



State Highway Administration *Driven to Excel*

Maryland Department of Transportation

Dave Coyne – District Engineer



SHA's Process for Funding Major Transportation Projects



- County Develops Comprehensive Plans
- Project Inclusion in SHA's Highway Needs Inventory
- County Elected Officials Submit Transportation Priority Letter
- Projects added to Consolidated Transportation Program (CTP) as funding allows

Highway Needs Inventory

HNI OVERVIEW

1.0 BACKGROUND

The Highway Needs Inventory (HNI) is a technical reference and planning document which identifies highway improvements to serve existing and projected population and economic activity in the State as well as address safety and structural problems that warrant major construction or reconstruction.

The projects identified on technical and economic activity in the State as well as address safety and structural problems that warrant major construction or reconstruction.

The HNI may be important to the State as well as address safety and structural problems that warrant major construction or reconstruction.

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The Highway Needs Inventory (HNI) is a technical reference and planning document which identifies highway improvements to serve existing and projected population and economic activity in the State as well as address safety and structural problems that warrant major construction or reconstruction.

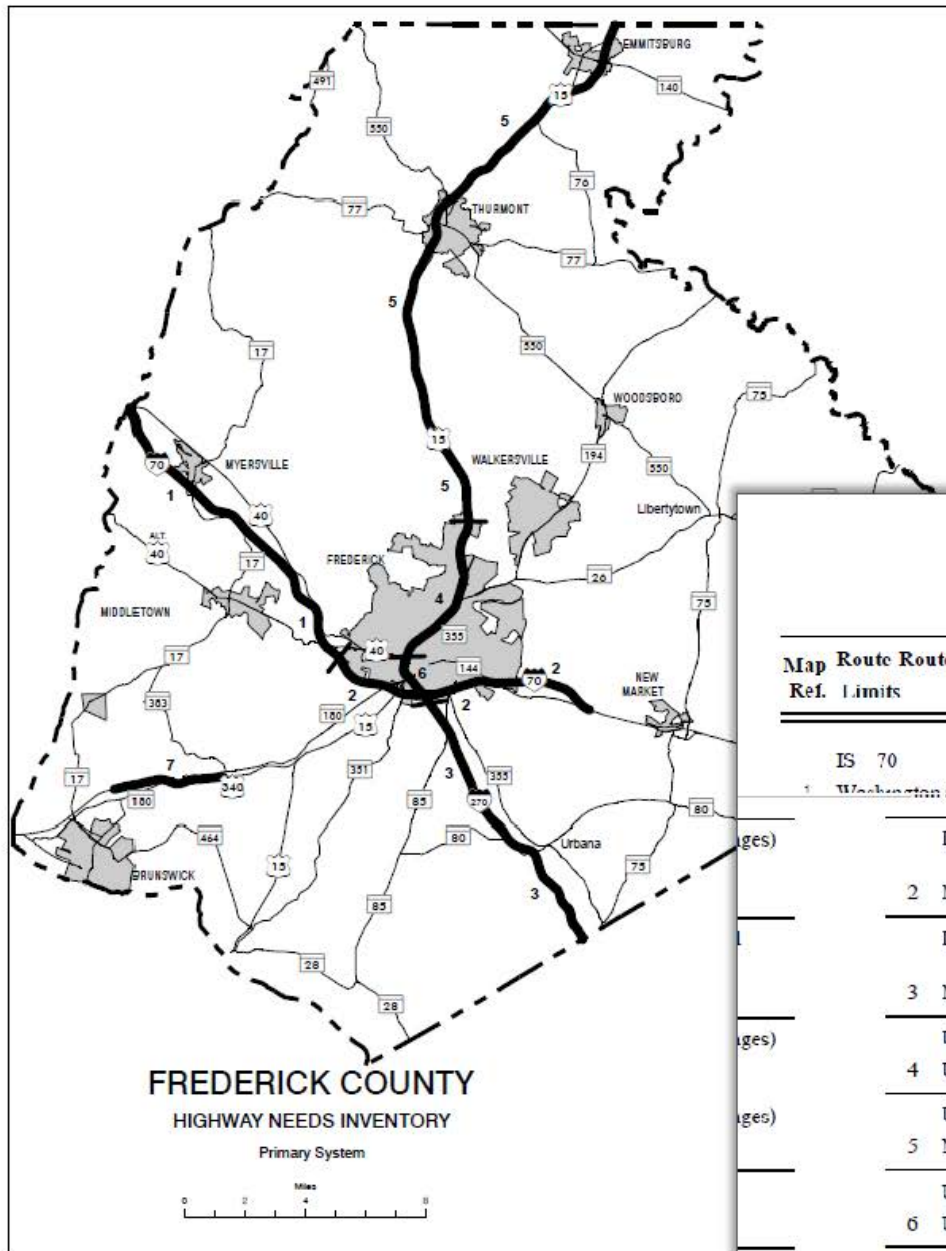
2.0 LEGAL BASIS OF THE HNI

The development of the HNI is required under Transportation Article 8 of the Annotated Code of Maryland. Title 8, section 610 defines the HNI as "...an identification of needs for highway projects, based on latest evaluation of highway conditions and transportation needs..."

Section 611 further requires that "in calendar year 1979 and in each second year following, the Administration, following an assessment of the highway conditions and transportation needs of this State, shall prepare those proposed modifications of the highway needs inventory that it considers necessary."

3.0 SCOPE OF HNI

The HNI is based on a technical evaluation of highway conditions. The general scope of the HNI includes the identification of highway projects which are necessary to meet the needs of the State as well as address safety and structural problems that warrant major construction or reconstruction.



HIGHWAY NEEDS INVENTORY

Frederick County - Primary
 (revised 2011)

Map Ref.	Route Limits	Route Name	County Priority	Length	Improvement Type	Cost (\$1000)
IS	70	Eisenhower Memorial Highway	No		Freeway reconstruct (includes interchanges)	
1	Washington County line to east of Mt. Philip Road			11.6		6001,000
		IS 70	Baltimore National Pike/Eisenhower Mem. Highway	Yes	Freeway reconstruct (includes interchanges)	
2	Mt. Philip Road to East of Meadow Road			9.2		\$149,700
IS	270	Dwight Eisenhower Highway	Yes		Freeway reconstruct (includes Managed lanes/interchanges)	
3	Montgomery County line to I 70 (US 40)			10.1		\$1,849,000
US	15	Frederick Freeway	Yes		Freeway reconstruct (includes interchanges)	
4	US 40 to North of Diggs Ford Road			6.1		\$987,800
US	15	Catoctin Mt. Highway	No		Freeway reconstruct (includes interchanges)	
5	North of Diggs Ford Road to Pennsylvania State line			19.8		\$1,188,400
US	40	Frederick Freeway	No		Freeway reconstruct	
6	US 15 to I-70			1.4		\$237,300
US	340	Jefferson National Pike	No		Freeway reconstruct (includes interchanges)	
7	St. Mark Road to US 15			5.5		\$328,700

Frederick County CTP Request Letter

March 2013



FREDERICK COUNTY GOVERNMENT BOARD OF COUNTY COMMISSIONERS

Winchester Hall, 12 East Church Street
Frederick, Maryland 21701

BoCC@FrederickCountyMD.gov
www.FrederickCountyMD.gov

O: 301-600-1100 F: 301-600-1849

Commissioners

Blaine R. Young
President

C. Paul Smith
Vice President

Billy Shreve
David P. Gray
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Lori L. Depies, CPA
County Manager

RECEIVED

APR 10 2013

SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

March 20, 2013

Mr. Darrell B. Mobley, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: FY 2013 Frederick County Transportation Priorities

Dear Acting Secretary Mobley:

On behalf of the Board of County Commissioners of Frederick County and the Frederick County Delegation, we are writing to share Frederick County's ("County") transportation priorities for consideration in the development of the FY 2014 – FY 2019 Maryland Consolidated Transportation Program (CTP).

