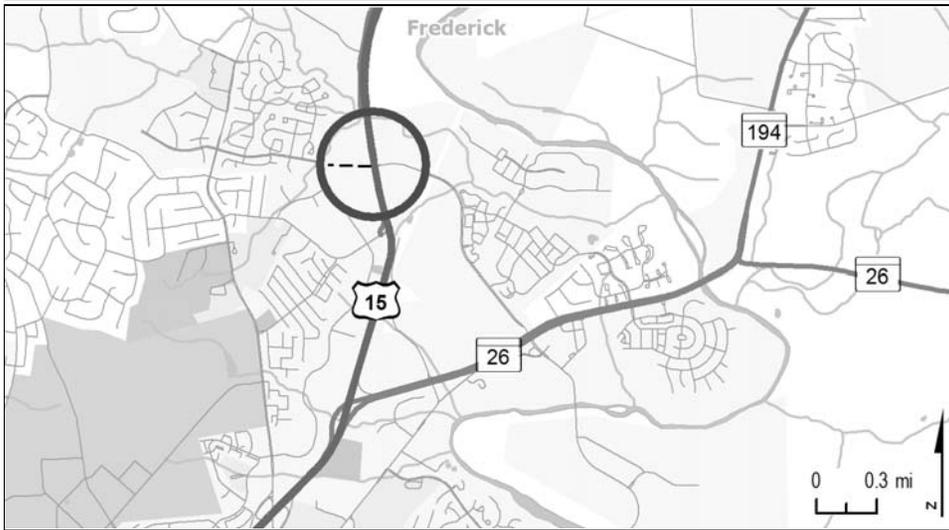




FREDERICK COUNTY



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Construct a grade-separated interchange and park-and-ride lot at Monocacy Boulevard. This project will include appropriate bicycle and pedestrian facilities.

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

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

ASSOCIATED IMPROVEMENTS:
 I-270/US 15, Multimodal Corridor Study (Line 12)

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 existing at-grade intersections, providing new east-west access, and constructing a ride-share facility. This intersection will support ongoing and planned growth.

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of \$10.5 million is due to a favorable bid price.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				YEAR			
				.....2018....	.....2019....	.....2020....	.....2021....				
Planning	682	682	0	0	0	0	0	0	0	0	0	
Engineering	4,335	4,335	0	0	0	0	0	0	0	0	0	
Right-of-way	19,266	12,837	1,893	2,425	2,041	70	0	0	6,429	0	0	
Construction	36,026	1,317	10,142	13,009	11,558	0	0	0	34,709	0	0	
Total	60,309	19,171	12,035	15,434	13,599	70	0	0	41,138	0	0	
Federal-Aid	15,246	11,224	399	1,937	1,630	56	0	0	4,022	0	0	

CLASSIFICATION:

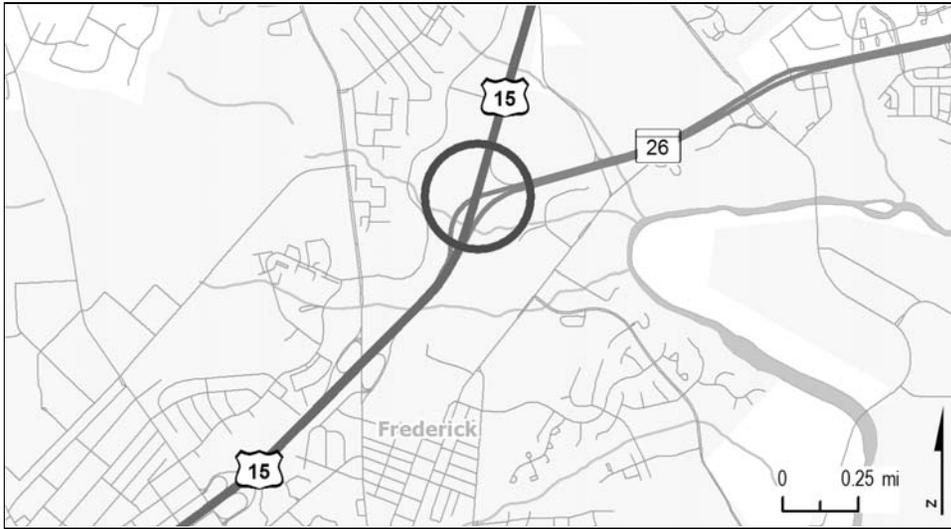
STATE - Urban Freeway/Expressway
 FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 45,450

PROJECTED (2035) - 60,910



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Replace Bridge 10097 over MD 26.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1957, is structurally deficient.

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

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

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

ASSOCIATED IMPROVEMENTS:

I-270/US 15 Multimodal Corridor Study (Line 12)
 US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)

EXPLANATION: The existing structure is structurally deficient.

