | 2                                      | 1   | 67                      | 3                                | 4                                     | 1                                  | 90                      | 4                                 | 4  | 4   | 100                     | 1                              | 0                                      | 3  | 70                      | 4                                      | 4  | 1                                  | 100                     | 4                                   | 0  | 4   | 70                      | 3   | 2   | 63                      | 2   | 1  | 4   | 83                      | 100   | 743                                 | 971,777                 | 5,773,552           | 17%             | 867                  |  |
| 6    | Prince George's              | CO           | SHA    | US 1 - Reconstruct Roadway from College Ave to MD193 [already funded] and MD 193-I-95 (Segments 2 & 3) [PG Co #2] | Capacity/Safety/Operation Improvements | 3                                      | 1   | 83                      | 3                                | 3                                     | 1                                  | 83                      | 3                                 | 2  | 4   | 78                      | 1                              | 3                                      | 2  | 87                      | 4                                      | 4  | 1                                  | 100                     | 3                                   | 2  | 4   | 80                      | 4   | 2   | 75                      | 2   | 0  | 4   | 50                      | 100   | 735                                 | 863,420                 | 5,773,552           | 15%             | 845                  |  |
| 7    | Montgomery                   | D&E          | MTA    | BRT - MD 355 Rockville Pike [Mo Co #4 tied]   | Transit                                | 2                                      | 1   | 67                      | 3                                | 4                                     | 0                                  | 60                      | 3                                 | 4  | 4   | 88                      | 1                              | 2                                      | 3  | 90                      | 4                                      | 4  | 1                                  | 100                     | 3                                   | 0  | 4   | 60                      | 3   | 2   | 63                      | 2   | 1  | 4   | 83                      | 100   | 710                                 | 971,777                 | 5,773,552           | 17%             | 830                  |  |
| 8    | Baltimore City               | Priority Ltr | MTA    | Fixed Guideway Construction - Green Line Extension to Morgan State  | Transit                                | 2                                      | 1   | 67                      | 0                                | 0                                     | 1                                  | 30                      | 4                                 | 4  | 4   | 100                     | 1                              | 0                                      | 3  | 70                      | 4                                      | 4  | 1                                  | 100                     | 4                                   | 0  | 4   | 70                      | 4   | 4   | 100                     | 2   | 1  | 4   | 83                      | 100   | 720                                 | 620,961                 | 5,773,552           | 11%             | 797                  |  |
| 9    | Baltimore City               | Priority Ltr | MTA    | Fixed Guideway Construction - Bayview Marc to Shot Tower Metro  | Transit                                | 2                                      | 1   | 67                      | 0                                | 0                                     | 1                                  | 30                      | 4                                 | 4  | 4   | 100                     | 1                              | 0                                      | 3  | 70                      | 4                                      | 4  | 1                                  | 100                     | 4                                   | 0  | 4   | 70                      | 4   | 4   | 100                     | 2   | 1  | 4   | 83                      | 100   | 720                                 | 620,961                 | 5,773,552           | 11%             | 797                  |  |
| 10   | Montgomery/Prince George's   | D&E          | SHA    | MD 28/MD 198 - Corridor safety, capacity, and oper. imp. between MD 97 and I-95 [Mo Co #10]                       | Capacity/Safety/Operation Improvements | 3                                      | 1   | 83                      | 3                                | 3                                     | 1                                  | 83                      | 1                                 | 2  | 1   | 30                      | 1                              | 3                                      | 2  | 87                      | 2                                      | 2  | 1                                  | 67                      | 1                                   | 1  | 1   | 28                      | 4   | 2   | 75                      | 2   | 0  | 1   | 25                      | 100   | 577                                 | 1,835,197               | 5,773,552           | 32%             | 760                  |  |
| 11   | Montgomery                   | CO           | SHA    | I-270, Watkins Mill Rd [already funded]   | Interchange                            | 3                                      | 1   | 83                      | 4                                | 4                                     | 1                                  | 100                     | 2                                 | 3  | 2   | 55                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 2  | 1                                  | 67                      | 2                                   | 3  | 3   | 73                      | 3   | 2   | 63                      | 2   | 0  | 2   | 33                      | 100   | 637                                 | 971,777                 | 5,773,552           | 17%             | 744                  |  |
| 12   | Prince George's              | D&E          | SHA    | MD 202 - Intersection at Brightseat Road [PG Co #3]   | Intersection                           | 4                                      | 1   | 100                     | 3                                | 4                                     | 0                                  | 60                      | 3                                 | 2  | 1   | 55                      | 1                              | 3                                      | 1  | 73                      | 2                                      | 3  | 1                                  | 75                      | 3                                   | 1  | 3   | 63                      | 4   | 2   | 75                      | 2   | 0  | 1   | 25                      | 100   | 626                                 | 863,420                 | 5,773,552           | 15%             | 719                  |  |