The County has numerous transportation priorities to address both congestion and traffic safety. Our

#1 Construction Funding – US 15/Monocacy Boulevard Interchange

This interchange is a BRAC priority project and is needed to address public safety issues at US 15 and County, and the

#2 Project Planning Funding – Meadow Road/I-70 Ramps

The missing ramps to/from the west would be built as a public-private partnership (I and LAPA approvals before construction can commence. MD 144, between Frederick and N burdened with traffic that cannot directly access I-70 without the missing ramps. The County \$500,000 of the planning costs.

#3 Final Design Funding – MD 85 Phase 2

This improvement would dualize MD 85 from Crestwood Boulevard to English Muffin safety and increase capacity in the County's largest commercial/industrial job corridor, fill in between developer constructed improvements.

A complete and more detailed listing of the County's top transportation priorities is enclosed. This listing includes priorities for highways, transit, and the Frederick Municipal Airport. The County has

Mr. Darrell B. Mobley, Acting Secretary
Page 2
March 20, 2013

contributed local funding to advance a number of these projects and will continue to partner with the Maryland Department of Transportation (MDOT) to advance our priority projects.

Our top non-highway priority is the enhancement of commuter service in the greater Frederick/Washington, D.C. corridor via:

- MTA Commuter Bus: Improved headways to accommodate over capacity ridership needs.
- MTA MARC Train: Point of Rocks Station Platform Extension.

We appreciate the opportunity to provide our transportation priorities. We look forward to continuing a productive partnership with MDOT and to actively participate in the development of the CTP. If you have any questions or need additional information, please contact Mr. Ron Burns, Community Development Division at 301-600-6742 or rburns@FrederickCountyMD.gov.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
OF FREDERICK COUNTY, MARYLAND

By: 
Blaine R. Young, President

STATE DELEGATION
OF FREDERICK COUNTY, MARYLAND

By: 
David R. Brinkley, Chair

BRY/DRB/RTB/fmg
Enclosure

cc: Frederick County Delegation Members
The Honorable Randy McClement, Mayor, City of Frederick
Board of County Commissioners
Lori L. Depies, CPA, County Manager
Eric E. Soter, Director, Community Development Division
Thomas J. Meunier, P.E., Director, Public Works Division
Patricia B. Rosensteel, Director, Citizens Services Division
Nancy J. Norris, Director, Department of Transit, Citizens Services Division
Ralligh T. Wells, Administrator, Maryland Transit Administration
Paul Wiedefeld, CEO, Maryland Aviation Administration
Melinda Peters, Administrator, State Highway Administration
Dave J. Coyne, District Engineer, State Highway Administration



Frederick County CTP Request Letter

March 2013

SUMMARY OF RECOMMENDED 2013 TRANSPORTATION PRIORITIES

STATE PRIMARY HIGHWAY PRIORITY LISTING

Project Planning:

I-70/Meadow Road/MD 144 Interchange – This project would add missing ramp movements from eastbound I-70 to Old National Pike and from Old National Pike to westbound I-70. Frederick County (“County”) has offered to fund \$500,000 million project planning cost. Funding is requested for FY 2014 as the County’s second overall Maryland Department of Transportation (MDOT) priority. It is expected that this interchange would be constructed as a public-private partnership (P3) with the initial construction of the westbound on-ramp to I-70, the most critical need to ameliorate existing traffic congestion on MD 144, being built in the near term by developers.

Final Design:

I-270/US 15 Multi-Modal Corridor Study – Planned highway improvements include new/reconstructed interchanges, safety improvements, and widening of I-270 and US 15 up to Biggs Ford Road. The highway widening on I-270 may include Express Toll Lanes (ETL).

Recommended System Preservation Improvements

- Auxiliary Lanes – between interchanges along US 15 between West Patrick Street and MD 26, top priority between Motter Road and MD 26 in both directions.
- Bus on Shoulder (BOS) – Continue where the MWCOG feasibility study leaves off, facilitating the running of commuter and local buses on existing I-270 shoulders between MD 85 and I-495.

Recommended I-270/US 15 Breakout Project Priorities

- US 15 – widening and bridge replacements/widenings from I-70 to MD 26 (top priority).

Construction:

US 15/Monocacy Boulevard Interchange – Proposes a new interchange as well as approach road improvements to meet current safety and capacity needs. The project also includes a 416 space park and ride lot to serve local transit, regional commuter bus, and car/vanpools. Funding is requested for FY 2014 as the County’s top overall MDOT priority.

SUMMARY OF RECOMMENDED 2013 TRANSPORTATION PRIORITIES

STATE SECONDARY HIGHWAY PRIORITY LISTING

MD 75 – This project can be divided into four segments with different context sensitive improvements.

- **North Segment** – relocation from the park and ride lot at Baldwin Road to MD 75, south of Bush Creek in the vicinity of the Bush Creek Brethren Church, with a long bridge over Bush Creek and CSX railroad.
- **MD 80 Intersection** – realignment to create a four-legged intersection/roundabout with MD 80 and would include a ½ mile relocation of southern leg of MD 75.
- **Middle Segment** – section from ½ mile south of MD 80 to Lewisdale Road involving reconstruction as a 2-lane roadway to primarily address safety improvements.
- **South Segment** – proposed relocation and new roadway between MD 75 at Lewisdale Road and a proposed interchange with I-270. Included as part of the I-270/US 15 Multimodal Corridor Study.

Final Design:

MD 85 Phase II – Widening to 4-lane divided roadway from south of Crestwood Boulevard to English Millir Way, with a new bridge over Ballenger Creek. Project planning has been

Construction:

Frederick County CTP Request Letter

March 2013

SUMMARY OF RECOMMENDED 2013 TRANSPORTATION PRIORITIES

LOCAL TRANSIT

Connector Route Service – Annual funding to provide 30-minute service frequencies from start of service to 6 p.m. This project directly facilitates job growth (\$439,000 (\$395,000 federal/state)).