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

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

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				YEAR 2021			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	541	218	323	0	0	0	0	0	0	0	323	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	6,085	0	1,282	4,155	648	0	0	0	0	0	6,085	0
Total	6,626	218	1,605	4,155	648	0	0	0	0	0	6,408	0
Federal-Aid	410	170	240	0	0	0	0	0	0	0	240	0

CLASSIFICATION:

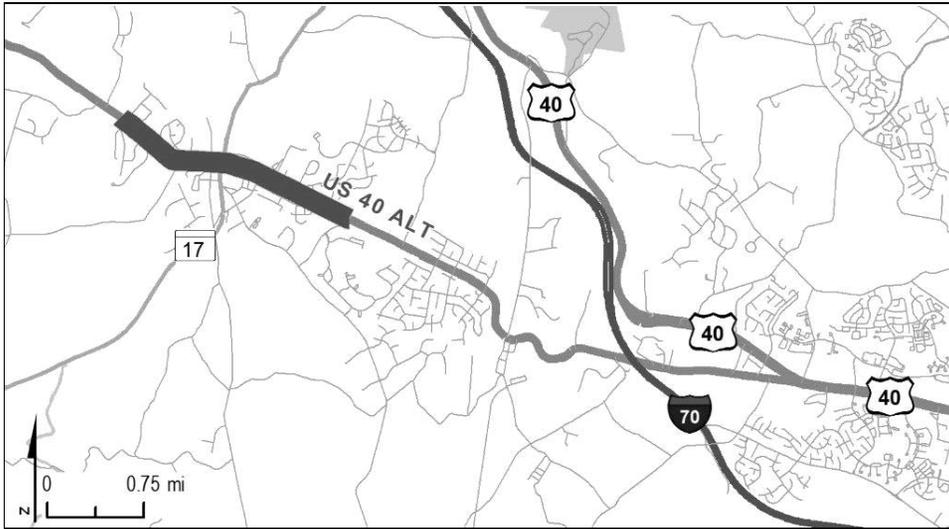
STATE - Principal Arterial
 FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 24,500

PROJECTED (2035) - 30,000



PROJECT: US 40 ALT, Old National Pike

DESCRIPTION: Construct roadway improvements including upgrades to pedestrian/bicyclist facilities, resurfacing, curb and gutter, and storm water 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 ALT.

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: System preservation to improve safety and enhance vitality in an existing community through transportation infrastructure improvement.

STATUS: Engineering and Right-of-Way are underway. Construction to begin during current fiscal year.

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

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,943	2,493	450	0	0	0	0	0	0	450	0	
Right-of-way	1,152	3	168	236	236	236	218	55	1,149	0	0	
Construction	10,459	0	0	3,247	4,710	2,502	0	0	10,459	0	0	
Total	14,554	2,496	618	3,483	4,946	2,738	218	55	12,058	0	0	
Federal-Aid	10,295	1,708	429	2,533	3,674	1,951	0	0	8,587	0	0	

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Urban Principal Arterial

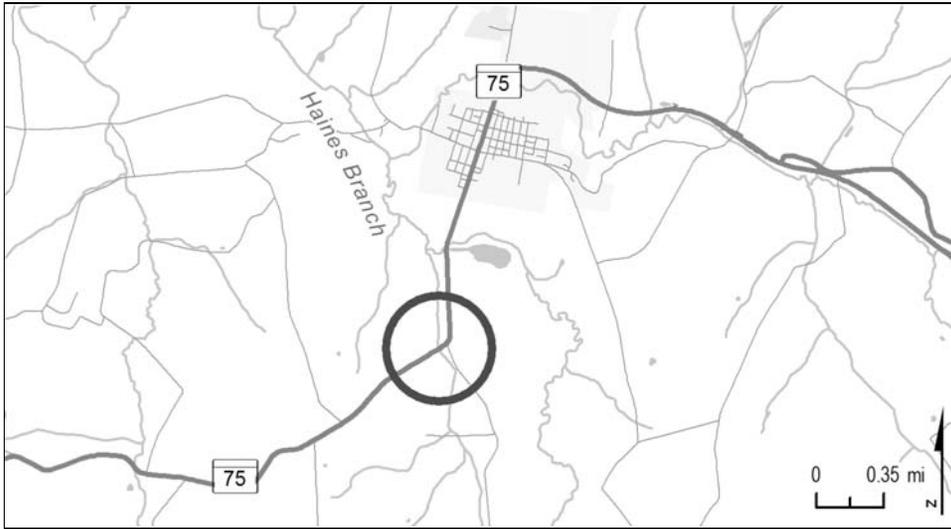
FEDERAL -

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 12,000

PROJECTED (2035) - 14,900



PROJECT: MD 75, Green Valley Road

DESCRIPTION: Replace Bridge 10172 over Haines Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is functionally obsolete.

