2 May 2018

Amy Lindsey
Planner Coordinator
Area 2 Division
Maryland - National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Reference: WMAL North Bethesda – Phase I & II Noise Analysis
Report #180319 (Originally Dated 19 March 2018, Revised 2 May 2018)
Preface Letter to Report

Dear Ms. Lindsey:

The following letter is submitted as a preface to the recently submitted WMAL North Bethesda –
Phase I & II Noise Analysis report, dated 19 March 2018 (revised 2 May 2018). The Phase I & II
Noise Analysis report was updated to address the following changes that occurred with the
analysis since the WMAL Phase I Noise Analysis, dated 25 April 2017:

- Reevaluation of the projected growth rates for the I-270 spur and I-495 within the vicinity
  of the site.
- Due to the changes in the projected growth rates for the I-270 spur and I-495, future
  transportation noise impact upon the northern and southern portions of the site has been
  reduced from previously reported.¹
- Consequently, the mitigation required to reduce noise levels within the outdoor activity
  areas to below the Montgomery County noise level guideline of 65 dBA Ldn has
  changed.
- Additional analysis has also been completed for the proposed architecture of the home
  model types offered on lots impacted by future noise levels greater than 65 dBA Ldn.
  This analysis has been completed to determine if the proposed exterior construction and
  window/door Sound Transmission Class (STC) ratings are capable of maintaining the
  indoor noise level requirement of 45 dBA Ldn.

As the result of a meeting on 19 April 2018,² the most recently submitted report (19 March 2018)
has been revised to include the source of the data used for the reevaluation of the projected
growth rates for I-270 and I-495. The presented 1% annual growth rate used for I-270 and I-495

² Meeting at Maryland – National Capital Park Commission in Silver Spring, Maryland with Amy Lindsey, Emily
  Tettelbaum, and Patrick Butler, as well as Nancy Randall of Wells + Associates, and Matt Capece and Kyle Lyne of
  Toll Bros.

Acoustical Engineering Solutions.
is based upon information published by the Maryland Department of Transportation State Highway Administration (MDSHA) for Montgomery County (see enclosed document) and information provided by the traffic engineer for the project.\(^3\)

As seen on Page 3 of the document (SHA-M-2), improvements for I-270 and the east I-270 and west I-270 spurs are outlined. In addition to information provided regarding the improvements, the Annual Average Daily Traffic (AADT) volumes for I-270 at the current year (2017) and the projected year (2035) are also provided on Page 3 of the document. For 2017 the AADT along I-270 varies between 87,400-253,400, whereas the projection for 2035 is 98,000-272,000. Based upon the projected AADT provided by the MDSHA, the growth rate used by the MDSHA over the 18-year period is 0.3-0.5%.

While the MDSHA projects a 0.3-0.5% growth rate over the 18-year period, a more conservative growth rate of 1% compounded over 20-years from the date of the study (2038) has been used to determine the future AADT for I-270 and I-495. The 1% growth rate is based upon information provided by Wells + Associates for I-495 and I-270. Based upon an analysis of an 8-year period and an 11-year period of the most recent AADT volumes on I-495, a change of 0.5% and 1.2% occurred each year. Therefore, it was advised by Wells + Associates that a 1% growth rate could be used for I-495 and the I-270 spur, while still remaining conservative.

Please note that this is a change from the 2% growth rate that was previously used for the Phase I Noise Analysis dated 25 April 2017, which is why the resulting future transportation noise levels at the WMAL North Bethesda site have decreased.

As requested, a revised version of the WMAL North Bethesda – Phase I & II Noise Analysis report dated 2 May 2018 has been provided with this letter. Please feel free to contact me with any questions or comments in regard to the report, 301-846-4227 or ksnow@phoenixnv.com.

Sincerely,

[Signature]

Kody Snow
Engineer

Enclosed: Maryland Department of Transportation State Highway Administration-
Montgomery County Interstate Construction Program, dated 1 December 2017

WMAL North Bethesda Phase I & II Noise Analysis, Report #180319, dated 19 March 2018, revised 2 May 2018

\(^3\) Anne M. (Nancy) Randall, Wells + Associates.
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 where 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/MD 124 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

ASSOCIATED IMPROVEMENTS:

- I-270 Innovative Congestion Management (Line 2)
- Traffic Relief Plan (Statewide - Line 6)

STATUS: Construction underway. County contributed $4.9 million towards Engineering.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of $10.4 million is due to a favorable bid.