| 13   | Montgomery                   | D&E          | SHA    | I-495 - Capacity improvements - I-270 Spur and Virginia Line [Not ranked viewed as MDOT issue]                    | Widen Roadway/Bridge                   | 2                                      | 0   | 33                      | 4                                | 4                                     | 1                                  | 100                     | 3                                 | 4  | 2   | 73                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 3  | 1                                  | 67                      | 3                                   | 3  | 2   | 75                      | 3   | 2   | 63                      | 2   | 0  | 2   | 33                      | 100   | 607                                 | 971,777                 | 5,773,552           | 17%             | 709                  |  |
| 14   | Baltimore County             | D&E          | SHA    | I-795 - Interchange at Doffield Blvd. [Balt Co #2]  | Interchange                            | 3                                      | 0   | 50                      | 4                                | 4                                     | 1                                  | 100                     | 4                                 | 3  | 1   | 73                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 3  | 0                                  | 42                      | 4                                   | 2  | 3   | 83                      | 4   | 2   | 75                      | 2   | 0  | 3   | 33                      | 100   | 618                                 | 805,029                 | 5,773,552           | 14%             | 704                  |  |
| 15   | Prince George's/Charles      | D&E          | SHA    | US 301 - Upgrades through Waldorf, including improvements at MD 5 and at MD 228/MD 5BU                            | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 1   | 53                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 1  | 1                                  | 58                      | 2                                   | 3  | 1   | 58                      | 4   | 2   | 75                      | 2   | 0  | 3   | 42                      | 100   | 595                                 | 1,009,971               | 5,773,552           | 17%             | 699                  |  |
| 16   | Montgomery                   | D&E          | SHA    | MD 355 - Grade-separated crossing over CSXT railroad and interchange at Parklawn Drive [Mo Co #3]                 | Intersection                           | 4                                      | 1   | 100                     | 3                                | 4                                     | 0                                  | 60                      | 1                                 | 2  | 2   | 38                      | 1                              | 3                                      | 1  | 73                      | 1                                      | 1  | 1                                  | 50                      | 1                                   | 3  | 2   | 55                      | 3   | 2   | 63                      | 2   | 1  | 1   | 58                      | 100   | 597                                 | 971,777                 | 5,773,552           | 17%             | 697                  |  |
| 17   | Anne Arundel/Prince George's | D&E          | SHA    | MD - 3 - Upgrade Roadway from US 50 to MD 32 [part of AA Co H-2]  | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 1                                 | 4  | 2   | 48                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 1  | 1                                  | 58                      | 1                                   | 2  | 2   | 45                      | 4   | 2   | 75                      | 2   | 0  | 1   | 25                      | 100   | 561                                 | 1,401,076               | 5,773,552           | 24%             | 697                  |  |
| 18   | Montgomery                   | D&E          | SHA    | MD 117 - Intersection capacity from I-270 to Metropolitan Grove Rd (Phases 2&3) [Mo Co #14]                       | Intersection                           | 4                                      | 1   | 100                     | 3                                | 4                                     | 1                                  | 90                      | 1                                 | 2  | 2   | 38                      | 1                              | 3                                      | 1  | 73                      | 1                                      | 2  | 1                                  | 58                      | 1                                   | 2  | 2   | 45                      | 3   | 2   | 63                      | 2   | 0  | 1   | 25                      | 100   | 582                                 | 971,777                 | 5,773,552           | 17%             | 691                  |  |
| 19   | Baltimore County             | D&E          | SHA    | I-695 - Widen from I-83 to I-95 [Not ranked viewed as MDOT issue]   | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 2   | 60                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 3  | 1                                  | 75                      | 2                                   | 3  | 3   | 73                      | 4   | 2   | 75                      | 2   | 0  | 3   | 42                      | 100   | 601                                 | 805,029                 | 5,773,552           | 14%             | 685                  |  |
| 20   | Baltimore County             | D&E          | SHA    | I-695 - Widen from I-95 to MD122 [Not ranked viewed as MDOT issue]  | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 2   | 60                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 3  | 1                                  | 75                      | 2                                   | 3  | 3   | 73                      | 4   | 2   | 75                      | 2   | 0  | 3   | 42                      | 100   | 601                                 | 805,029                 | 5,773,552           | 14%             | 685                  |  |