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

ASSOCIATED IMPROVEMENTS:

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 functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	509	509	0	0	0	0	0	0	0	0	0
Right-of-way	93	91	2	0	0	0	0	0	0	2	0
Construction	1,986	495	1,414	77	0	0	0	0	0	1,491	0
Total	2,588	1,095	1,416	77	0	0	0	0	0	1,493	0
Federal-Aid	363	363	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

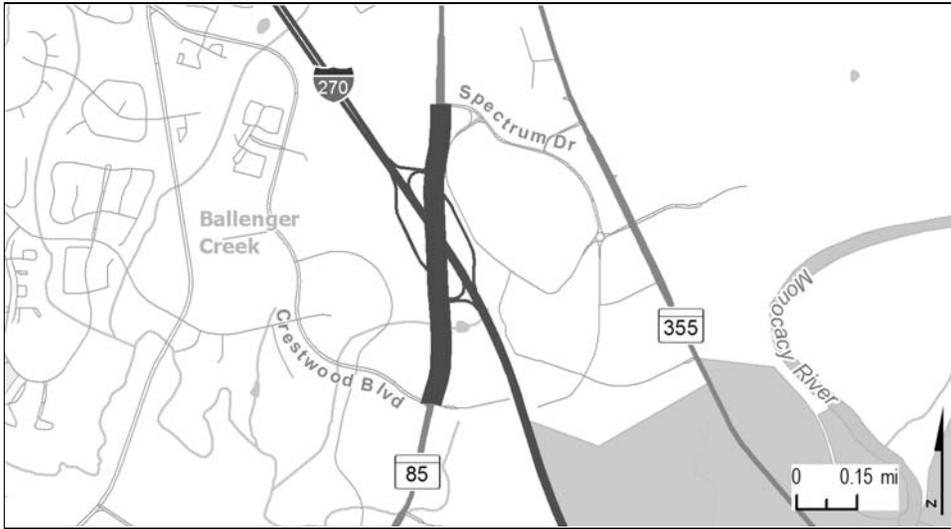
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 1300

PROJECTED (2035) - 1750



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen to a multilane divided highway from Crestwood Boulevard/Shockley Drive to Spectrum Drive (0.8 miles), including MD 85 interchange reconstruction at I-270 and I-270 dual bridges replacement. This project is Phase 1 of a three-phase project to widen and reconstruct MD 85 from south of English Muffin Way to north of Grove Road.

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

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

ASSOCIATED IMPROVEMENTS:
 I-270 and US 15, Multimodal Corridor Study (Line 12)
 MD 85, South of English Muffin Way to north of Grove Road (Line 14)

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

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

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

STATUS: Engineering and Right-of-Way underway. Construction to begin during fiscal year 2018. Frederick County is funding \$1.5 million for partial Engineering.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: Added \$100.3 million to Construction. Funding provided by the Governor's Investment in Highways and Bridges Initiative. This is a breakout project of MD 85 from English Muffin Way to Grove Road (Line 13).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				
					.....2018.....	.....2019.....	.....2020.....	.....2021.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	6,072	4,972	650	450	0	0	0	0	1,100
Right-of-way	11,685	669	1,500	3,600	2,900	1,684	1,332	0	11,016
Construction	100,310	0	0	13,530	24,066	26,749	35,965	0	100,310
Total	118,067	5,641	2,150	17,580	26,966	28,433	37,297	0	112,426
Federal-Aid	3,655	2,797	507	351	0	0	0	0	858

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 35,500 - 49,500

PROJECTED (2035) - 49,000 - 69,700



PROJECT: MD 140, Main Street

DESCRIPTION: Replace Bridge 10062 over Flat Run.

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

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,396	891	505	0	0	0	0	0	505	0
Right-of-way	271	0	46	55	55	55	55	5	271	0
Construction	4,576	0	0	3,784	792	0	0	0	4,576	0
Total	6,243	891	551	3,839	847	55	55	5	5,352	0
Federal-Aid	4,648	680	399	2,952	617	0	0	0	3,968	0

CLASSIFICATION:

