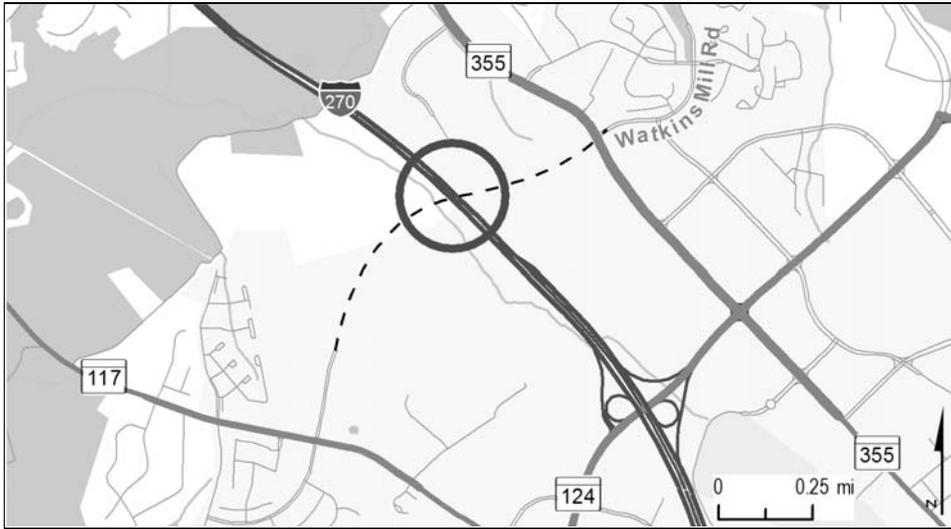




***MONTGOMERY COUNTY***





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

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

**PURPOSE & NEED SUMMARY STATEMENT:** This project will support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD124 intersection. It will provide access from I-270 to Metropolitan Grove MARC Station.

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

**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 and US 15, Planning Study (Line14)  
 I-270, Active Traffic Management (Line 2)

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

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** The cost decrease of \$30.0 million is due to reduced Right-of-Way needs due to developer donations and a revised engineer's estimate. Construction delayed from FY 16 to FY 17 due to the scope of the project being revised.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	1,177	1,177	0	0	0	0	0	0	0	0
Engineering	9,237	6,070	3,167	0	0	0	0	0	3,167	0
Right-of-way	10,292	106	5,000	2,000	1,096	1,096	994	0	10,186	0
Construction	108,763	0	0	6,908	23,123	31,795	34,141	12,796	108,763	0
<b>Total</b>	<b>129,469</b>	<b>7,353</b>	<b>8,167</b>	<b>8,908</b>	<b>24,219</b>	<b>32,891</b>	<b>35,135</b>	<b>12,796</b>	<b>122,116</b>	<b>0</b>
Federal-Aid	11,650	1,309	5,155	2,000	1,096	1,096	994	0	10,341	0

**CLASSIFICATION:**

STATE - Principal Arterial

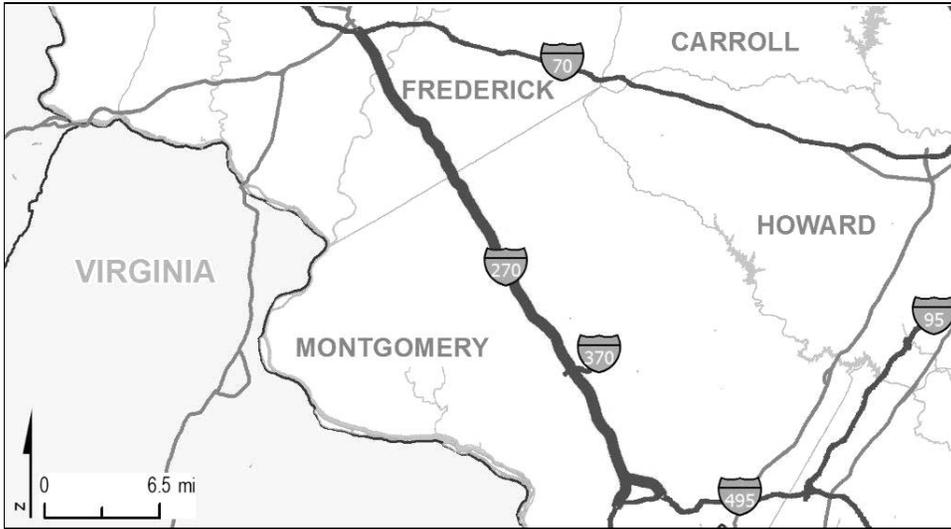
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 166,000

PROJECTED (2035) - 235,000



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

**DESCRIPTION:** Pilot implementation of active traffic management (ATM) and innovative congestion mitigation (ICM) tools to reduce congestion on I-270, including the east and west spurs (31.5 miles). Potential tools may include peak dynamic shoulder use, ramp metering, variable speed limits, and other technology-based congestion reduction measures.

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

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

**ASSOCIATED IMPROVEMENTS:**  
 I-270, Interchange at Watkins Mill Road (Line 1)  
 I-270 and US 15, Planning Study (Line14)

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

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

**EXPLANATION:** As one of Maryland's most heavily traveled roadways, I-270 congestion affects both motorist safety and the economy. These improvements will reduce congestion and improve safety and reliability for all roadway users.

**STATUS:** Engineering to begin during current fiscal year. Construction to begin during budget fiscal year.

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	0	2,000	1,000	0	0	0	0	3,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	97,000	0	0	5,949	18,462	26,513	26,546	19,530	97,000	0
Total	100,000	0	2,000	6,949	18,462	26,513	26,546	19,530	100,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

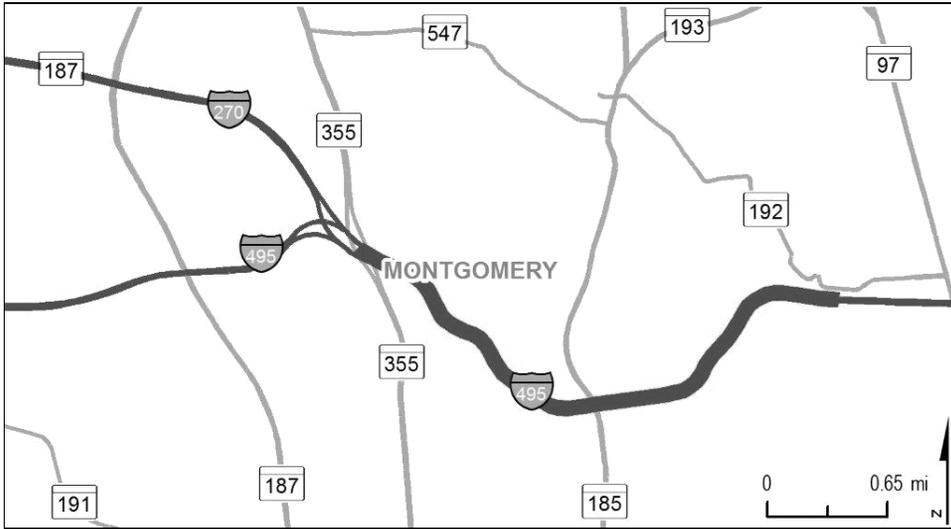
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 79,400 - 261,200