| 21   | Baltimore County             | D&E          | SHA    | I-695 - Traffic Management Strategies [Not ranked viewed as MDOT issue]   | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 2   | 60                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 3  | 1                                  | 75                      | 2                                   | 3  | 3   | 73                      | 4   | 2   | 75                      | 2   | 0  | 3   | 42                      | 100   | 601                                 | 805,029                 | 5,773,552           | 14%             | 685                  |  |
| 22   | Montgomery                   | CO           | SHA    | MD 185 - Jones Bridge Rd [already funded]   | Intersection                           | 4                                      | 1   | 100                     | 3                                | 4                                     | 0                                  | 60                      | 3                                 | 2  | 1   | 55                      | 1                              | 3                                      | 1  | 73                      | 2                                      | 4  | 0                                  | 50                      | 3                                   | 1  | 1   | 48                      | 3   | 2   | 63                      | 2   | 0  | 2   | 33                      | 100   | 582                                 | 971,777                 | 5,773,552           | 17%             | 680                  |  |
| 23   | Prince George's              | D&E          | SHA    | US 50 - Improving traffic capacity and operations from the D.C. Line to MD 704 [Not in 2016 letter]               | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 3                                 | 4  | 1   | 65                      | 1                              | 2                                      | 1  | 63                      | 0                                      | 2  | 1                                  | 50                      | 3                                   | 3  | 2   | 75                      | 4   | 2   | 75                      | 2   | 0  | 3   | 42                      | 100   | 583                                 | 863,420                 | 5,773,552           | 15%             | 671                  |  |
| 24   | Prince George's              | D&E          | SHA    | MD 5 - Upgrade to a multilane freeway from US 301 at T.B. to north of I-95/I-495 [PG Co #7]                       | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 1                                 | 4  | 1   | 40                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 2  | 1                                  | 67                      | 1                                   | 3  | 1   | 48                      | 4   | 2   | 75                      | 2   | 0  | 2   | 33                      | 100   | 573                                 | 863,420                 | 5,773,552           | 15%             | 658                  |  |
| 25   | Prince George's              | D&E          | SHA    | MD 5 - Geometric improvements at MD 5 and Linda Lane [part of PG #5]  | Capacity/Safety/Operation Improvements | 3                                      | 1   | 83                      | 3                                | 3                                     | 0                                  | 53                      | 1                                 | 2  | 1   | 30                      | 1                              | 3                                      | 2  | 87                      | 2                                      | 1  | 1                                  | 58                      | 1                                   | 3  | 1   | 48                      | 4   | 2   | 75                      | 2   | 0  | 2   | 33                      | 100   | 567                                 | 863,420                 | 5,773,552           | 15%             | 651                  |  |
| 26   | Montgomery                   | D&E          | SHA    | US 29 - Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road [Tech Rd. #5 fee]                           | Interchange                            | 3                                      | 1   | 83                      | 4                                | 4                                     | 0                                  | 70                      | 1                                 | 3  | 1   | 35                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 2  | 1                                  | 58                      | 1                                   | 2  | 2   | 45                      | 3   | 2   | 63                      | 2   | 0  | 2   | 33                      | 100   | 551                                 | 971,777                 | 5,773,552           | 17%             | 644                  |  |
| 27   | Montgomery                   | D&E          | SHA    | US 29 - Interchange at Musgrave Road and Fairland Road [Mo Co #9]   | Interchange                            | 3                                      | 1   | 83                      | 4                                | 4                                     | 0                                  | 70                      | 1                                 | 3  | 1   | 35                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 1  | 1                                  | 50                      | 1                                   | 2  | 3   | 53                      | 3   | 2   | 63                      | 2   | 0  | 2   | 33                      | 100   | 550                                 | 971,777                 | 5,773,552           | 17%             | 643                  |  |
| 28   | Prince George's              | D&E          | SHA    | MD 450 - Widen from Stonybrook Drive to west of MD 3 [Not in 2016 letter]   | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 1                                 | 4  | 1   | 40                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 3  | 1                                  | 67                      | 1                                   | 1  | 3   | 43                      | 4   | 2   | 75                      | 2   | 0  | 1   | 25                      | 100   | 559                                 | 863,420                 | 5,773,552           | 15%             | 643                  |  |
| 29   | Prince George's              | D&E          | SHA    | MD 197 - Widen from Kenhill Drive to MD 450 Relocated [PG Co #6]  | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 1                                 | 4  | 1   | 40                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 2  | 1                                  | 58                      | 1                                   | 3  | 1   | 48                      | 4   | 2   | 75                      | 2   | 0  | 1   | 25                      | 100   | 556                                 | 863,420                 | 5,773,552           | 15%             | 639                  |  |