STATE - Intermediate Arterial

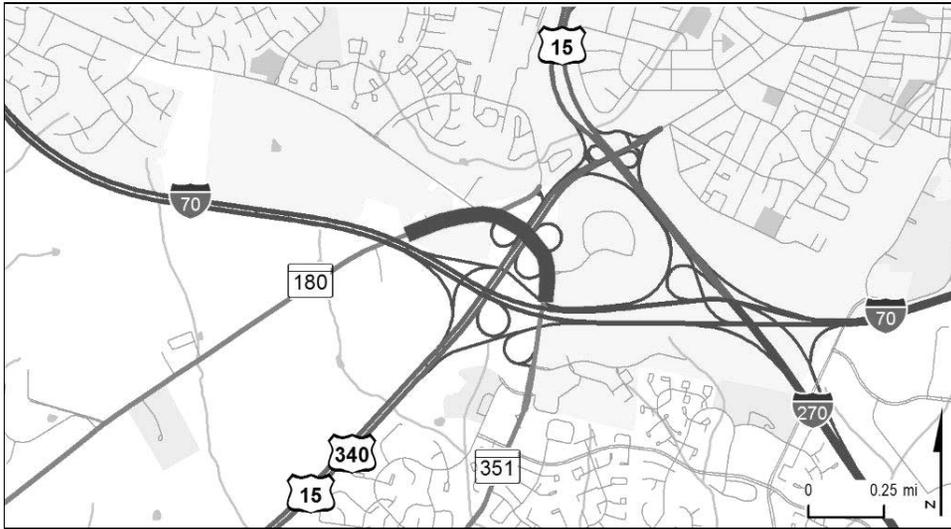
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 7,500

PROJECTED (2035) - 10,100



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Urban reconstruction of MD 180, from north of I-70 to structure 10140 (0.65 miles), including additional structural capacity over US 15/US 340.

PURPOSE & NEED SUMMARY STATEMENT: Operational improvements and capacity improvements to support 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

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

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

ASSOCIATED IMPROVEMENTS:

I-70, from Mount Phillip Road to east of MD 144 FA (Line 10)
 MD 180 and MD 351 Planning Study (Line 15)

EXPLANATION: Due to rapid development, the corridor experiences operational failures indicated by heavily congested roads and high traffic volumes, especially during peak periods.

STATUS: Engineering underway.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,000	0	280	1,700	2,600	420	0	0	5,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,000	0	0	0	0	3,456	9,671	12,873	26,000	0
Total	31,000	0	280	1,700	2,600	3,876	9,671	12,873	31,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

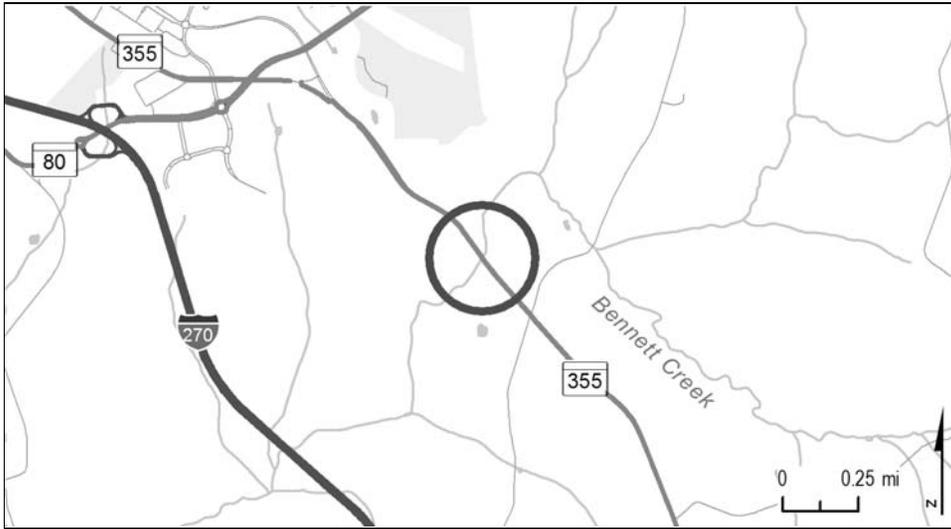
FEDERAL - Urban Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 22,000

PROJECTED (2035) - 41,800



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10086 over Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1924, is structurally deficient.

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

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

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018....	.....2019....	.....2020....	.....2021....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,161	475	691	0	0	0	0	0	0	691	-5
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	2,080	5,920	0	0	0	0	8,000	0
Total	9,161	475	691	2,080	5,920	0	0	0	0	8,691	-5
Federal-Aid	922	375	547	0	0	0	0	0	0	547	0

CLASSIFICATION:

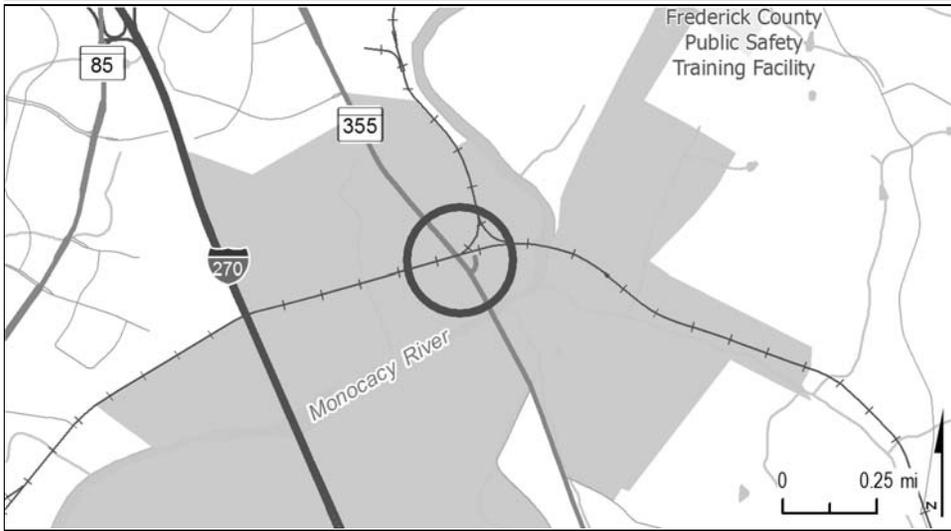
STATE - Major Collector
 FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,500

PROJECTED (2035) - 12,800



PROJECT: MD 355, Urbana Pike

DESCRIPTION: Replace Bridge 10084 over CSXT railroad.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is structurally deficient.

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

ASSOCIATED IMPROVEMENTS:

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

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

EXPLANATION: The existing structure is structurally deficient.

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

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

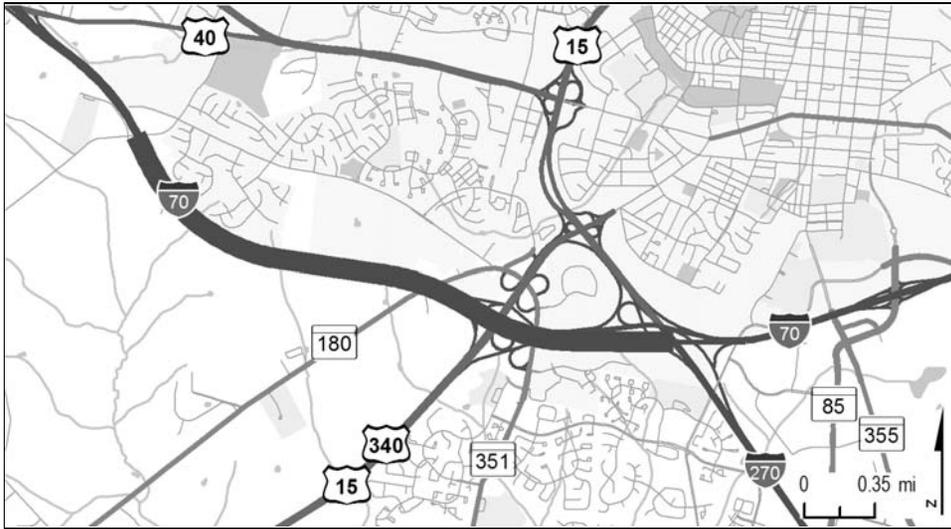
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,353	1,051	1,302	0	0	0	0	0	1,302	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,500	0	0	1,195	1,825	1,480	0	0	4,500	0
Total	6,853	1,051	1,302	1,195	1,825	1,480	0	0	5,802	0
Federal-Aid	1,863	825	1,038	0	0	0	0	0	1,038	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 14,250
 PROJECTED (2035) - 19,500



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Widen I-70 to six lanes between Mount Phillip Road and I-270 (3.0 miles). This is Phase 4 of a four-phase project to upgrade I-70 from Mount Phillip Road to east of MD 144FA.

JUSTIFICATION: This project will relieve congestion and provide capacity for planned development.

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multimodal Corridor Study (Line 12)
 US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)
 MD 180 and MD 351, Improvements between Greenfield Drive and Corporate Drive (Line 15)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,724	6,724	0	0	0	0	0	0	0	0	0
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	29,468	29,468	0	0	0	0	0	0	0	0	0
Federal-Aid	13,629	13,629	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Principal Arterial