PROJECTED (2030) - 107,000 - 290,000



**PROJECT:** I-495, Capital Beltway

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

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

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 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 resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

**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	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	288	270	18	0	0	0	0	0	0	18	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	10,409	0	3,518	6,891	0	0	0	0	0	10,409	0	
Total	10,697	270	3,536	6,891	0	0	0	0	0	10,427	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Principal Arterial

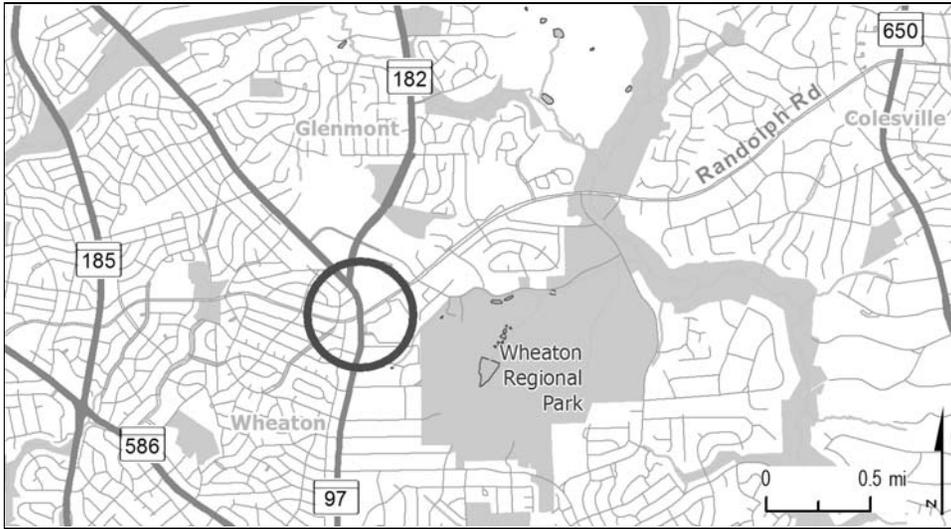
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 104,000 -230,000

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



**PROJECT:** MD 97, Georgia Avenue

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

**STATUS:** Construction underway. Montgomery County is contributing \$14.4 million for Right-of-Way and Advanced Utilities.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** The cost increase of \$3.5 million is due to additional Utility and Right-of-Way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								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	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	6,019	6,019	0	0	0	0	0	0	0	0
Right-of-way	25,932	18,956	5,854	545	577	0	0	0	6,976	0
Construction	44,276	12,604	14,391	17,281	0	0	0	0	31,672	0
Total	77,324	38,676	20,245	17,826	577	0	0	0	38,648	0
Federal-Aid	46,086	15,955	16,279	13,852	0	0	0	0	30,131	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

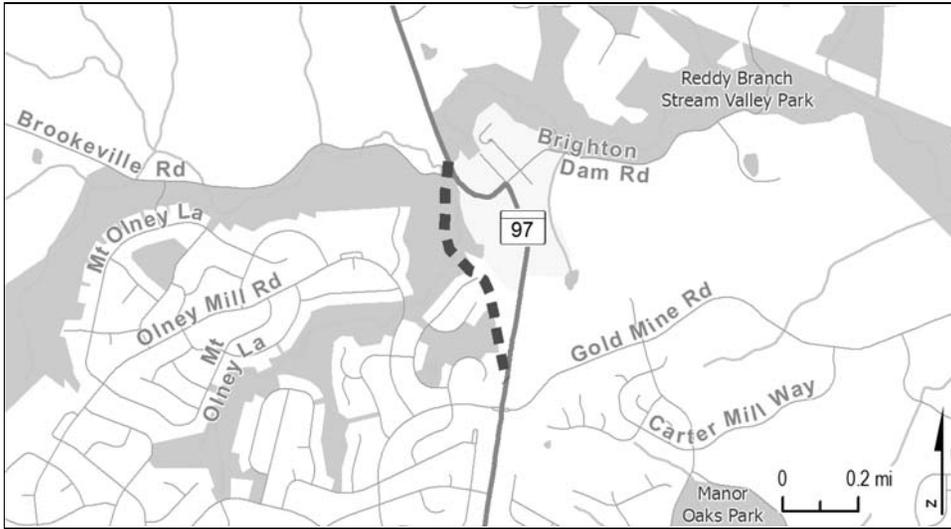
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 50,000 (MD 97)  
 39,050 (Randolph Road)

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



**PROJECT:** MD 97, Georgia Avenue

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

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

**STATUS:** Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. Montgomery County is contributing \$10.0 million towards Engineering and Right-of-Way.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** The cost increase of \$5.9 million is due to increased bridge and pavement costs.

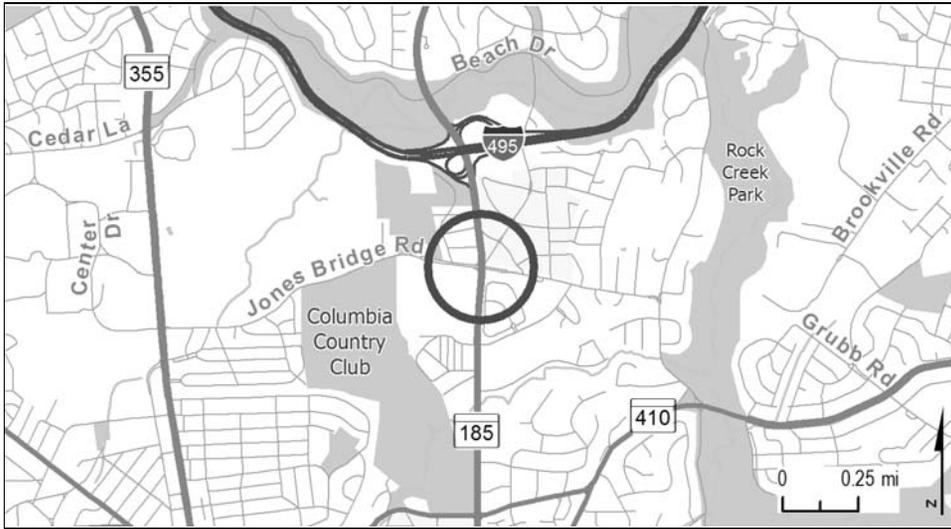
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PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY							
					.....2018....	.....2019....	.....2020....	.....2021....				
Planning	2,064	2,064	0	0	0	0	0	0	0	0	0	
Engineering	2,898	1,725	723	450	0	0	0	0	0	1,173	0	
Right-of-way	7,102	4	100	1,500	1,711	2,344	1,443	0	0	7,098	0	
Construction	30,704	3	3	8,910	15,409	6,379	0	0	0	30,701	0	
Total	42,768	3,796	826	10,860	17,120	8,723	1,443	0	0	38,972	0	
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 10,600  
 PROJECTED (2035) - 15,100