REGIONAL TRANSIT

Commuter Bus and MARC Recommendations:

- Decrease headways on the #991 commuter bus route by increasing the number of buses available for use.
- Improve commuter bus infrastructure by permitting bus use on shoulders (BOS) on I-270 and providing additional park and ride capacity at Myersville, US 15/Monocacy Boulevard, and Emmitsburg.
- Construct new platform at Point of Rocks to serve Frederick Branch trains. Increase number and frequency of trains on Frederick Branch.

FREDERICK COUNTY ACCESS TO TRANSIT, STREETScape, AND SIDEWALK RETROFIT PROJECTS

County Access to Transit Projects (State Highways/Rail Stations Only):

- **Monocacy MARC Station Access Trails** – Reich's Ford Road to Rail Station and Rail Station to I-270 Technology Park / FSK Mall – Including Crossing of MD 355.

Municipal Access to Transit Projects:

- **City of Brunswick** – MD 464 (Souder Road – Brunswick) from Maple Ave to 9th Street, existing sidewalk retrofit project.
- **City of Frederick** – MD 26 – Waterside Drive to Long Meadow Drive (southeast side of MD 26; also requested as sidewalk retrofit).
- **Town of Thurmont** – MD 550 / MD 806 – North Altamont to Woodside – Crossing improvements and east side sidewalks.
- **Town of Walkersville** – MD 194 at East Frederick Street to Glade Boulevard (Walkersville) – Crossing and ADA issues.

SUMMARY OF RECOMMENDED 2013 TRANSPORTATION PRIORITIES

Streetscape Projects:

- **Town of New Market Streetscape** – The Town of New Market and the County request restoration of design and construction funding deferred due to 9/08 revenue reduction for this streetscape project in the town.

Sidewalk Retrofit Projects:

- **MD 26 Sidewalk Retrofit** – Request construction funding for sidewalk retrofit project between Longmeadow Drive (Monocacy Shopping Center) and Waterside Drive in the City of Frederick.

FREDERICK MUNICIPAL AIRPORT

Federal:

- **Restore ACIP Funding** – Restore FAA Trust Fund funding to airports so the Frederick Municipal Airport may receive grant reimbursements in the amount of \$13.65M in forward funded property acquisitions.

State:

- **Property Acquisition Funding** – Fund the MAA proposed new standard portion of 5% towards the forward funded properties acquired by the City of Frederick. The MAA contribution would be \$682,500.



2014 STATE REPORT ON TRANSPORTATION
FY 2014 – 2019

CONSOLIDATED TRANSPORTATION PROGRAM

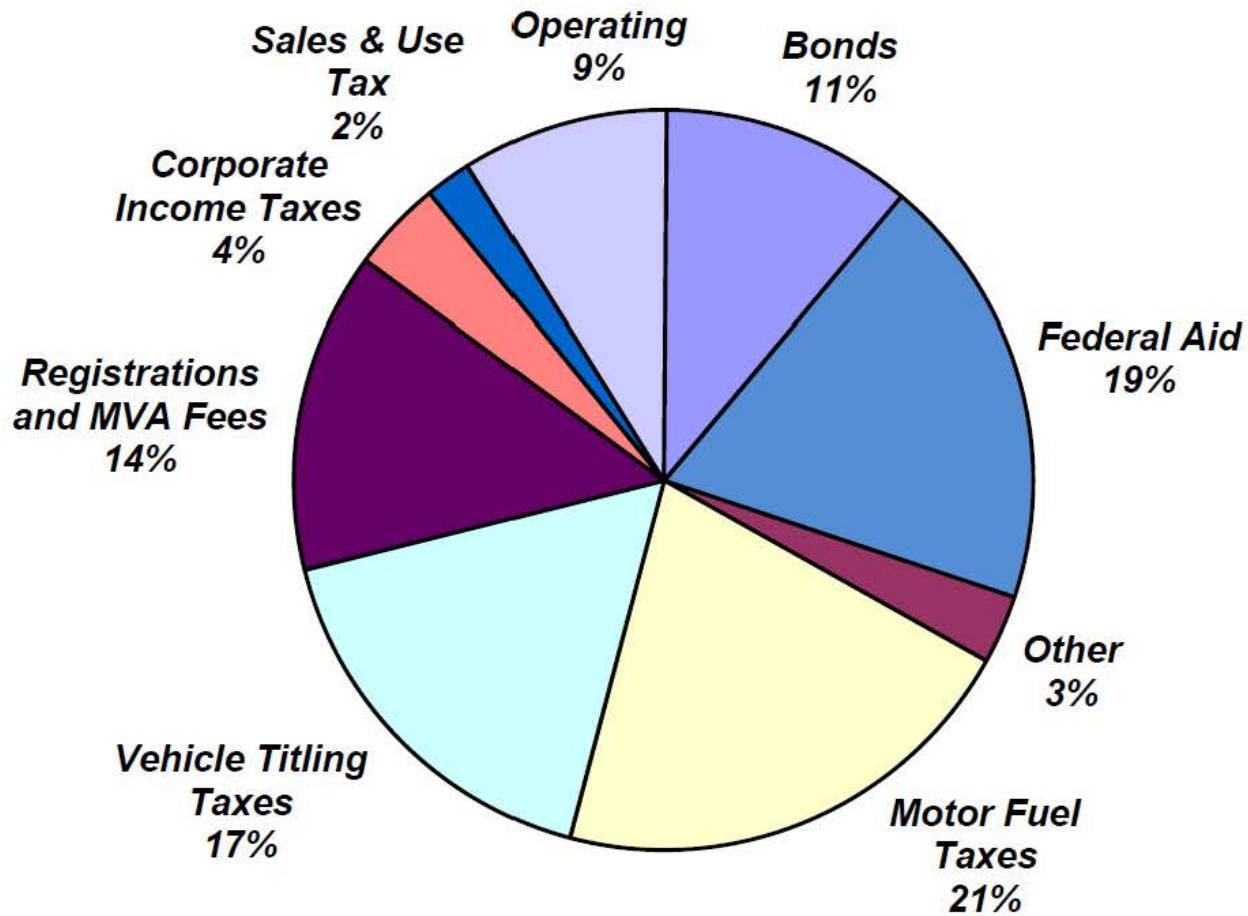


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CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

- THE CTP IS A 6-YEAR SPENDING PLAN
- IS PART OF THE STATE REPORT ON TRANSPORTATION (*Other Part is the Maryland Transportation Plan*)
- COVERS MDOT AND ALL THE MODES
- DESIGNATES CAPITAL PROJECTS AND OPERATING PROGRAMS
- SHOWS CAPITAL PROJECT COSTS AND SCHEDULES THAT ARE WITHIN FINANCIAL CAPABILITIES
- INCLUDES 6-YEAR FORECAST OF REVENUES
- COMMITMENT TO THE ELECTED OFFICIALS AND THE PUBLIC
- UPDATED ANNUALLY
- REQUIRED TO BE DEVELOPED AND SUBMITTED TO LEGISLATURE BY LAW