| 30   | Montgomery                   | D&E          | SHA    | MD 124 - Reconstruct from Midcounty Highway to south of Airpark Road (Phases 2&3) [Mo Co #13]                     | Capacity/Safety/Operation Improvements | 3                                      | 1   | 83                      | 3                                | 3                                     | 0                                  | 53                      | 1                                 | 2  | 1   | 30                      | 1                              | 3                                      | 2  | 87                      | 1                                      | 2  | 0                                  | 25                      | 1                                   | 2  | 2   | 45                      | 3   | 2   | 63                      | 2   | 1  | 1   | 58                      | 100   | 543                                 | 971,777                 | 5,773,552           | 17%             | 635                  |  |
| 31   | Prince George's              | D&E          | SHA    | MD 201/US 1 - Capacity Improve. from Capital Beltway to north of Muirkirk Road [Not in 2016 letter]               | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 1                                 | 4  | 1   | 40                      | 1                              | 2                                      | 1  | 63                      | 2                                      | 3  | 0                                  | 42                      | 1                                   | 2  | 3   | 53                      | 4   | 2   | 75                      | 2   | 0  | 2   | 33                      | 100   | 553                                 | 863,420                 | 5,773,552           | 15%             | 635                  |  |
| 32   | Prince George's              | D&E          | SHA    | MD 210 - improve intersections from I-95/I-495 to MD 228 [PG Co #4]   | Intersection                           | 4                                      | 1   | 100                     | 3                                | 4                                     | 1                                  | 90                      | 1                                 | 2  | 1   | 30                      | 1                              | 3                                      | 1  | 73                      | 1                                      | 1  | 0                                  | 17                      | 1                                   | 2  | 1   | 38                      | 4   | 2   | 75                      | 2   | 0  | 1   | 25                      | 100   | 54                                  |                         |                     |                 |                      |  |

## Chapter 36 Implementation Analysis

| Rank | County            | CTP Phase | Agency | Project (Priority Letter ranking)  | Project Type                           | Safety & Security                      |   |                         | System Preservation              |                                       |                                    |                         | Quality of Service                |  |   |                         | Environmental Stewardship      |  |  |                         | Community Vitality                     |  |                                    |                         | Economic Prosperity                 |  |   |                         | Equitable Access to Transportation                                |   |                         |   | Cost Effectiveness and Return on Investment                                    |   |                         |   | Local Priorities and Planning       | Scoring Calculations    |                     |                 |                      |  |
|------|-------------------|-----------|--------|--|--|--|---|-------------------------|----------------------------------|---------------------------------------|------------------------------------|-------------------------|-----------------------------------|--|---|-------------------------|--------------------------------|--|--|-------------------------|--|--|------------------------------------|-------------------------|-------------------------------------|--|---|-------------------------|---|---|-------------------------|---|--|---|-------------------------|---|-------------------------------------|-------------------------|---------------------|-----------------|----------------------|--|
|      |                   |           |        |  |  | Expected Reduction in Fatalities (0-4) | Implements SHA Complete Street Policies (0-1) | Measure Score (Max 100) | Increase Facility Lifespan (0-4) | Increase Facility Functionality (0-4) | Increase Facility Resiliency (0-1) | Measure Score (Max 100) | Change in Job Accessibility (0-4) | Positive Impact on Travel Time Reliability (0-4) | Supports Mode Connections & Promotes Mode Choices (0-4) | Measure Score (Max 100) | Reduce Harmful Emissions (0-1) | Avoids Impact on State Resources (0-3) | Advances State Environmental Goals (0-3) | Measure Score (Max 100) | Increases Walking/Biking/Transit (0-4) | Enhances Existing Community Assets (0-3) | Further Revitalization Plans (0-1) | Measure Score (Max 100) | Increase in Job Accessibility (0-4) | Enhances Access to Intermodal Locations for Movement of Goods/Services (0-3) | Further's Non-Speculative Local/State Economic Development Strategies (0-4) | Measure Score (Max 100) | Increase in Job Accessibility for Disadvantaged Populations (0-4) | Economic Impact on Low-Income Communities (0-4) | Measure Score (Max 100) | Travel Time Savings Divided by Project Cost (0-4) | Leverages Additional Federal, State, Local and Private Sector Investment (0-1) | Increase Transportation Alternatives and Redundancy (0-4) | Measure Score (Max 100) | Supports Local Gov't Land Use Plans & Goals | Total Project Score (Max Score 800) | Project Population Area | Maryland Population | Weighted Factor | Final Weighted Score |  |
| 49   | Garrett           | D&E       | SHA    | US 219 - Oakland Bypass  | Widen Roadway                          | 2                                      | 1   | 67                      | 4                                | 4                                     | 1                                  | 100                     | 1                                 | 4  | 1   | 40                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 2  | 1                                  | 58                      | 1                                   | 2  | 2   | 45                      | 1   | 3   | 50                      | 2   | 0  | 2   | 33                      | 100   | 557                                 | 30,097                  | 5,773,552           | 1%              | 560                  |  |