**PROJECT:** MD 185, Connecticut Avenue

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
- MD 355, Woodmont Avenue to South Wood Road (Line 13)
- BRAC Intersection Improvements near Bethesda (Statewide Line 5)

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

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	9,636	667	4,117	2,169	1,648	1,035	0	0	8,969	0
Construction	5,399	0	0	0	479	2,541	2,379	0	5,399	0
Total	15,035	667	4,117	2,169	2,127	3,576	2,379	0	14,368	0
Federal-Aid	14,866	667	3,948	2,169	2,127	3,576	2,379	0	14,199	0

**CLASSIFICATION:**

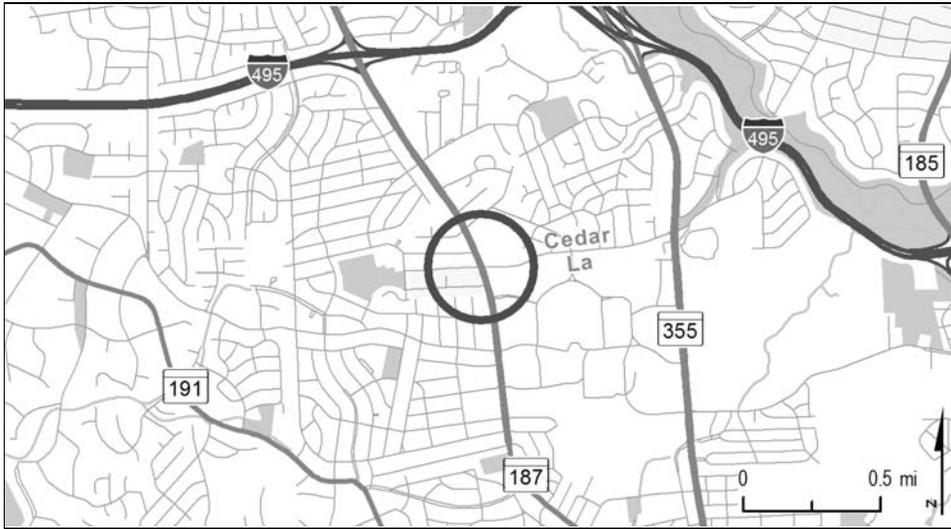
STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 66,450

**PROJECTED (2035) -** 79,500



**PROJECT:** MD 187, Old Georgetown Road

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Line 6)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
- MD 355, Woodmont Avenue to South Wood Road (Line 13)
- BRAC Intersection Improvements near Bethesda (Statewide Line 5)

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

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

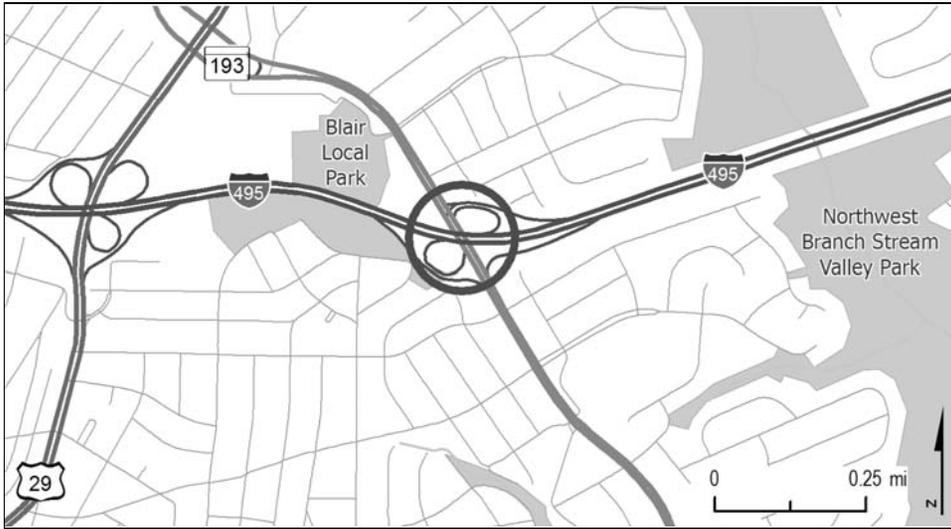
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PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,000	618	98	180	104	0	0	0	382	0	
Construction	3,345	599	2,746	0	0	0	0	0	2,746	0	
Total	4,345	1,217	2,844	180	104	0	0	0	3,128	0	
Federal-Aid	4,030	1,217	2,746	62	5	0	0	0	2,813	0	

**CLASSIFICATION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 40,600 (MD 187)  
 9,700 (West Cedar Lane)  
**PROJECTED (2035) -** 47,100 (MD 187)  
 11,300 (West Cedar Lane)



**PROJECT:** MD 193, University Boulevard

**DESCRIPTION:** Replace Bridge 15136 over I-495.

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

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

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

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

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

**EXPLANATION:** The existing structure is structurally deficient.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018....	.....2019....	.....2020....	.....2021....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	763	763	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,586	7,165	2,205	1,216	0	0	0	0	3,421	0	0
Total	11,349	7,928	2,205	1,216	0	0	0	0	3,421	0	0
Federal-Aid	10,283	7,281	1,913	1,089	0	0	0	0	3,002	0	0

**CLASSIFICATION:**

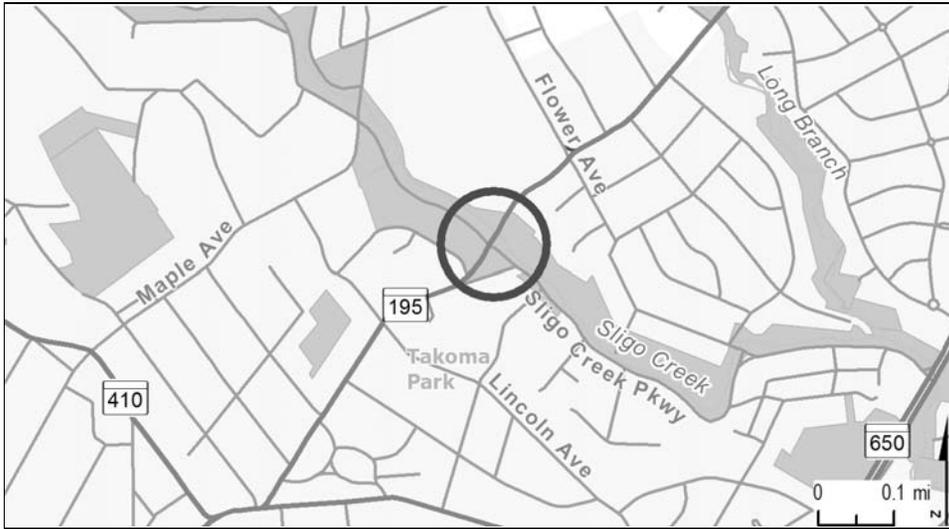
STATE - Intermediate  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 50,700

**PROJECTED (2035) -** 57,100



**PROJECT:** MD 195, Carroll Avenue

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing structure is structurally deficient.