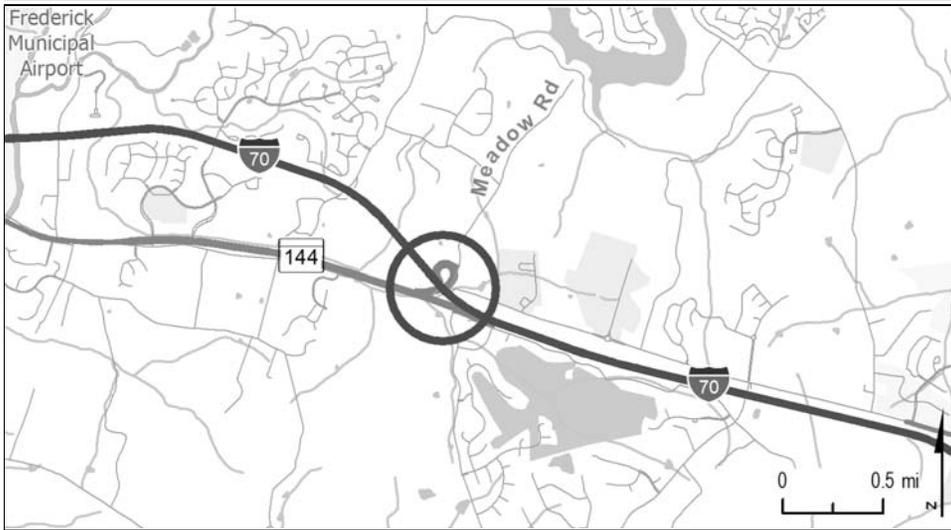
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 99,900

PROJECTED (2035) - 139,400



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road, MD 144FA, and Old National Pike.

JUSTIFICATION: This study will consider providing the missing eastbound I-70 exit and westbound I-70 entry movements. Providing these movements will reduce traffic on lower functioning roadways in Frederick City and New Market.

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

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	252	252	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	252	252	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

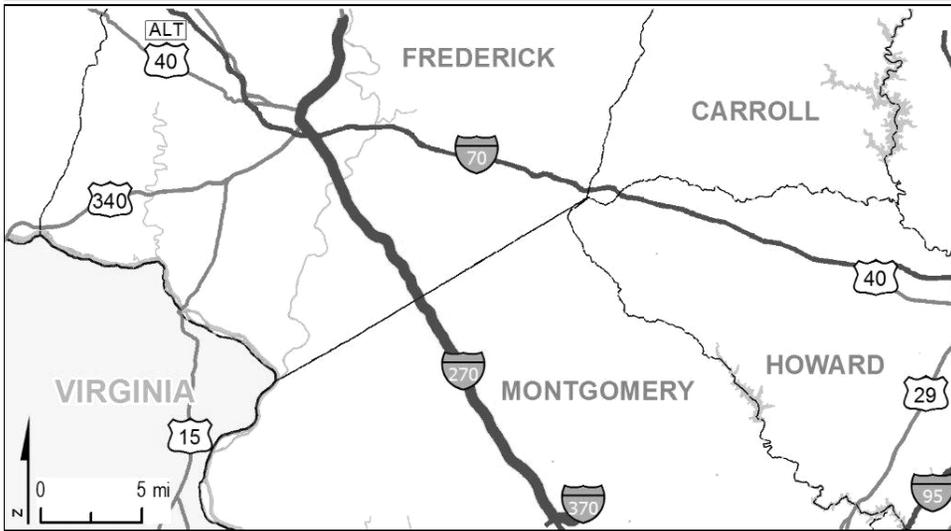
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 67,500

PROJECTED (2035) - 89,600



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway/Catoctin Mountain Highway

DESCRIPTION: Multimodal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (32.5 miles).

JUSTIFICATION: I-270 and US 15 experience capacity and safety problems throughout Montgomery and Frederick counties. Traffic conditions will continue to deteriorate due to rapid development in this corridor. Transportation improvements are needed to reduce existing and anticipated congestion and to support planned economic development.

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

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

ASSOCIATED IMPROVEMENTS:

- US 15, Interchange at Monocacy Boulevard (Line 1)
- US 15, Bridge Replacement over MD 26 (Line 2)
- MD 85, from Crestwood Boulevard to Spectrum Drive (Line 5)
- I-70, Mount Phillip Road to I-270 (Line 10)
- US 15 and US 40, Improvements between I-70 and MD 26 (Line 13)
- MD 85, from south of English Muffin Way to north of Grove Road (Line 14)

STATUS: Planning on hold, proceeding with transit component, the Corridor Cities Transitway (MTA Line 38) first.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	17,432	17,432	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,107	1,107	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,539	18,539	0	0	0	0	0	0	0	0
Federal-Aid	14,400	14,400	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