| 50   | St. Mary's        | D&E       | SHA    | MD 5 - Intersection, Bridge & Drainage Improvements at MD 246 & 471                        | Capacity/Safety/Operation Improvements | 3                                      | 1   | 83                      | 3                                | 3                                     | 1                                  | 83                      | 1                                 | 2  | 1   | 30                      | 1                              | 3                                      | 2  | 87                      | 3                                      | 2  | 1                                  | 75                      | 1                                   | 1  | 1   | 28                      | 1   | 2   | 38                      | 2   | 0  | 1   | 25                      | 100   | 548                                 | 105,151                 | 5,773,552           | 2%              | 557                  |  |
| 51   | Allegany          | D&E       | SHA    | US 220 - Upgrade & Relocate US 220/MD53 from I-68 to Cresaptown                            | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 1                                 | 4  | 1   | 40                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 3  | 1                                  | 67                      | 1                                   | 2  | 2   | 45                      | 1   | 4   | 63                      | 2   | 0  | 1   | 25                      | 100   | 549                                 | 75,087                  | 5,773,552           | 1%              | 556                  |  |
| 52   | Anne Arundel      | CO        | SHA    | MD 175 - National Business Parkway to McCarron Court (MD 295 interchange) [AA Co H-1]      | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 0                                  | 50                      | 3                                 | 4  | 1   | 65                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 3  | 0                                  | 33                      | 3                                   | 2  | 2   | 65                      | 2   | 1   | 38                      | 2   | 0  | 1   | 25                      | 100   | 506                                 | 537,656                 | 5,773,552           | 9%              | 553                  |  |
| 53   | Howard/Carroll    | D&E       | SHA    | MD 32 - Capacity Improvements from MD 26 to I-70   | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 1   | 53                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 1  | 0                                  | 17                      | 2                                   | 3  | 1   | 58                      | 3   | 1   | 50                      | 2   | 0  | 1   | 25                      | 100   | 512                                 | 454,219                 | 5,773,552           | 8%              | 552                  |  |
| 54   | Calvert/St Mary's | D&E       | SHA    | MD 4 - Thomas Johnson Bridge Replacement [Ca Co #1 - ST Co #1]                             | Bridge                                 | 1                                      | 1   | 50                      | 4                                | 2                                     | 1                                  | 85                      | 3                                 | 2  | 1   | 55                      | 0                              | 1                                      | 1  | 23                      | 2                                      | 3  | 1                                  | 75                      | 3                                   | 3  | 1   | 68                      | 1   | 2   | 38                      | 2   | 0  | 1   | 25                      | 100   | 518                                 | 193,888                 | 5,773,552           | 3%              | 536                  |  |
| 55   | Anne Arundel      | CO        | SHA    | US 50 - Severn River Bridge Congestion Relief [part of AA Co H-3]                          | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 2   | 60                      | 1                              | 2                                      | 1  | 63                      | 0                                      | 2  | 0                                  | 17                      | 2                                   | 3  | 2   | 65                      | 2   | 1   | 38                      | 2   | 0  | 2   | 33                      | 100   | 489                                 | 537,656                 | 5,773,552           | 9%              | 535                  |  |
| 56   | Frederick         | D&E       | SHA    | US 15 - Improvements between I-70 and MD 26 [FR Co CO #1]                                  | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 1   | 53                      | 1                              | 2                                      | 1  | 63                      | 0                                      | 2  | 1                                  | 50                      | 2                                   | 3  | 2   | 65                      | 1   | 1   | 25                      | 2   | 0  | 2   | 33                      | 100   | 502                                 | 233,385                 | 5,773,552           | 4%              | 523                  |  |
| 57   | Carroll           | CO        | SHA    | MD 30 - Northwoods Trail to CSX [CL Co #1 Streetscape]                                     | Capacity/Safety/Operation Improvements | 3                                      | 1   | 83                      | 3                                | 3                                     | 0                                  | 53                      | 1                                 | 2  | 1   | 30                      | 1                              | 3                                      | 2  | 87                      | 3                                      | 2  | 1                                  | 75                      | 1                                   | 1  | 1   | 28                      | 1   | 1   | 25                      | 2   | 0  | 1   | 25                      | 100   | 505                                 | 167,134                 | 5,773,552           | 3%              | 520                  |  |
| 58   | Howard            | D&E       | SHA    | I-70 - Congestion Relief from MD 32 to US 29 [Ho Co D&E #4]                                | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 3                                 | 4  | 2   | 73                      | 1                              | 2                                      | 1  | 63                      | 0                                      | 1  | 0                                  | 8                       | 3                                   | 3  | 2   | 75                      | 2   | 1   | 38                      | 2   | 0  | 1   | 25                      | 100   | 495                                 | 287,085                 | 5,773,552           | 5%              | 520                  |  |