**STATUS:** Construction underway.

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

PHASE	POTENTIAL FUNDING SOURCE:				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	1,146	1,136	10	0	0	0	0	0	0	10	0
Right-of-way	263	95	35	39	39	39	16	0	0	168	0
Construction	10,742	22	2,841	5,624	2,255	0	0	0	0	10,720	0
Total	12,151	1,253	2,886	5,663	2,294	39	16	0	0	10,898	0
Federal-Aid	9,488	909	2,266	4,501	1,812	0	0	0	0	8,579	0

**CLASSIFICATION:**

STATE - Major Collector

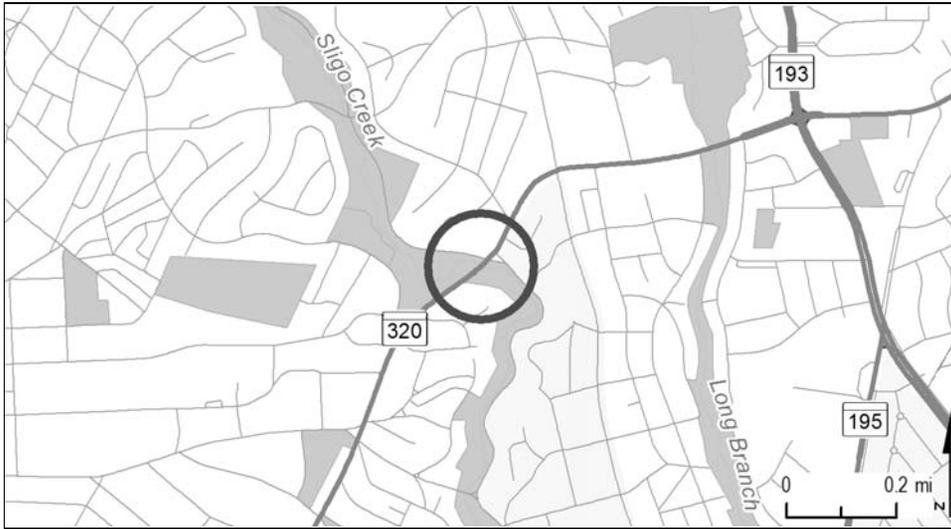
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 7,950

PROJECTED (2035) - 9,200



**PROJECT:** MD 320, Piney Branch Road

**DESCRIPTION:** This is a bicycle and pedestrian improvement project consisting of a new Anacostia Tributary Trail System pedestrian bridge over Sligo Creek which will improve safety and accessibility for trail users. (BRAC Intersection Improvements)

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
- MD 355, Woodmont Avenue to South Wood Road (Line 13)
- BRAC Intersection Improvements near Bethesda (Statewide Line 5)

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

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** The cost increase of \$0.5 million is due to an unfavorable bid price.

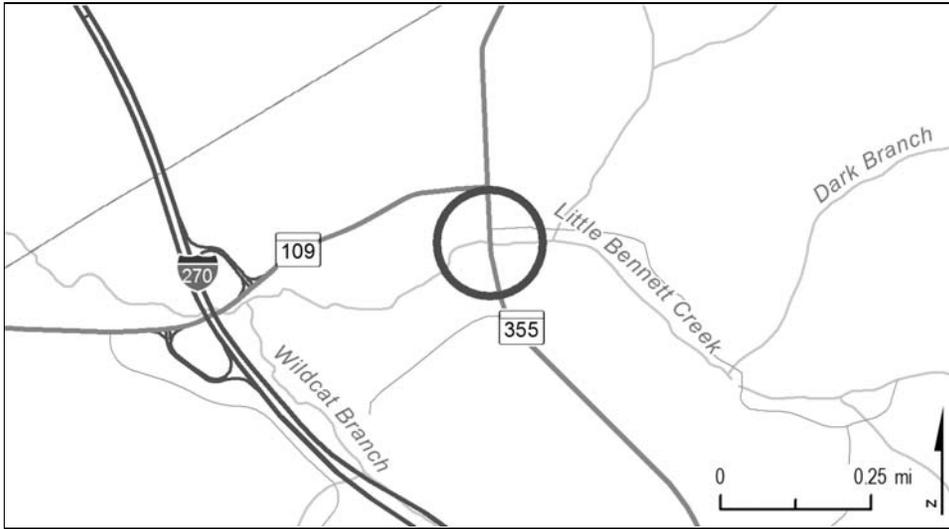
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PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	46	46	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,919	4	1,915	0	0	0	0	0	1,915	0	
Total	1,965	50	1,915	0	0	0	0	0	1,915	0	
Federal-Aid	1,892	1	1,891	0	0	0	0	0	1,891	0	

**CLASSIFICATION:**

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

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 21,300  
 PROJECTED (2035) - 24,950



**PROJECT:** MD 355, Frederick Road

**DESCRIPTION:** Replace Bridge 15053 over Little Bennett Creek

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

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

**ASSOCIATED IMPROVEMENTS:**

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

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

**EXPLANATION:** The existing structure is structurally deficient.

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

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

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	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	1,151	326	825	0	0	0	0	0	825	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	0	1,420	2,580	0	0	0	4,000	0
Total	5,151	326	825	1,420	2,580	0	0	0	4,825	0
Federal-Aid	262	251	11	0	0	0	0	0	11	0

**CLASSIFICATION:**

STATE - Major Collector

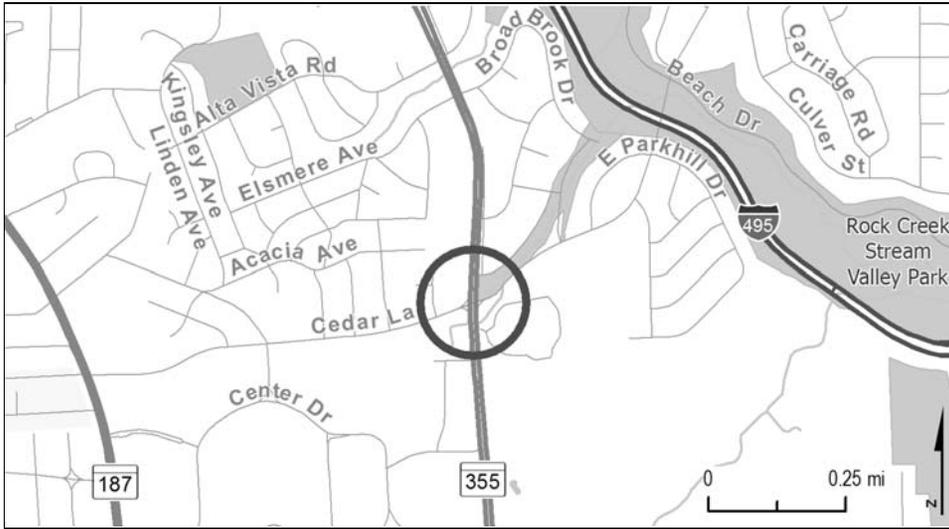
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 7,425

PROJECTED (2035) - 9,100



**PROJECT:** MD 355, Rockville Pike

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 10)
- MD 355, Woodmont Avenue to South Wood Road (Line 13)
- BRAC Intersection Improvements near Bethesda (Statewide Line 5)
- MD 355, Bus Rapid Transit Study, (MTA Line 27)