STATE GOALS: Maryland Transportation Plan (MTP)

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<td>Economic Prosperity</td>
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</table>

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.

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 164,000

PROJECTED (2035) - 182,000

POTENTIAL FUNDING SOURCE:

<table>
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<tr>
<th>PHASE</th>
<th>TOTAL ESTIMATED COST ($000)</th>
<th>EXPEND THRU 2017</th>
<th>CURRENT YEAR 2018</th>
<th>BUDGET YEAR 2019</th>
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INTERSTATE CONSTRUCTION PROGRAM

PROJECT: I-270, Eisenhower Highway

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

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

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

ASSOCIATED IMPROVEMENTS: I-270, Interchange at Watkins Mill Road (Line 1) Traffic Relief Plan (Statewide - Line 6)

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of $6.8 million is due to construction testing and inspection activities.

STIP REFERENCE #MO0691  12/01/2017

The estimated cost is for the entire project in Montgomery and Frederick counties.

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

X Safety & Security
X System Preservation
X Quality of Service

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.

POTENTIAL FUNDING SOURCE: SPECIAL  FEDERAL  GENERAL  OTHER

PROJECT CASH FLOW

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CLASSIFICATION:

STATE - Principal Arterial
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 87,400 - 253,400
PROJECTED (2035) - 98,000 - 272,000
PROJECT: I-495, Capital Beltway

DESCRIPTION: Resurface I-495 from I-270Y to Seminary Road (Inner Loop) (5.9 miles).

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

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS:

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

CLASSIFICATION:

STATE - Principal Arterial
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)
CURRENT (2017) - 106,000 - 231,000
PROJECTED (2035) - 125,000 - 240,000
SECONDARY CONSTRUCTION PROGRAM

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 MD 97 (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.

PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct new MD 97 interchange at Randolph Road (1.0 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

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

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS:


SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of $3.8 million is due to a reduction in utility expenditures.

POTENTIAL FUNDING SOURCE:

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CLASSIFICATION:
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2017) - 50,000 (MD 97)
- 31,000 (Randolph Road)
- PROJECTED (2035) - 59,100 (MD 97)
- 41,000 (Randolph Road)
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.

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 will reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS:


SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of $4.9 million is due to a revised estimate. Construction delay due to a change in project delivery method from CMAR (Construction Manager at Risk) to traditional Design-Bid-Build.

CLASSIFICATION:
- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2017) - 11,300
- PROJECTED (2035) - 14,000
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.

PROJECT: MD 185, Connecticut Avenue
DESCRIPTION: Construct MD 185 Phase 3 intersection improvements at Jones Bridge Road. 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
- Exception Will Be Required
- PFA Status Yet To Be Determined
- Exception Granted

ASSOCIATED IMPROVEMENTS:
- MD 187, BRAC Intersection Improvements at Oakmount Avenue/West Cedar Lane (Line 7)
- MD 320, BRAC Mitigation at Sligo Creek (Line 9)
- MD 355, Phases 1-2 BRAC Intersection Improvements at Cedar Lane (Line 11)
- MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 12)

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year. This project is fully funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of $4.6 million is due to redesigning stormwater management to include an underground facility.

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

CURRENT (2017) - 79,000
PROJECTED (2035) - 82,000

STIP REFERENCE #MO5938 12/01/2017
PROJECT: MD 187, Old Georgetown Road

DESCRIPTION: Construct MD 187 intersection improvements at Oakmont Avenue/West Cedar Lane (1.0 miles). (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
- Project Inside PFA
- Project Outside PFA
- Not Subject to PFA Law
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 6)
- MD 320, BRAC Mitigation at Sligo Creek (Line 9)
- MD 355, Phases 1-2 BRAC Intersection Improvements at Cedar Lane (Line 11)
- MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 12)

STATUS: Open to Service. This project is fully funded by the Office of Economic Adjustment.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.
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.