Where The Money Comes From

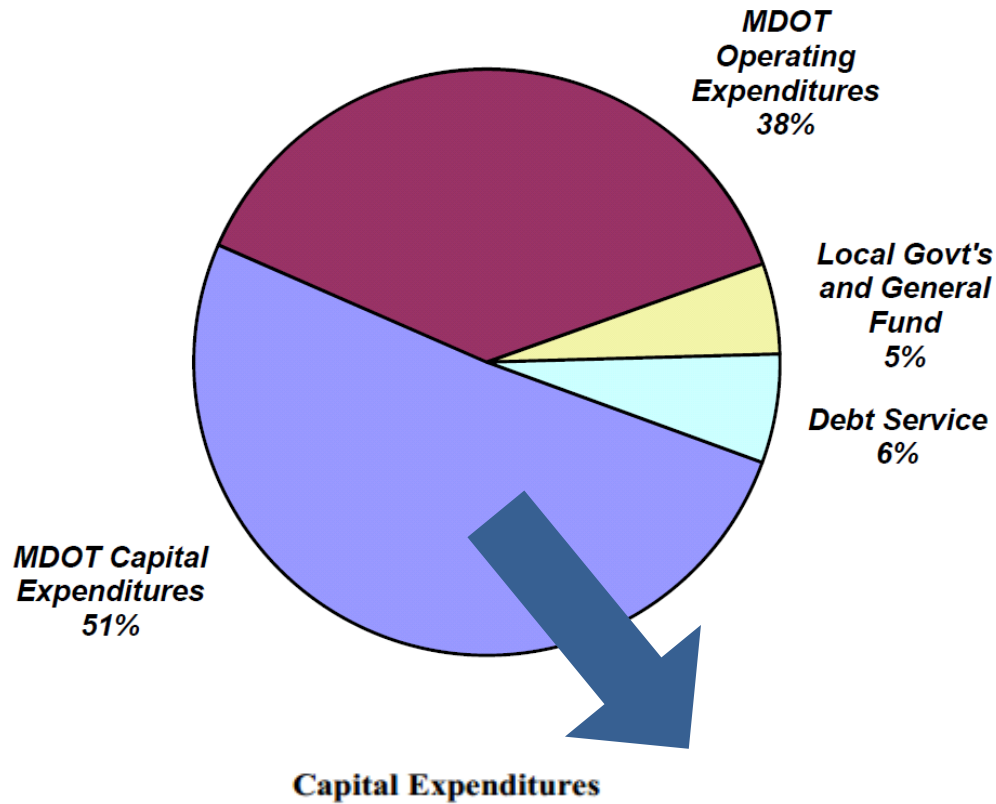


Total projected Trust Fund revenues: \$27.5 Billion, FY 2014-2019

In addition to the above revenues, SHA receives funds from the local municipalities such as Frederick City and Frederick County, much of which is the result of excise tax that is contributions from developers beyond their responsibilities for site improvements.

These funds are used for projects that have a regional transportation impact... several of which I will mention later in the presentation.

Where The Money Goes



Note: Figures may not add perfectly due to rounding error.

* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MdTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC) and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources are included in the total.

TSO – Transportation Secretary’s Office

MVA – Motor Vehicle Administration

MAA – Maryland Aviation Administration

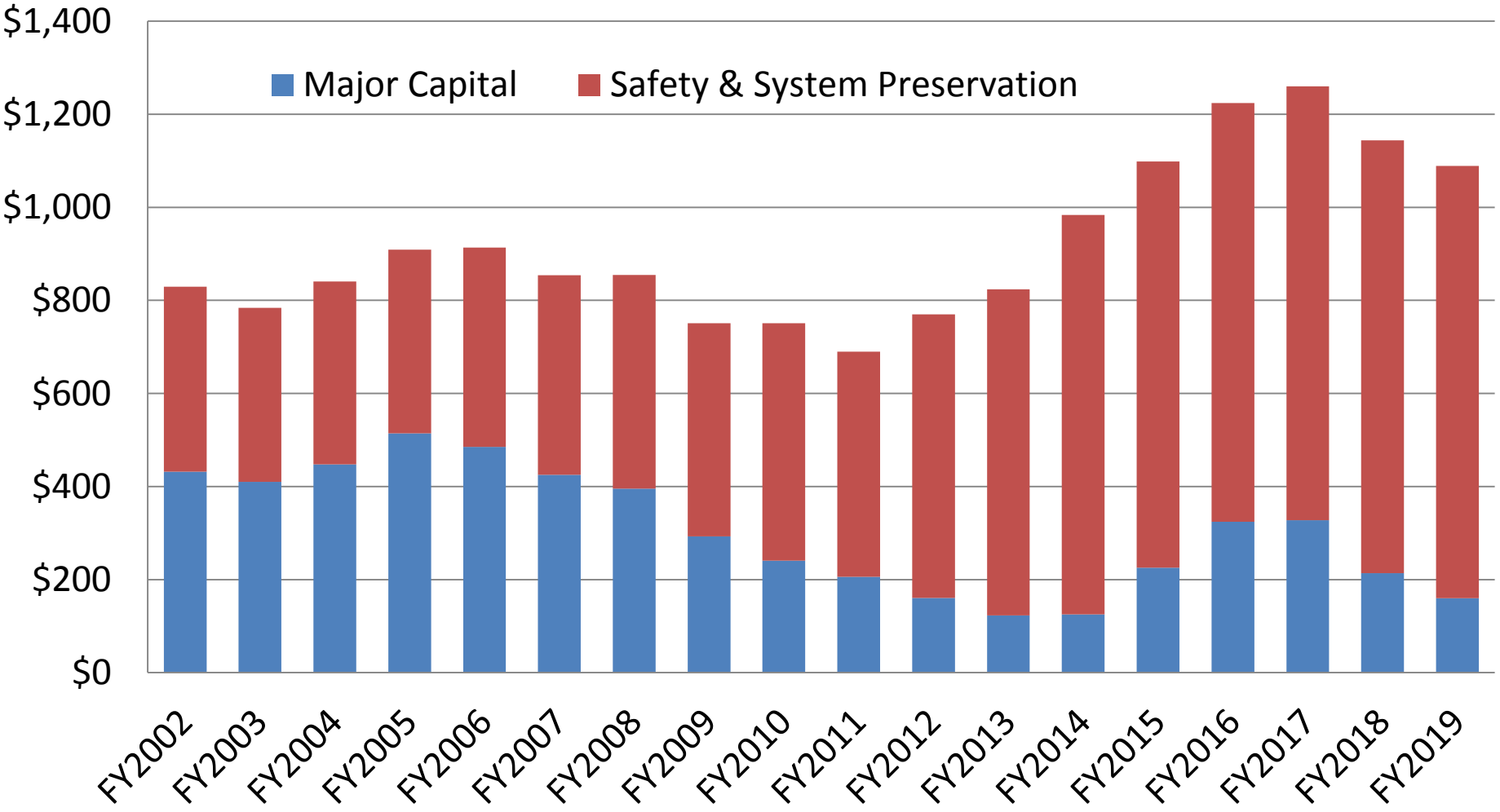
MPA – Maryland Port Administration

MTA – Maryland Transit Administration

WMATA – Washington Metropolitan Area Transit Authority

SHA – State Highway Administration

FY 2014 – 2019 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	245.5	85.3	0.0	330.8	2.1
MVA	119.8	2.4	0.0	122.2	0.8
MAA**	328.5	65.3	320.1	713.9	4.6
MPA	974.4	10.5	0.0	984.9	6.3
MTA	2,466.4	2,093.8	182.7	4,742.9	30.3
WMATA	860.0	0.0	660.5	1,520.5	9.7
SHA	5,021.7	2,211.3	0.0	7,233.0	46.2
TOTAL	10,016.3	4,468.6	1,163.3	15,648.2	100.0