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY						
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,114	938	50	126	1,000	0	0	0	0	1,176	0
Construction	13,945	8,787	3,315	1,843	0	0	0	0	0	5,158	0
<b>Total</b>	<b>16,059</b>	<b>9,725</b>	<b>3,365</b>	<b>1,969</b>	<b>1,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,334</b>	<b>0</b>
Federal-Aid	13,484	8,173	2,686	1,625	1,000	0	0	0	0	5,311	0

POTENTIAL FUNDING SOURCE:  SPECIAL  FEDERAL  GENERAL  OTHER

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 61,450  
 PROJECTED (2035) - 69,800



**PROJECT:** MD 355, Rockville Pike

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

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

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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge (Line 6)
- MD 187, at West Cedar Lane (Line 7)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane (Phase 1 and 2) (Line 12)
- BRAC Intersection Improvements near Bethesda (Statewide Line 5)
- MD 355, Bus Rapid Transit Study, (MTA Line 27)

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** Construction delayed from FY15 to FY16 due to utility relocations.

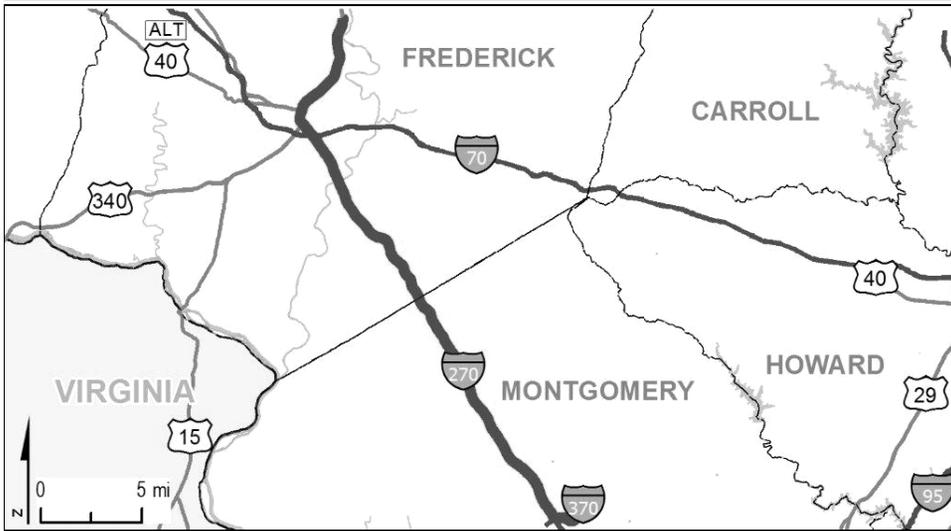
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,299	0	444	1,409	1,571	875	0	0	4,299	0
Total	4,299	0	444	1,409	1,571	875	0	0	4,299	0
Federal-Aid	4,299	0	444	1,409	1,571	875	0	0	4,299	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 46,250  
 PROJECTED (2035) - 54,000



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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

- I-270/Watkins Mill Road Extended Interchange (Line 1)
- US 15, Interchange at Monocacy Boulevard (Frederick County Line 1)
- US 15, Bridge Replacement over MD 26 (Frederick County Line 2)
- MD 85, from Crestwood Boulevard to Spectrum Drive (Frederick County Line 5)
- I-70, Mount Phillip Road to I-270 (Frederick County Line 9)
- US 15 and US 40, Improvements between I-70 and MD 26 (Frederick County Line 11)

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

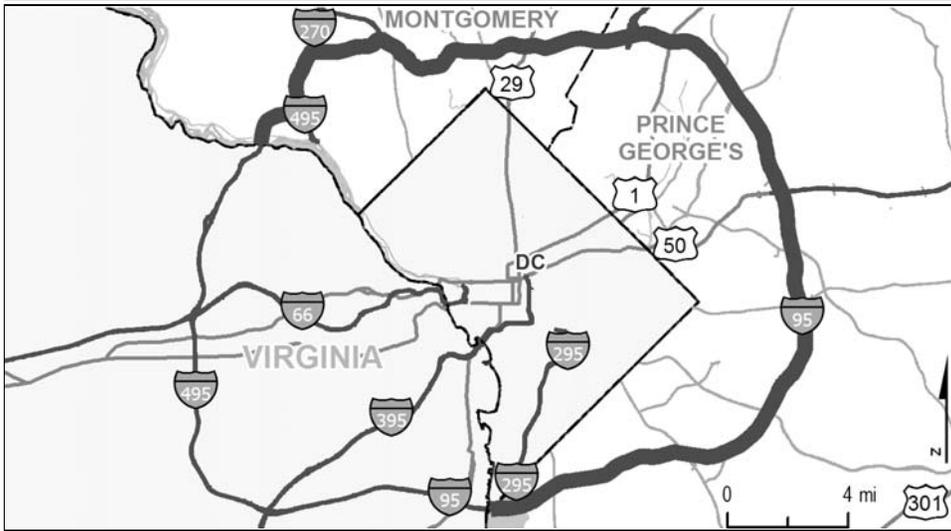
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....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:** I-95/I-495, Capital Beltway

**DESCRIPTION:** Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

**JUSTIFICATION:** Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

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

**ASSOCIATED IMPROVEMENTS:**

- MD 193, I-495 Bridge over I-495 (Line 8)
- I-270 and I-495, Planning Study (Line 16)
- I-95/I-495, Branch Ave. Metro Access Phase 2 (Prince George's County Line 1)
- I-95/I-495, Greenbelt Metro Station (Prince George's County Line 2)
- I-95/I-495, Bridge Replacement over Suitland Road (Prince George's County Line 3)
- I-95/I-495, Bridge Replacement over Suitland Parkway (Prince George's County Line 4)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

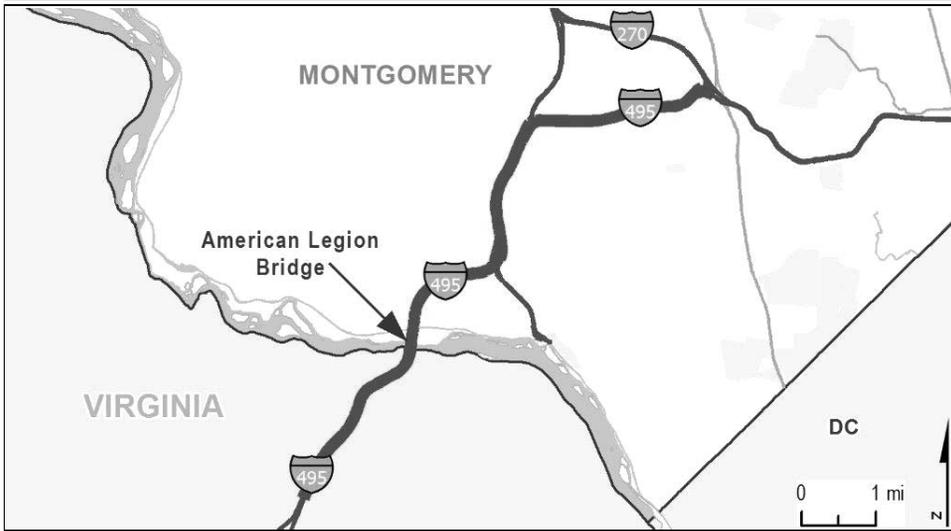
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 104,050 - 133,250

PROJECTED (2035) - 133,250 - 277,100



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

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

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

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

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

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018....	.....2019....	.....2020....	.....2021....		
Planning	6,000	142	560	1,300	1,420	1,420	1,158	0	5,858	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,000	142	560	1,300	1,420	1,420	1,158	0	5,858	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 113,000 - 261,000  
 102,600 - 259,000

**PROJECTED (2035) -** 118,800 - 274,400  
 112,200 - 289,000



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian improvements will be included as appropriate.