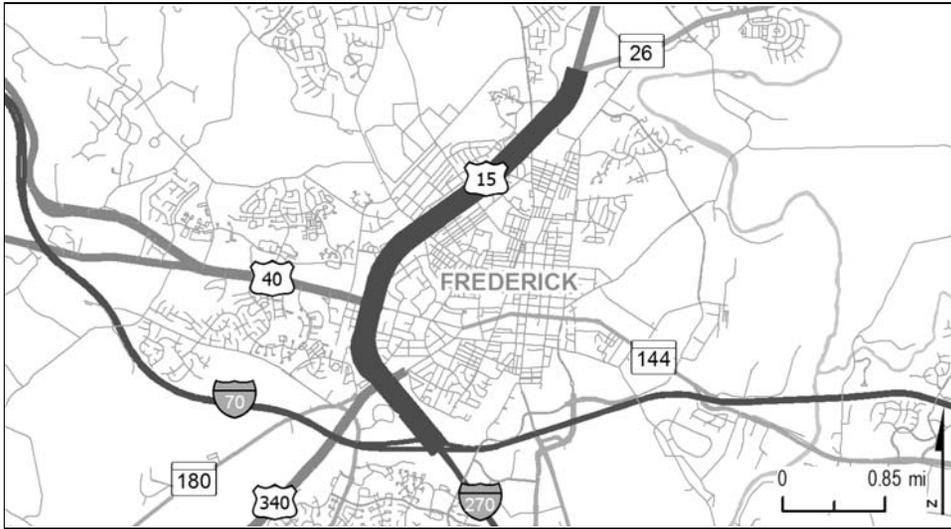
FEDERAL - Urban/Rural Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 42,500 - 104,500 (US 15)
81,000 - 215,500 (I-270)

PROJECTED (2035) - 60,000 - 170,000 (US 15)
105,000 - 269,000 (I-270)



PROJECT: US 15, Frederick Freeway, and US 40, Frederick Freeway

DESCRIPTION: Engineering study of US 15 and US 40 improvements between I-70 and MD 26.

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

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

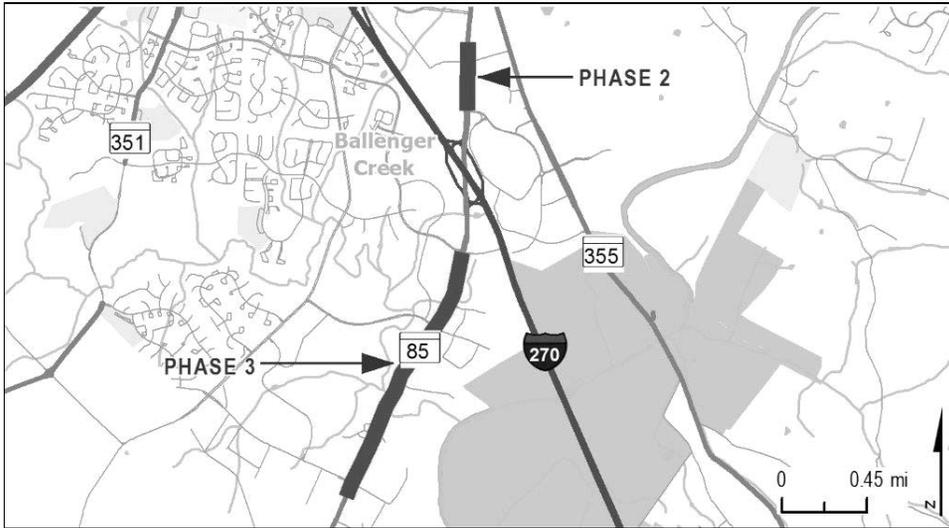
ASSOCIATED IMPROVEMENTS:
 US 15, Bridge Replacement over MD 26 (Line 2)
 I-270 and US 15, Multimodal Corridor Study (Line 12)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	1,000	1	500	499	0	0	0	0	0	999	0
Engineering	4,000	0	850	1,100	1,000	1,050	0	0	0	4,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,000	1	1,350	1,599	1,000	1,050	0	0	0	4,999	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
STATE - Freeway/Expressway
FEDERAL - Urban Freeway/Expressway
STATE SYSTEM: Primary
Annual Average Daily Traffic (vehicles per day)
CURRENT (2015) - 42,100 - 104,400
PROJECTED (2035) - 63,500 - 191,800



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Widen to a multilane divided highway from south of English Muffin Way to north of Grove Road (2.4 miles). The project will include appropriate bicycle and pedestrian facilities.

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

SMART GROWTH STATUS: Project Not Location Specific 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, from Crestwood Boulevard to Spectrum Drive (Line 5)
 I-270/US 15, Multimodal Corridor Study (Line 12)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: The cost decrease of \$20.3 million is due to moving the segment between Crestwood Boulevard/Shockely Drive and Spectrum Drive (Phase 1) to Construction Program (Line 5).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	531	531	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