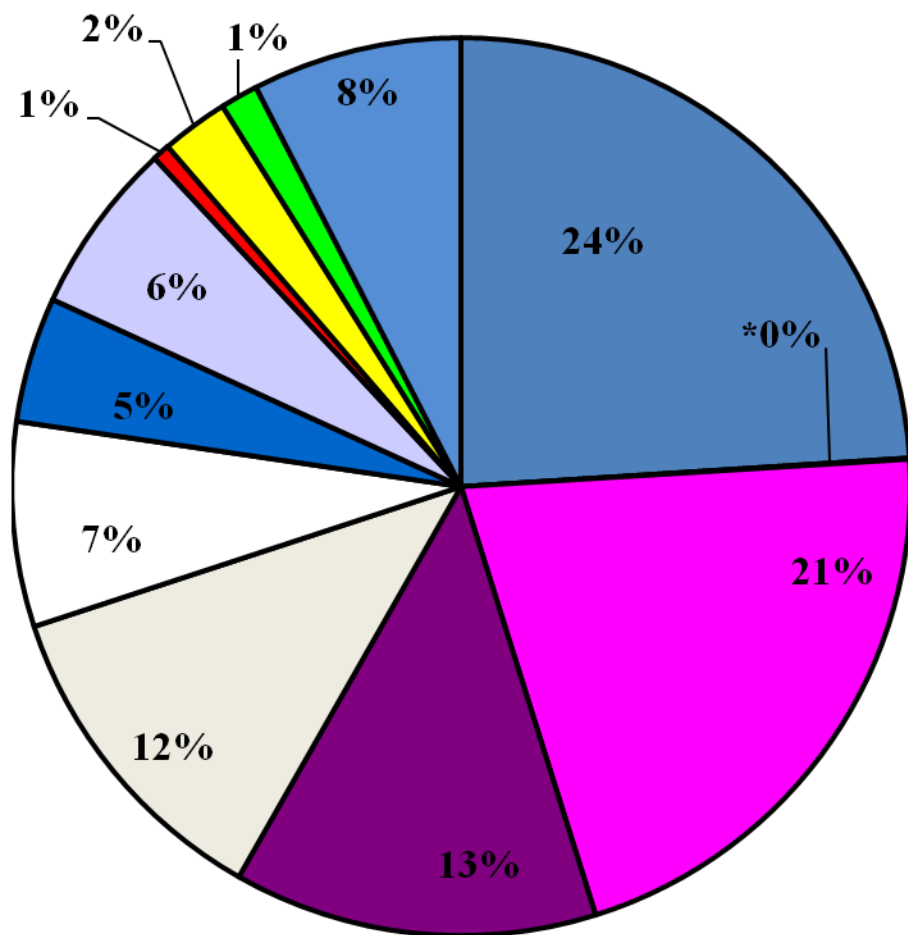


MAJOR CTP CATEGORIES

- Major Projects – *new highways, reconstruction of existing highways, new interchanges, interchange reconfigurations, major highway widening, and bridge replacements.*
 - Construction Program - *includes major projects that are funded for construction within the 6-year program*
 - Development and Evaluation (D&E) Program – *includes major projects that may be funded for PP, PE and RW acquisition phases, but NOT construction.*
- Minor Projects – *system preservation projects, traffic control, park-n-ride, intersection improvements, bridge rehabilitation, transportation enhancements, projects not adding significant capacity improvements.*

**Funding in
14-19 CTP
(\$ millions)**

Program Type



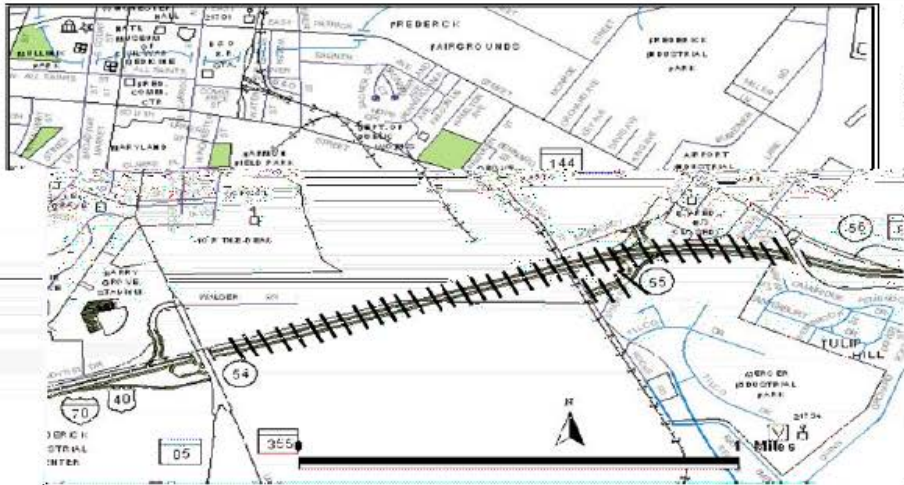
■ Major Highway construction/reconstruction	1735
■ Woodrow Wilson Bridge*	3
■ Resurfacing	1528
■ Bridge replacement/rehabilitation	947
■ Other	848
■ Safety/Drainage/Intersection Capacity	533
■ Neighborhood Conservation/Urban Reconstruction	326
■ Traffic Management/CHART	449
■ Sound Barriers	45
■ Park-n-Ride/Sidewalks/Bicycle/ADA Retrofit	175
■ Environmental Preservation/Compliance	99
■ TMDL	546

*Note: The Woodrow Wilson Bridge will illustrate as zero on the chart shown above due to the size of the program in relation to the remaining programs.