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

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

**ASSOCIATED IMPROVEMENTS:**

US 29, Interchanges (Line 18)  
 US 29, Bus Rapid Transit Study, (MTA Line 27 )

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018....	.....2019....	.....2020....	.....2021....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,001	2,618	1,325	1,825	2,233	0	0	0	5,383	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,080	3,697	1,325	1,825	2,233	0	0	0	5,383	0
Federal-Aid	1,757	1,757	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

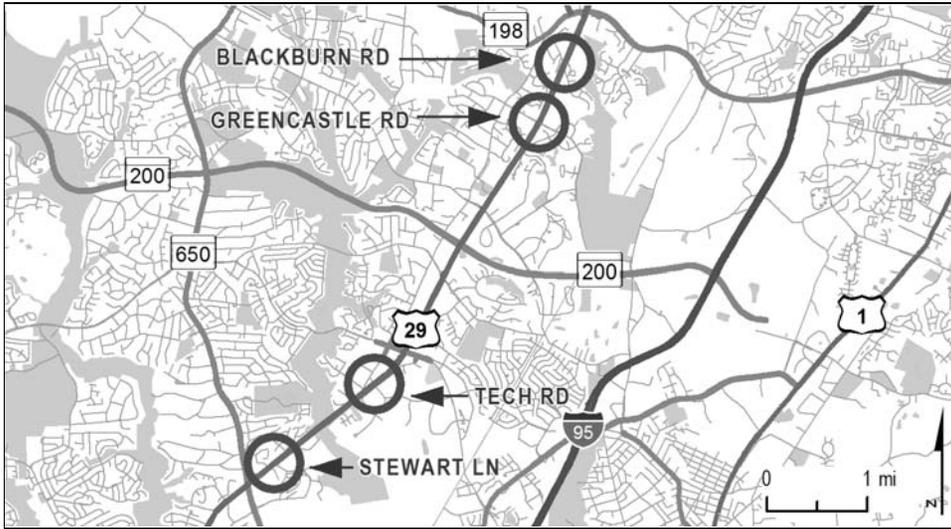
STATE - Principal Arterial  
 FEDERAL - Urban Freeway/Expressway

**STATE SYSTEM:** Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 65,300

PROJECTED (2035) - 81,100



**PROJECT:** US 29, Columbia Pike

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

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

**CLASSIFICATION:**

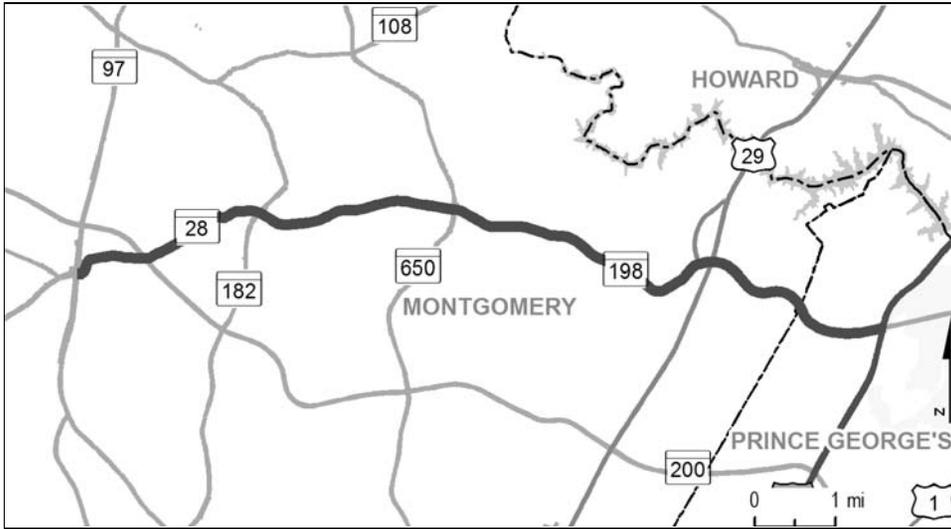
STATE - Principal Arterial  
 FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 59,850 - 73,725

PROJECTED (2035) - 66,975 - 82,000



**PROJECT:** MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

**DESCRIPTION:** Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles where appropriate.

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

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

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

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2018.....	.....2019.....	.....2020.....	.....2021.....			
Planning	7,032	4,897	850	850	435	0	0	0	0	2,135	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	7,032	4,897	850	850	435	0	0	0	0	2,135	0
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Minor Arterial

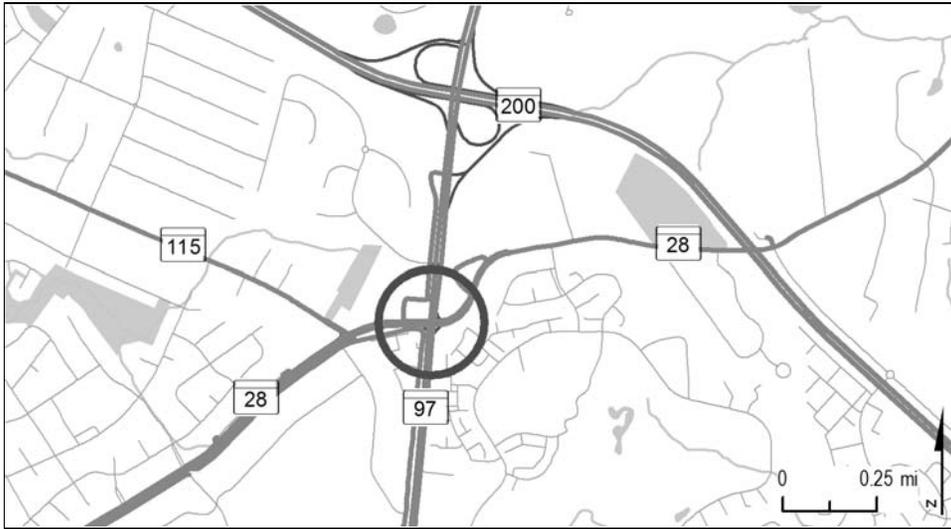
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 18,700 - 23,900 (MD 28)  
 16,050 - 43,850 (MD 198)

**PROJECTED (2035) -** 49,150 - 61,400 (MD 28)  
 44,050 - 68,500 (MD 198)



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian improvements will be included as appropriate.