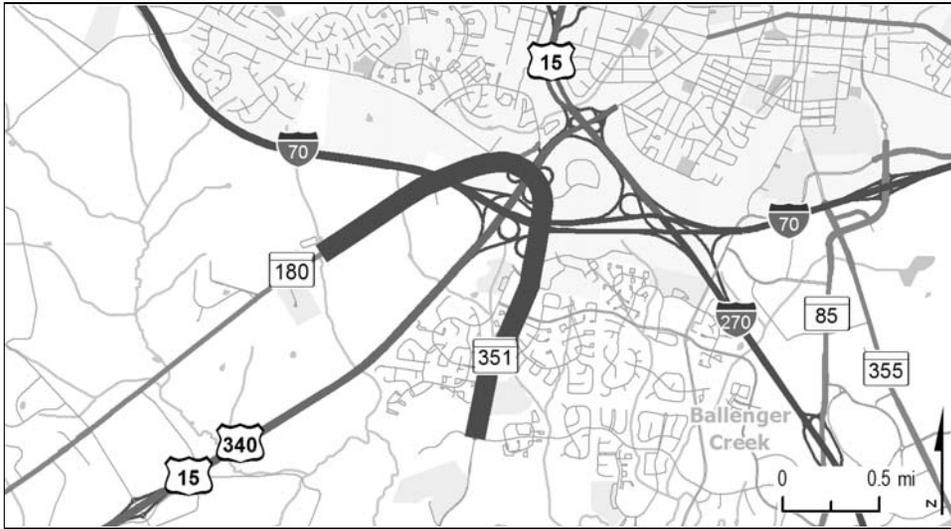
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 9,700 - 47,400

PROJECTED (2035) - 18,500 - 69,700



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

DESCRIPTION: Study to improve MD 180 and MD 351 capacity and operations between Greenfield Drive and Corporate Drive (2.7 miles). This project will include appropriate bicycle and pedestrian facilities.

JUSTIFICATION: The MD 180 and MD 351 corridor is experiencing rapid development. Businesses and residential developments in the study space area contribute to operational failures along the existing roadway network, indicated by heavily congested roads and high traffic volumes, especially during peak periods.

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

ASSOCIATED IMPROVEMENTS:
 I-70, from Mount Phillip road to east of MD 144FA (Line 10)

STATUS: Planning on hold. Frederick County is funding \$0.5 million to Planning.

SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP: None

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	2,285	2,273	12	0	0	0	0	0	0	12	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,285	2,273	12	0	0	0	0	0	0	12	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Urban Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 28,900

PROJECTED (2035) - 62,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
<u>Fiscal Year 2016 Completions</u>				
<u>Commuter Action Improvements</u>				
1	MD 17	Myersville Middletown Road; at Ventrice Court; ridesharing facilities	1,313	Completed
2	MD 75	Green Valley Road; At I-70 south of interchange; ridesharing facilities	800	Completed
<u>Fiscal Years 2017 and 2018</u>				
<u>Resurface/Rehabilitate</u>				
3		At various locations in Frederick County; mill and resurface	21,267	FY 2016
4		At various locations in Frederick County; resurface	14,650	Under construction
5	US 15 SB	Catoctin Mountain Highway; Pennsylvania State line to Roddy Road; resurface	4,608	Completed
6	I 70	Eisenhower Memorial Highway; MD 144 (Exit 56) to bridge over MD 27	8,850	Under construction
7	US 340	Jefferson National Pike; Washington County line to MD 17; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,700	FY 2017
8	US 340 EB	Jefferson National Pike; MD 17 to Lander Road; resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,000	FY 2016
<u>Bridge Replacement/Rehabilitation</u>				
9		At various locations on Buckeystown Park, Green Vall Road, National Pike and Eisenhower Memorial Highway; clean/paint bridges	1,679	Under construction
10	MD 28	Clay Street; Bridge 1002900 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,000	FY 2017

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
		<u>Fiscal Years 2017 and 2018 (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation (cont'd)</u>		
11	MD 77	Foxville Road; bridge 1005500 over Monocacy River; bridge rehabilitation Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,000	FY 2016
		<u>Safety/Spot Improvement</u>		
12	US 15 NB	Frederick Freeway; Motter Avenue to MD 26; geometric improvements	2,734	Under construction
		<u>Urban Reconstruction</u>		
13	US 15 BUS	Seton Avenue; in Emmitsburg - at MD 140 (Funded for preliminary engineering)	300	Design Underway
14	MD 144 FB	Main Street; through Town of New Market to Bye Alley; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	8,040	Under construction
15	MD 180	Jefferson Pike; MD 383 (Broad Run Road) to Old Holter Road; urban reconstruction (Funded for preliminary engineering)	2,473	Design Underway
		<u>Intersection Capacity Improvements</u>		
16	US 40	West Patrick Street; At Baughmans Lane/Linden Avenue; geometric improvements	1,707	FY 2016
17	MD 180	Jefferson Pike; Structure 10149 to Crestwood Boulevard; widen and resurface (Funded by third party)	0	FY 2016
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>		
18		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities</u>				
19		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	5,959	Under construction
20		Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail	360	FY 2017