- JAN. - MARCH - MAJOR PROJECT COST ESTIMATE UPDATES
- MARCH - APRIL - PRODUCTION SCHEDULE UPDATE
- JAN. – APRIL - NEW PROJECTS, SPECIAL PROJECTS PROGRAM LEVELS
- MAY - SUBMIT DRAFT PROGRAM TO SECRETARY
- JUNE – AUGUST - CTP APPROVAL
- SEPT. - NOV. - ANNUAL CONSULTATION TOUR
- NOV. - DEC. - PRODUCE FINAL CTP
- MID JAN. - CTP APPROVAL BY LEGISLATURE

+ Two Interstate Projects

+ Three Primary Projects



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Widen I-70 east of MD 355 to east of MD 144 (1.57 miles), replace the I-70 bridge over Reich's Ford Road. The existing ramps to Monocacy Boulevard and Reich's Ford Road are reconstructed (Phase 2D).

PURPOSE & NEED SUMMARY STATEMENT: Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate-highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the four-lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel.

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, Mt. Phillip Road to MD 144FA (Line 6)

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

- Quality of Service
- System Preservation & Performance
- Safety & Security
- Environmental Stewardship
- Connectivity for Daily Life

EXPLANATION: By improving the geometry of the existing interchange ramps between I-70 and Monocacy Boulevard and Reich's Ford Road, this project will improve operations along I-70 through Frederick County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	2016	2017	2018	2019		
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	3,042	2,760	282	0	0	0	0	0	282	0
Construction	42,052	38,659	3,393	0	0	0	0	0	3,393	0
Total	45,094	41,419	3,675	0	0	0	0	0	3,675	0
Federal-Aid	44,159	40,558	3,601	0	0	0	0	0	3,601	0

CLASSIFICATION:

STATE - Principal Arterial

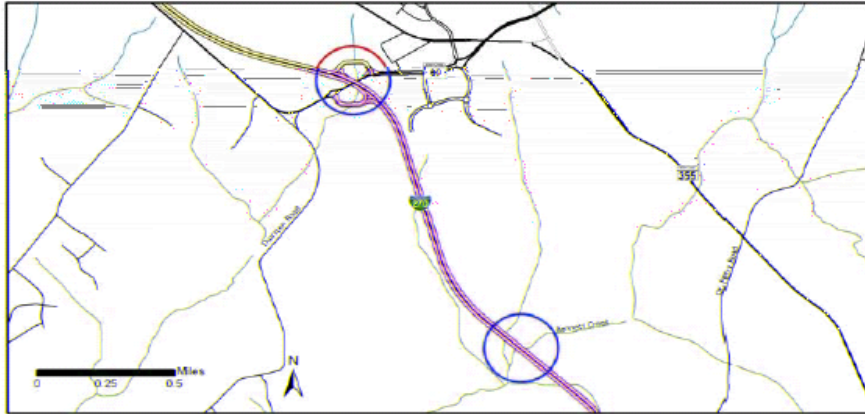
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2013) - 84,850

PROJECTED (2030) - 102,900



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replaced decks and widen Bridges 10078 and 10079 over MD 80 and Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures were structurally deficient and 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, Multi-Modal Corridor Study (Line 8)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing structures were structurally deficient and functionally obsolete.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,776	1,776	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,225	9,225	0	0	0	0	0	0	0	0
Total	11,001	11,001	0	0	0	0	0	0	0	0
Federal-Aid	10,512	10,512	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Rural Interstate

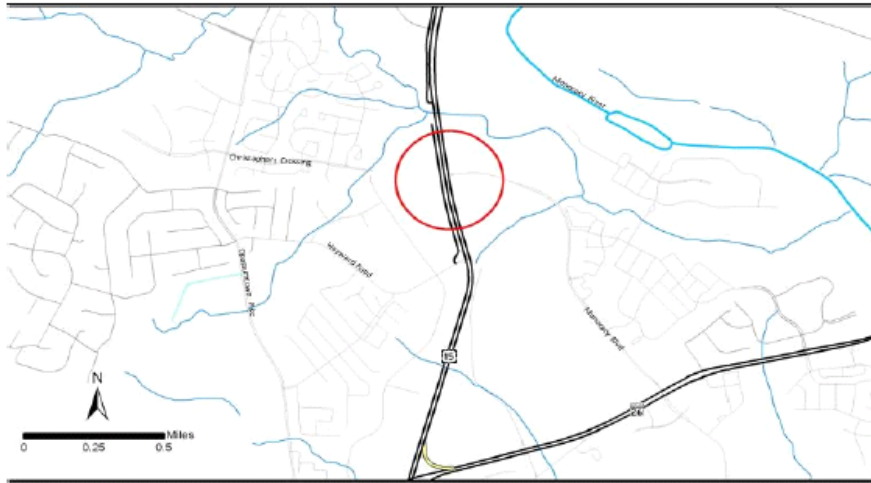
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 79,725 (I-270)
 20,600 (MD 80)

PROJECTED (2030) - 141,000 (I-270)
 (MD 80) 34,500



PROJECT: US 15, Catoclin Mountain Highway

DESCRIPTION: Construct a grade-separated interchange at Monocacy Boulevard including a Park-and-Ride lot. This project will include appropriate bicycle and pedestrian facilities. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will add a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development. The project will close the existing at-grade intersection at US 15 and 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, Multi-Modal Corridor Study (Line 8)

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

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The new interchange will improve safety and operations for all roadway users by closing existing at-grade intersections, providing new east-west access, and constructing a ride-share facility.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. The County is providing \$2.0 million to proceed with engineering. The City has also committed \$2.0 million for engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$13.4 million to Right-of-Way and \$67.5 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

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 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	472	472	0	0	0	0	0	0	0	0
Engineering	1,803	950	324	337	192	0	0	0	853	0
Right-of-way	13,386	0	3,748	6,425	3,213	0	0	0	13,386	0
Construction	67,465	0	0	7,098	10,544	12,986	12,986	12,986	56,600	10,865
Total	83,126	1,422	4,072	13,860	13,949	12,986	12,986	12,986	70,839	10,865
Federal-Aid	1,217	542	323	335	17	0	0	0	675	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

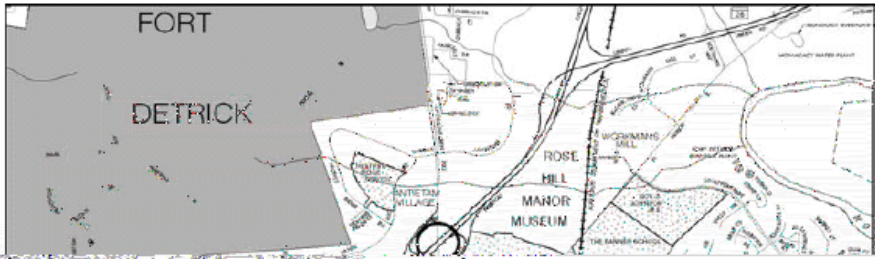
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 44,650

PROJECTED (2030) - 75,600



PROJECT: US 15, Catocin Mountain Highway

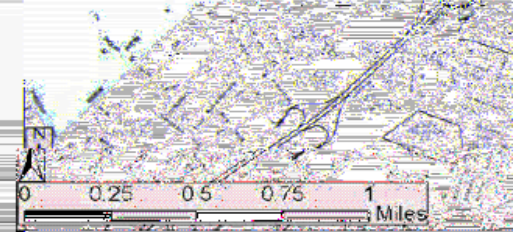
DESCRIPTION: Replace Bridge 10098 on Motter Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.