| 59   | Howard            | D&E       | SHA    | US 29 - Widening from the Middle Patuxent River to Seneca Drive (Phase 2) [Ho Co D&E #1]   | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 3                                 | 4  | 1   | 65                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 1  | 0                                  | 17                      | 3                                   | 3  | 1   | 68                      | 2   | 1   | 38                      | 2   | 0  | 1   | 25                      | 100   | 488                                 | 287,085                 | 5,773,552           | 5%              | 513                  |  |
| 60   | Worcester         | D&E       | SHA    | MD 589 - Race Track Rd Improvements to corridor from US 50 to US 113 [a priority of WO Co] | Capacity/Safety/Operation Improvements | 3                                      | 1   | 83                      | 3                                | 3                                     | 0                                  | 53                      | 1                                 | 2  | 1   | 30                      | 1                              | 3                                      | 2  | 87                      | 2                                      | 2  | 0                                  | 33                      | 1                                   | 1  | 2   | 35                      | 2   | 3   | 63                      | 2   | 0  | 1   | 25                      | 100   | 508                                 | 51,454                  | 5,773,552           | 1%              | 513                  |  |
| 61   | Frederick         | D&E       | SHA    | MD 85 - Widening from English Muffin Way to Grove Rd                                       | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 1   | 53                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 2  | 0                                  | 25                      | 2                                   | 2  | 2   | 55                      | 1   | 1   | 25                      | 2   | 0  | 1   | 25                      | 100   | 493                                 | 233,385                 | 5,773,552           | 4%              | 512                  |  |
| 62   | Frederick         | CO        | SHA    | MD 85 - Widening from Crestwood to Spectrum Drive  | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 1   | 53                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 2  | 0                                  | 25                      | 2                                   | 2  | 2   | 55                      | 1   | 1   | 25                      | 2   | 0  | 1   | 25                      | 100   | 493                                 | 233,385                 | 5,773,552           | 4%              | 512                  |  |
| 63   | Worcester         | D&E       | SHA    | US 50 - Replace Bridge 23007 over the Sinepuxent Bay [a priority of WO Co]                 | Bridge                                 | 1                                      | 1   | 50                      | 4                                | 2                                     | 1                                  | 85                      | 2                                 | 2  | 0   | 35                      | 0                              | 1                                      | 1  | 23                      | 1                                      | 3  | 1                                  | 67                      | 2                                   | 3  | 1   | 58                      | 2   | 3   | 63                      | 2   | 0  | 1   | 25                      | 100   | 505                                 | 51,454                  | 5,773,552           | 1%              | 510                  |  |
| 64   | Calvert           | CO        | SHA    | MD 2/4 - Widening from Fox Run Blvd to Commerce Lane [already funded]                      | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 0                                  | 50                      | 2                                 | 4  | 1   | 53                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 1  | 1                                  | 50                      | 2                                   | 3  | 2   | 65                      | 1   | 1   | 25                      | 2   | 0  | 1   | 25                      | 100   | 498                                 | 88,737                  | 5,773,552           | 2%              | 505                  |  |
| 65   | Frederick         | CO        | SHA    | MD 180 - Bridge Over US 15/MD 340  | Bridge                                 | 1                                      | 1   | 50                      | 4                                | 2                                     | 0                                  | 55                      | 3                                 | 2  | 1   | 55                      | 0                              | 1                                      | 1  | 23                      | 1                                      | 4  | 0                                  | 42                      | 3                                   | 1  | 4   | 70                      | 1   | 1   | 25                      | 2   | 1  | 1   | 58                      | 100   | 476                                 | 233,385                 | 5,773,552           | 4%              | 498                  |  |
| 66   | Baltimore County  | D&E       | SHA    | I-70/1-695 Triple Bridges - Study to Replace [Not ranked viewed as MDOT issue]             | Bridge                                 | 1                                      | 0   | 17                      | 4                                | 2                                     | 1                                  | 85                      | 2                                 | 2  | 0   | 35                      | 0                              | 1                                      | 1  | 23                      | 0                                      | 2  | 0                                  | 17                      | 2                                   | 3  | 1   | 58                      | 4   | 2   | 75                      | 2   | 0  | 1   | 25                      | 100   | 434                                 | 805,029                 | 5,773,552           | 14%             | 495                  |  |
| 67   | Washington        | D&E       | SHA    | I-81 - Reconstruction from WV Line to PA Line  | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 1                                 | 4  | 1   | 40                      | 1                              | 2                                      | 1  | 63                      | 0                                      | 1  | 0                                  | 8                       | 1                                   | 3  | 2   | 55                      | 1   | 4   | 63                      | 2   | 0  | 2   | 33                      | 100   | 476                                 | 147,430                 | 5,773,552           | 3%              | 488                  |  |