**JUSTIFICATION:** This project will reduce congestion at the existing intersection.

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

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

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	845	845	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,827	2,827	0	0	0	0	0	0	0	0
Federal-Aid	2,238	2,238	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

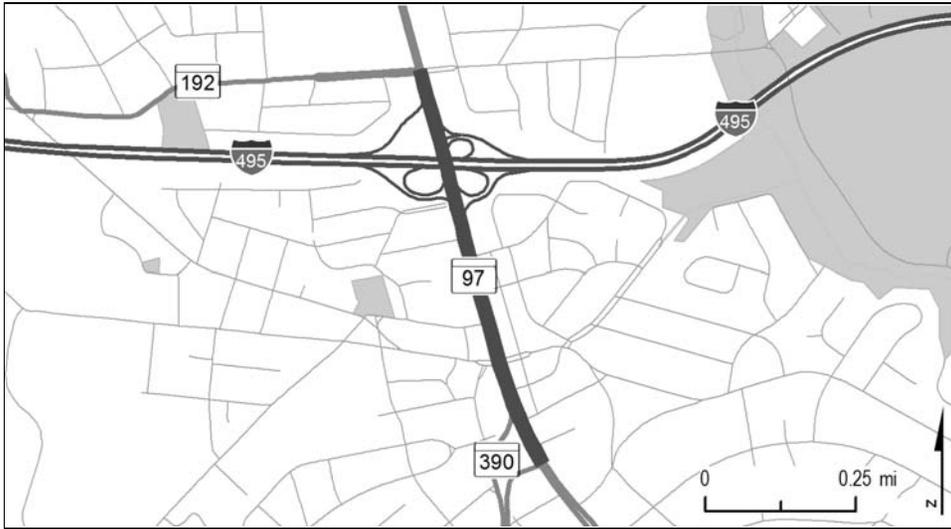
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**

**CURRENT (2015) -** 46,150

**PROJECTED (2035) -** 53,600



**PROJECT:** MD 97, Georgia Avenue

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	3,000	1,913	800	287	0	0	0	0	1,087	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,000	1,913	800	287	0	0	0	0	1,087	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

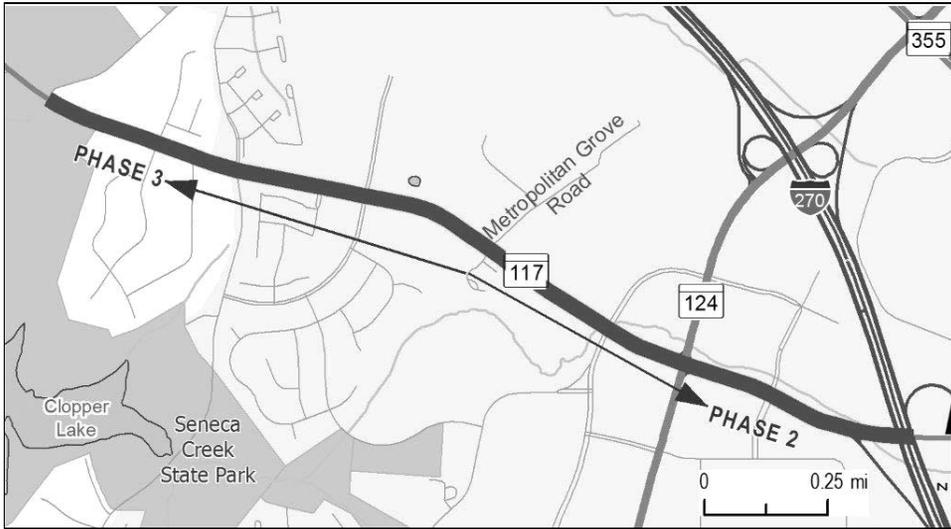
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 83,075

PROJECTED (2035) - 91,450



**PROJECT:** MD 117, Clopper Road/Diamond Avenue

**DESCRIPTION:** Construct intersection capacity improvements from I-270 to Metropolitan Grove Road (Phase 2) and Metropolitan Grove Road to west of Game Preserve Road (Phase 3) (2.0 miles). Sidewalks will be included where appropriate, including a shared-use path on the south side. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** MD 117 is a heavily traveled commuter route. Capacity improvements are needed to reduce congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

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

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

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2018....	.....2019....	.....2020....	.....2021....		
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	1,906	1,906	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,936	2,936	0	0	0	0	0	0	0	0
Federal-Aid	546	546	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Major Collector

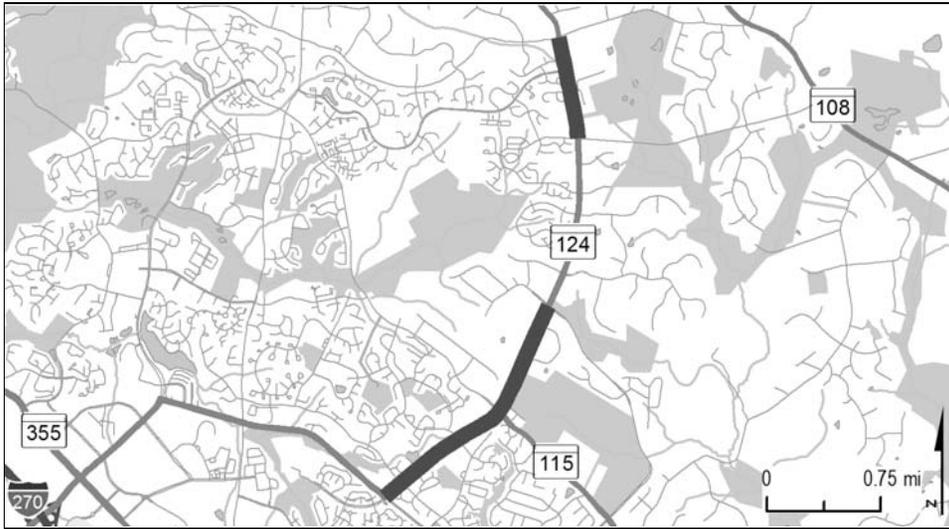
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 28,750 - 46,900

PROJECTED (2035) - 32,000 - 66,950



**PROJECT:** MD 124, Woodfield Road

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW										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	2,114	2,114	0	0	0	0	0	0	0	0	0	
Engineering	3,552	850	47	851	869	935	0	0	0	2,702	0	
Right-of-way	5,024	24	0	0	0	2,500	2,500	0	0	5,000	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	10,690	2,988	47	851	869	3,435	2,500	0	0	7,702	0	
Federal-Aid	653	18	0	0	0	635	0	0	0	635	0	

**CLASSIFICATION:**

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 18,800

PROJECTED (2035) - 28,900



**PROJECT:** MD 355, Rockville Pike

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

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

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

**ASSOCIATED IMPROVEMENTS:**  
 MD 586, Bus Rapid Transit Transit Study (Line 25)  
 Montrose Parkway East (Montgomery County Project)