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

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



Goals/Selection Criteria:
 Safety & Security
 Environmental Stewardship

ASSOCIATED IMPROVEMENTS:
 US 15 Interchange at Monocacy Boulevard (Line 3)
 I-270 and US 15 Multi-Modal Corridor Study (Line 0)

STATE GOALS: Maryland Transportation Plan (MTP)
 Quality of Service
 System Preservation & Performance
 Connectivity for Daily Life

structurally deficient and functionally obsolete.

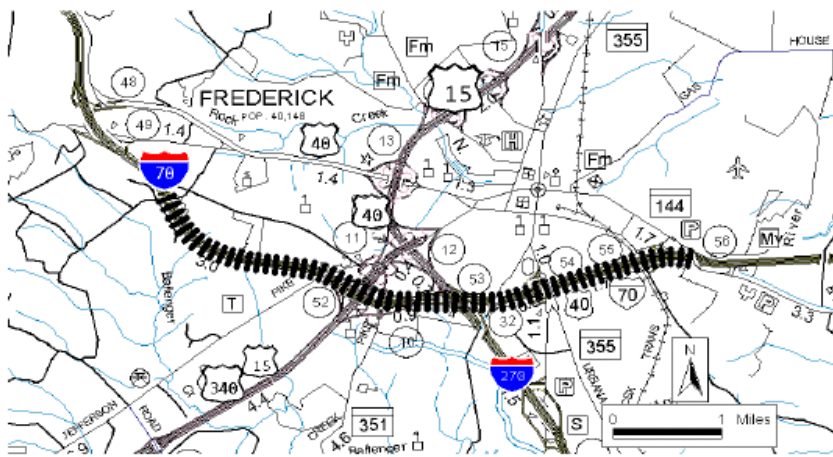
STATUS: Construction underway.

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

SIGNIFICANT CHANGE FROM FY 2019 - 10-075 - 11

+ Three Interstate Projects

+ Two Secondary Projects



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mount Phillip Road to MD 144 FA (Phase 4) (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing four lane section to six lanes and reconstruction of the interchanges.

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, Phase 2D (Line 1)
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013			2015	2016	2017	2018			2019
Planning	1,251	1,251	0	0	0	0	0	0	0	
Engineering	6,726	6,726	0	0	0	0	0	0	0	
Right-of-way	21,493	21,493	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	29,470	29,470	0	0	0	0	0	0	0	
Federal-Aid	13,634	13,634	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

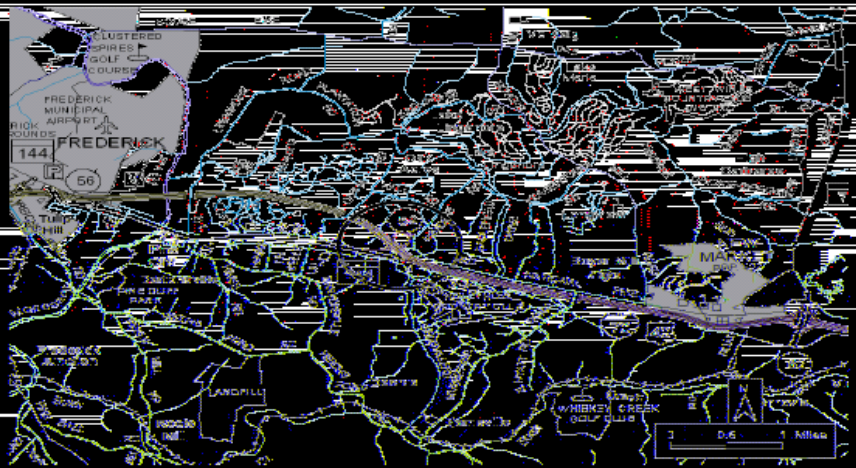
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 95,725

PROJECTED (2030) - 176,925



PROJECT: FR-0110 - Baltimore Station

DESCRIPTION: Study to construct initial stage improvements with Baltimore Station.

JUSTIFICATION: This project will provide additional capacity and improve the existing condition of the road to meet the needs of the area. This will provide a better and safer environment for the city of Frederick.

STANDARD CATEGORICAL STATUSES: Project Not Location Specific Not Subject to E.A.A.
 Project Outside E.A.A. Categorical
 Project Outside E.A.A. Exception Will Be Required
 E.A.A. Status Yet To Be Determined Exception Categorical

ASSOCIATED DEVELOPMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				PROJECT CASH FLOW				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
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

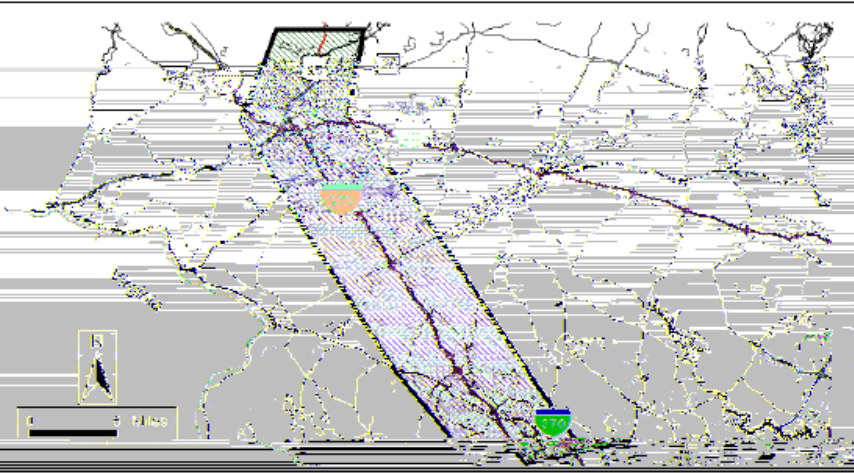
FEDERAL - Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2013) - 68,000

PROJECTED (2030) - 116,500



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

DESCRIPTION: Multi-modal 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 (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. Transportation route and transportation improvements are needed to relieve existing and future traffic 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 Project in MWBE Jurisdiction
 PFA Status = 01 (05) (04) (03) (00) (Exception Granted)

ASSOCIATED IMPROVEMENTS:

- US 15, Interchange at Monocacy Boulevard (Line 3)
- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-270, Interchange at Watkins Mill Road (Montgomery County Line 1)
- MD 200, InterCounty Connector (Montgomery County Line 3)

STATUS: Project Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					2016	2017	2018	2019				
Planning	17,460	17,429	15	16	0	0	0	0	31	0		
Engineering	0	0	0	0	0	0	0	0	0	0		
Right of Way	11,222	12,200	11	11	0	0	0	22	0	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Travel	0	0	0	0	0	0	0	0	0	0		