| 68   | Harford           | D&E       | SHA    | US 1 - Construct Multilane Hwy from MD152 to Hickory Bypass                                | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 1                                  | 80                      | 1                                 | 4  | 1   | 40                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 1  | 0                                  | 17                      | 1                                   | 2  | 1   | 38                      | 1   | 2   | 38                      | 2   | 0  | 1   | 25                      | 100   | 467                                 | 244,826                 | 5,773,552           | 4%              | 486                  |  |
| 69   | Carroll           | D&E       | SHA    | MD 26 - Operational, Safety & Streetscape Improvements at Liberty Rd/ MD32                 | Capacity/Safety/Operation Improvements | 3                                      | 1   | 83                      | 3                                | 3                                     | 0                                  | 53                      | 1                                 | 2  | 1   | 30                      | 1                              | 3                                      | 2  | 87                      | 3                                      | 2  | 0                                  | 42                      | 1                                   | 1  | 1   | 28                      | 1   | 1   | 25                      | 2   | 0  | 1   | 25                      | 100   | 472                                 | 167,134                 | 5,773,552           | 3%              | 485                  |  |
| 70   | Carroll           | D&E       | SHA    | MD 140 - Capacity Improvements Between Market St and Sullivan Road                         | Widen Roadway                          | 2                                      | 1   | 67                      | 2                                | 4                                     | 0                                  | 50                      | 2                                 | 4  | 1   | 53                      | 1                              | 2                                      | 1  | 63                      | 1                                      | 1  | 1                                  | 50                      | 2                                   | 1  | 1   | 38                      | 1   | 1   | 25                      | 2   | 0  | 1   | 25                      | 100   | 470                                 | 167,134                 | 5,773,552           | 3%              | 484                  |  |
| 71   | Frederick         | D&E       | SHA    | I-70 - Widen to six lanes between Mount Phillip Road and I-270                             | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 0                                  | 50                      | 3                                 | 4  | 0   | 58                      | 1                              | 2                                      | 1  | 63                      | 0                                      | 1  | 0                                  | 8                       | 3                                   | 3  | 2   | 75                      | 1   | 1   | 25                      | 2   | 0  | 2   | 33                      | 100   | 446                                 | 233,385                 | 5,773,552           | 4%              | 464                  |  |
| 72   | Queen Anne's      | D&E       | SHA    | US 50 - Widen from US 301 to MD 404  | Widen Roadway                          | 2                                      | 0   | 33                      | 2                                | 4                                     | 1                                  | 80                      | 2                                 | 4  | 1   | 53                      | 1                              | 2                                      | 1  | 63                      | 0                                      | 1  | 0                                  | 8                       | 2                                   | 3  | 1   | 58                      | 1   | 2   | 38                      | 2   | 0  | 1   | 25                      | 100   | 457                                 | 47,798                  | 5,773,552           | 1%              | 461                  |  |
| 73   | St. Mary's        | CO        | SHA    | MD 5 - Widen Camp Brown Rd/Park [SM Co minor #2]   | Widen Roadway                          | 0                                      | 1   | 33                      | 2                                | 4                                     | 0                                  | 50                      | 0                                 | 0  | 0   | 0                       | 0                              | 2                                      | 1  | 33                      | 1                                      | 2  | 0                                  | 25                      | 0                                   | 0  | 0   | 0                       | 1   | 2   | 38                      | 0   | 0  | 0   | 0                       | 100   | 279                                 | 105,151                 | 5,773,552           | 2%              | 284                  |  |

**NOTE:**  
Project Population Area: The county(s) the project resides in using 2010 Census Data for the population

# Chapter 36 Implementation Key

| #  | Measure  | No Impact (0)   | Low Impact (1)   | Medium Impact (2)   | High Impact (3)   | Very High Impact (4)   |
|----|--|---|--|---|---|--|
| 1  | <b>Reduce Fatalities</b>                       |   | Bridges - These projects are largely replacing existing bridges with similar facilities so the impact will be minor.   | Widen Roadways - These projects are reducing congestion which will mitigate some safety concerns.<br>Transit- These projects have a goal of reducing VMT which will improve safety across the transportation network. | Capacity/Operational/Safety Improvements - These projects have safety components and are in locations with pedestrian and vehicle safety concerns.<br>Interchanges - These projects improve high speed merging which are safety concern areas in roadway network. | Intersections - The function of these facilities result in major safety concern areas for both vehicle and pedestrian traffic. Improvements to intersections have high safety impacts. |
| 2  | <b>Complete Streets</b>                        | No  | Yes  |   |   |  |
| 3  | <b>Increase Facility Lifespan</b>              | Transit (New Starts) - These projects are brand new facilities so they generally do not increase the life of existing facilities.   |  | Widen Roadway - These projects add onto existing roadways and do some reconstruction work of existing facilities.   | Capacity/Safety/Operation Improvements & Intersections and BRT (Transit) - These projects may reconstruct a portion of existing roadways/facilities   | Bridge & Interchange - These projects replace existing bridges or interchanges/intersections.  |