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2018.....	.....2019.....	.....2020.....	.....2021.....		
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	9,000	2,911	580	5,509	0	0	0	0	6,089	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,860	4,771	580	5,509	0	0	0	0	6,089	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

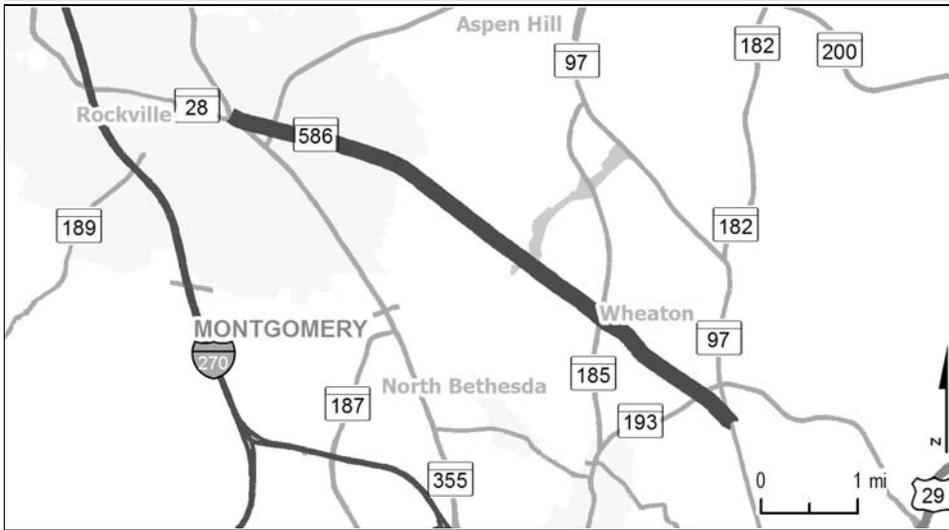
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 54,600 (MD 355)

PROJECTED (2035) - 66,750 (MD 355)



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

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

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

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

**ASSOCIATED IMPROVEMENTS:**

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

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY							
		2015	2016	2017	2018	2019	2020	2021				
Planning	6,000	2,661	1,859	1,480	0	0	0	0	0	3,339	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	6,000	2,661	1,859	1,480	0	0	0	0	0	3,339	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**Annual Average Daily Traffic (vehicles per day)**

CURRENT (2015) - 24,950 - 46,575

PROJECTED (2035) - 29,200 - 60,000

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
<b><u>Fiscal Year 2016 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 28	West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface	2,213	Completed
2	MD 97	Georgia Avenue; Old Baltimore Road to Queen Mary Drive; resurface	2,052	Completed
3	MD 124	Woodfield Road; MD 115 to Lindbergh Drive; resurface	904	Completed
4	MD 355	Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface	2,117	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
5		7 existing bridges on I 495, US 29 and MD 117; clean/paint bridges	1,560	Completed
6	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,459	Completed
<b><u>Safety/Spot Improvement</u></b>				
7	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	Completed
8	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	1,392	Completed
9	MD 191	Bradley Lane; at Strathmore Avenue; safety	449	Completed
10	MD 586	Veirs Mill Road; at Ferrara Avenue; geometric improvements	797	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
<b><u>Fiscal Years 2017 and 2018</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
11		At various locations in Montgomery County; mill and resurface	16,967	FY 2016
12		Various locations in Gaithersburg Shop area of Montgomery County; mill/grind, patch and resurface pavements	5,195	Under construction
13		Various locations in Fairland Shop area of Montgomery County; mill/grind, patch and resurface pavements	4,396	Under construction
14	MD 28	Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface	2,676	FY 2017
15	MD 28	First Street; Monroe Street to MD 911; resurface	2,153	Under construction
16	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,938	Completed
17	MD 182	Layhill Road; MD 97 to Longmead Road; resurface	4,251	Completed
18	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	5,093	Completed
19	MD 117	Clopper Road; Longdraft Road to I-270; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,571	FY 2016
20	MD 124	Quince Orchard Road; MD 28 to Orchard Ridge Drive; resurface	2,709	Completed
21	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	1,011	Under construction
22	MD 185	I-495 Southbound Ramp to Dupont Avenue; resurface	3,809	Completed
23	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,678	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
24	MD 190	River Road; MD 614 to DC line; safety and resurface	2,791	FY 2017
25	MD 190	River Road; I 495 to MD 614; resurface	3,115	Completed
26	MD 193	University Boulevard; I 495 to MD 320; resurface	3,260	FY 2017
27	MD 320	Piney Branch Road; MD 193 to MD 650; safety and resurface	1,298	FY 2017
28	MD 355	Rockville Pike; Hubbard Avenue to Templeton Place; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,456	FY 2016
29	MD 355	Rockville Pike; MD 547 to Nicholson Lane; resurface	1,346	Completed
30	MD 355	Frederick Road; Central Avenue to MD 117; resurface	1,810	Completed
31	MD 355	Wisconsin Avenue; Bradley Lane to MD 187; resurface	2,770	Completed
32	MD 355	North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface	2,962	Completed
33	I 370	I 270 to west of MD 355; resurface	4,571	Completed
34	MD 410	Montgomery Avenue; MD 355 to MD 185; resurface	2,883	Completed
35	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	2,013	Under construction
36	I 495	Cabin John Parkway; Clara Barton Parkway to I 495; resurface	2,114	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
37	MD 586	Veirs Mill Road; Structure 15063 to MD 185 and MD 193 to MD 97; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,050	FY 2017
<b><u>Safety/Spot Improvement</u></b>				
38	MD 117	Clopper Road; Long Draught Branch Restoration; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
39	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	787	Under construction
40	MD 124	Midcounty Highway; at Saybrooke Oaks Boulevard; geometric improvements	1,375	Completed
41	MD 190	River Road; Ventnor Road to Baltimore Avenue; geometric improvements	819	Under construction
42	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	Completed
43	MD 198 WB	Sandy Spring Road; at Riding Stable Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	505	FY 2017
44	I 270	Eisenhower Memorial Highway; Montrose Road to SB I 270; drainage improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,144	FY 2017
<b><u>Traffic Management</u></b>				
45		MD 185/MD 187/ MD 355 TS reconstruction with APS/CPS; reconstruct signal Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,256	FY 2016
46		Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization	851	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
<b><u>Fiscal Years 2017 and 2018 (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
47		Various locations in Montgomery County; signalization	3,760	Under construction
48	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	661	Under construction
49	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	680	Under construction
<b><u>Environmental Preservation</u></b>				
50	I 495	Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape	4,423	FY 2016
<b><u>Sidewalks</u></b>				
51	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	1,400	Completed
<b><u>Intersection Capacity Improvements</u></b>				
52	MD 97	Georgia Avenue; at MD 28; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,631	FY 2017
53	MD 355	Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,500	FY 2017
54	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		Concepts Underway
<b><u>Bicycle Retrofit</u></b>				
55	MD 187	Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route	1,402	FY 2016

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2015
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>TMDL Compliance</u>				
56		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,301	FY 2016
<u>Congressional Earmarks</u>				
57		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
58		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
59		Rockville Intermodal Access: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark \$4 million; PE,CO)	0	