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

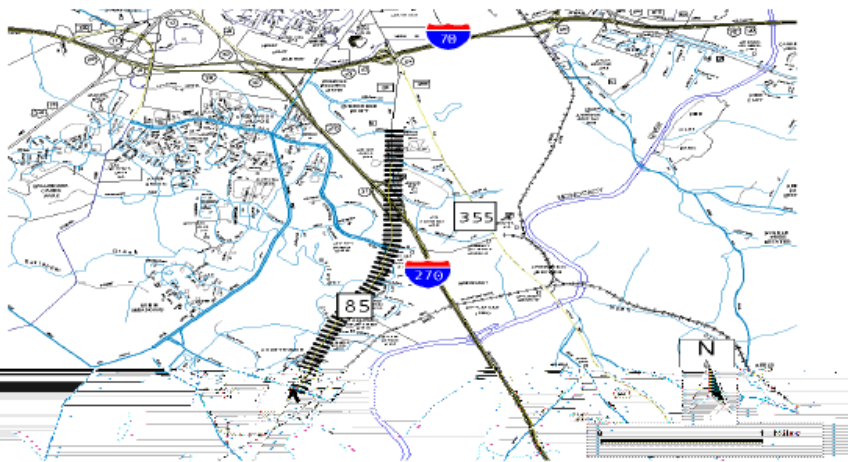
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) 41,400 - 402,000 (US 15)

2025 - 2030 (US 15)

2030 - 2035 (US 15)

2035 - 2040 (US 15)



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). The project will include six-foot bicycle lanes.

JUSTIFICATION: This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

SMART GROWTH STATUS: Project Inside PFA Project Outside PFA PFA Status Yet To Be Determined

<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet To Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multi-Modal Corridor Study (Line 8)

STATUS: Partial Engineering for Phase 1 underway. County funding partial Engineering for \$1.5 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					2016	2017	2018	2019			
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	5,354	794	585	625	3,350	0	0	0	4,560	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	5,885	1,325	585	625	3,350	0	0	0	4,560	0	0
Federal-Aid	4,451	766	585	582	2,518	0	0	0	3,685	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Major Collector

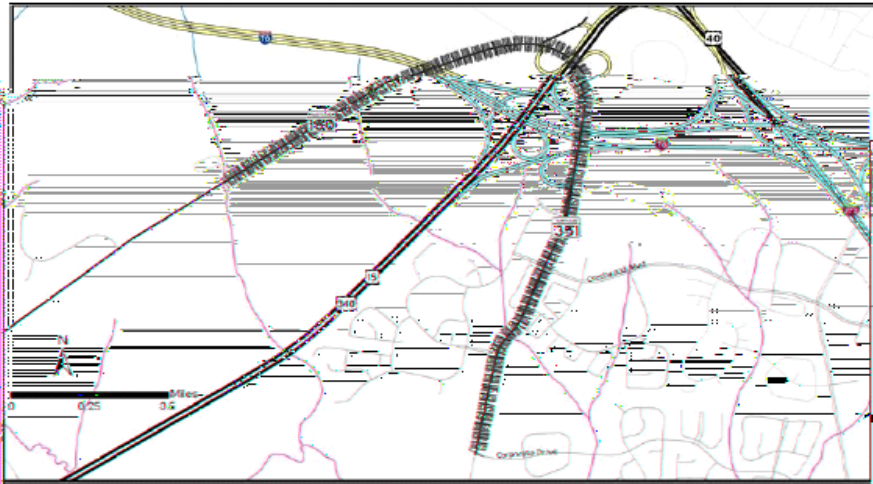
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2013) - 9,450 - 46,675

PROJECTED (2030) - 16,175 - 64,000



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

DESCRIPTION: Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenbelt to Ballenger Creek. The study will evaluate existing and proposed roadway developments, identify areas where additional capacity and operational improvements are needed, and develop a plan to address these needs.

JUSTIFICATION: Land adjacent to existing MD 180 and MD-351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS: Project Net Location Specific Net Subject to PFA Law

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

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-270/US 15, Multi-Modal Corridor Study (Line 8)
- Butterfly Lane Improvements (Frederick County)

STATUS: Project Planning underway. Frederick County contributed \$0.5 million to Planning. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED EXPEND	CURRENT BUDGET	SIX MONTH BALANCE	YEAR 1 BALANCE	YEAR 2 BALANCE	YEAR 3 BALANCE	YEAR 4 BALANCE	YEAR 5 BALANCE	YEAR 6 BALANCE	YEAR 7 BALANCE	YEAR 8 BALANCE	YEAR 9 BALANCE	YEAR 10 BALANCE
Planning	2,271	1,585	250	436	0	0	0	0	0	0	0	0	0
Engineering	0	0	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	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,271	1,585	250	436	0	0	0	0	0	0	0	0	0
Federal-Aid	800	114	250	436	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

DATE OF PRELIMINARY DESIGN: 07/11/13

CURRENT (2013) - 28,050

PROJECTED (2030) - 53,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Year 2013 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 15 SB	Catoctin Mountain Highway; Roddy Road to Structure 10182; resurface	2,282	Completed
		<u>Safety/Spot Improvement</u>		
2	US 15	Catoctin Mountain Highway; at Mountville Road; geometric improvements	820	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
3		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	Completed
		<u>Fiscal Years 2014 and 2015</u>		
		<u>Resurface/Rehabilitate</u>		
4		Various locations in Frederick County; resurface	10,059	Under construction
5	US 15 NB	Catoctin Mountain Highway; north of Angleberger Road to Owens Creek Structure 10004; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,306	FY 2014
6	US 15 NB	Catoctin Mountain Highway; MD 26 to north of Angleberger Road; resurface	3,255	Under construction
7	I 70 EB	Eisenhower Memorial Highway; US 15 to New Design Road; resurface	2,213	Under construction
8	I 270 NB	Eisenhower Memorial Highway; north of MD 80 to north of I 70; resurface (Transportation Infrastructure Investment Act of 2013)	3,747	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2013
		<u>Fiscal Years 2014 and 2015 (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
9		10 existing bridges on MD 383, MD 75, US 15, US 340 and I 70; clean and paint bridges	1,830	FY 2014
10	MD 26	Liberty Road; bridge 1002504 over Monocacy River; clean and paint bridge	2,166	Under construction
		<u>Community Safety and Enhancements</u>		
11	US 40 ALT	Old National Pike; through Middletown; urban reconstruct (Funded for preliminary engineering)	3,000	PE Underway
12	MD 144 FB	Main Street; through Town of New Market to Bye Alley; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2014
13	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Funded for preliminary engineering)	1,760	FY 2015
		<u>Sidewalks</u>		
14	MD 17	Myersville Middletown Road; Eagle Bay Drive to Cedar Street; sidewalks (Transportation Infrastructure Investment Act of 2013)	400	FY 2014
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>		
15		Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions	979	Underway
		<u>Pedestrian/Bicycle Facilities</u>		
16		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	3,000	FY 2014

Questions?

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