| 4  | <b>Increase Facility Functionality</b>         | Transit (New Starts) - These projects are brand new facilities so they generally do not increase the functionality of existing facilities.  |  | Bridge - These projects replace existing bridges with improvements (i.e. increased shoulder width,etc) but they are not major capacity projects.  | Capacity/Safety/Operation Improvements - These projects make various operational improvements to facilities.  | Interchange, Intersection, Widen Roadway & Transit (BRT) - These projects have major operational improvements or add new functionality as their primary goals are capacity.            |
| 5  | <b>Increase Facility Resiliency</b>            | No  | Yes  | Not Applicable - Y or No Response   | Not Applicable - Y or No Response   | Not Applicable - Y or No Response  |
| 6  | <b>Change in Job Accessibility</b>             | No Impact   | Low  | Medium  | High  | Very High  |
| 7  | <b>Change in Travel Time Reliability</b>       |   |  | Intersection Projects, Bridges & Capacity/Operational/Safety Projects - Operational Improvements will be realized but not to the magnitude of interchange or roadway projects - which greatly reduce congestion.      | Interchange Projects -These projects are choke points and if they are improved congestion would be mitigated.   | Widen Roadway & Transit - New capacity will reduce congestion and enable more reliable travel times.   |
| 8  | <b>Supports Mode Connections &amp; Choices</b> | No Impact   | Low  | Medium  | High  | Very High  |
| 9  | <b>Harmful Emission Reductions</b>             | No: Bridge Projects - These projects are replacing existing structures with little impact on changing vehicle behavior.   | Yes: Interchanges/Intersections, Widen Roadway & Transit - These all reduce congestion and for Transit will reduce VMT   | Not Applicable - Y or No Response   | Not Applicable - Y or No Response   | Not Applicable - Y or No Response  |
| 10 | <b>Avoids Impact on State Resources</b>        | Transit (New Starts ) - These are major construction projects that will impact state resources. CCT is considered a New Start for this measure due to the amount of construction needed to implement. | Bridge - These projects have a high impact due to construction over waterways/wetland sites and soil disruption.   | Widen Roadways/Interchanges/Transit (BRT) - These projects will facilitate new construction of surfaces which will require treatment of runoff and adverse impacts.   | Intersections & Capacity/Operational/Safety Improvements- These projects are improving existing surfaces and facilities so the impact will be minor.  | Not Applicable - Used a 4 point scale as it is difficult to differentiate between high and very high (4).  |
| 11 | <b>Advances State Goals</b>                    | No Impact - Assumption was that all projects advance state goals some by reducing congestion (idling causes increased Co2 emission) through additional capacity or operational efficiencies           | Widen Roadway, Intersections, Interchanges & Bridges - These projects have a small impact on environmental goals as reducing congestion will reduce Co2 Emissions but they accommodate increased VMT and impact state resources when constructed | Capacity/Operational/Safety Improvements - These projects promote pedestrian/bicycle use and other modal choices which reduces VMT and promote Environmental Goals  | Transit - These projects reduce VMT and support mode choices which advance Environmental Goals. However, their construction impacts State Resources.  | Not Applicable - Used a 3 point scale as it is difficult to differentiate high and very high (4).  |
| 12 | <b>Increases Walking/Biking and Transit</b>    | Projects have no pedestrian/bicycle facilities  | Projects that create Pedestrian/Bicycle Facilities   | Projects that improve Commuter Bus Service or are near existing transit stations.   | Capacity/Safety/Operational Improvements - These projects promote walking and biking.   | Transit Projects - These projects promote walking, biking and transit.   |
| 13 | <b>Community Assists</b>                       | No Impact   | Low  | Medium  | High  | Very High  |
| 14 | <b>Further Revitalization Plans</b>            | No - No communities identified on specific project route.   | Yes - Communities identified on specific project route.  | Not Applicable - Y or No Response   | Not Applicable - Y or No Response   | Not Applicable - Y or No Response  |

# Chapter 36 Implementation Key

| #  | Measure  | No Impact (0)  | Low Impact (1)  | Medium Impact (2)   | High Impact (3)                        | Very High Impact (4)   |
|----|--|--|---|---|--|--|
| 15 | Increase Job Accessibility with 60 mile Radius                           | No Impact  | Low   | Medium  | High                                   | Very High  |
| 16 | Enhances Access to Intermodal Locations for Movement of Goods/Services   | Transit - These projects are moving people not goods and services. | On a collector roadway  | On a arterial roadway   | Listed as a Significant Freight Impact | Not Applicable - Used a 4 point scale only as it is difficult to differentiate between high and very high (4). |
| 17 | Non-Speculative Economic Development Strategies                          | No Impact  | Low   | Medium  | High                                   | Very High  |
| 18 | Increase Job Access for Low Income Communities                           | Not Applicable - All counties have low income communities          | 0%-8%   | 8%-10%  | 11%-12%                                | >13%   |
| 19 | Economic Impact on Disadvantage Communities                              | Not Applicable - All counties have Disadvantaged communities.      | St. Mary's, Calvert, Carroll, Frederick, Washington, Allegany, Garrett, Harford, Cecil, Kent, Queen Anees, Caroline & Talbot. | Howard, Anne Arundel, Charles, Dorchester, Wicomico, Worcester & Somerset | Montgomery County                      | Prince George's & Baltimore  |
| 20 | Travel Time Savings Divided by Project Cost                              | Not Applicable   | Not Applicable  | All Projects  | Not Applicable                         | Not Applicable   |
| 21 | Leverages Additional Federal, State, Local and Private Sector Investment | No   | Yes   | Not Applicable - Y or No Response   | Not Applicable - Y or No Response      | Not Applicable - Y or No Response  |
| 22 | Increases Transportation Alternatives and Redundancy                     | No increases   | Low   | Medium  | High                                   | Very High  |
| 23 | Supports Local Gov't Land Use Plans & Goals                              | No (0)   | Yes (100)   | Not Applicable - Y or No Response   | Not Applicable - Y or No Response      | Not Applicable - Y or No Response  |

**NOTE:**

Project Population Area: The county(s) the project resides in using 2010 Census Data for the population