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.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 195, Carroll Avenue
- Replace Bridge 15033 over Sligo Creek and Sligo Creek Parkway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of $1.3 million is due to additional concrete repairs, sign installation, and utility costs.

STATE SYSTEM:

- Secondary
- Annual Average Daily Traffic (vehicles per day)

CLASSIFICATION:

- STATE - Major Collector
- FEDERAL - Minor Arterial

CURRENT (2017) - 8,000

PROJECTED (2035) - 9,200

POTENTIAL FUNDING SOURCE:

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PROJECT: MD 320, Piney Branch Road

DESCRIPTION: This is a bicycle and pedestrian improvement project consisting of a new bicycle/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

ASSOCIATED IMPROVEMENTS:
MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 6)
MD 187, BRAC Intersection Improvements at Oakmont Avenue/West Cedar Lane (Line 7)
MD 355, Phases 1-2 BRAC Intersection Improvements at Cedar Lane (Line 11)
MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 12)

STATUS: Construction underway. The Office of Economic Adjustment is funding $1.5 million for Construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of $0.7 million is due to additional utility relocation costs.

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

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

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.

STIP REFERENCE #MO5936  12/01/2017
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.

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

ASSOCIATED IMPROVEMENTS:


SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

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<th>EXPEND THRU 2017</th>
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CLASSIFICATION:
- STATE - Major Collector
- FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2017) - 7,975
- PROJECTED (2035) - 11,175
DESCRIPTION: Construct MD 355 Phase 1-2 intersection improvements at Cedar Lane (1.0 mile). 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 Inside PFA

ASSOCIATED IMPROVEMENTS:
- MD 185, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 6)
- MD 187, BRAC Intersection Improvements at Oakmont Avenue/West Cedar Lane (Line 7)
- MD 320, BRAC Mitigation at Sligo Creek (Line 9)
- MD 355, BRAC Highway Reconstruction, Woodmont Avenue/Glenbrook Parkway to South Wood Road/South Drive (Line 12)

STATUS: Open to Service. The Office of Economic Adjustment is funding $6.8 million for Construction.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of $2.0 million is due to additional drilling and obstruction removal, and cast-in-place inlet installation.
PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct MD 355 intersection improvements including upgrades to pedestrian/bicycle 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.

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, Phase 3 BRAC Intersection Improvements at Jones Bridge Road (Line 6)
MD 187, BRAC Intersection Improvements at Oakmont Avenue/West Cedar Lane (Line 7)
MD 320, BRAC Mitigation at Sligo Creek (Line 9)
MD 355, Phases 1-2 BRAC Intersection Improvements at Cedar Lane (Line 11)
MD 355, Bus Rapid Transit Study (MTA Line 25)

STATUS: Construction underway. Office of Economic Adjustments is contributing $4.3 million towards construction. County advertised and is constructing MDOT SHA surface improvements as a part of its Medical Center Metro Crossing Project.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Construction delayed from FY17 to FY18 due to utility relocations.

CLASSIFICATION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 46,550

PROJECTED (2035) - 52,000

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PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new US 29 interchange at Musgrove Road and Fairland Road. Bicycle and pedestrian accommodations will be included where 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
X □ Project Inside PFA □ Grandfathered
□ Project Outside PFA □ Exception Will Be Required
□ PFA Status Yet To Be Determined □ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Interchange Construction at Stewart Lane, Tech Road, Greencastle Road, and Blackburn (Line 14)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None
PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new US 29 interchanges at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road. Bicycle and pedestrian accommodations will be included where 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.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

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STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 15

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM

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). Bicycle and pedestrian accommodations will be included 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:

ASSOCIATED IMPROVEMENTS:
MD 97 Interchange Construction at MD 28 (Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

CLASSIFICATION:

STIP REFERENCE #MO8861 12/01/2017
The estimated cost is for the entire project in Montgomery and Prince George's counties.
PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct a new MD 97 interchange at MD 28. Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project will reduce congestion and improve safety at the existing intersection.

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS: MD 28/MD 198, Corridor Study, MD 97 to I-95 (Line 15)

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.
**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
- Project Inside PFA [X]
- Grandfathered
- Not Subject to PFA Law
- Project Outside PFA
- PFA Status Yet To Be Determined
- Exception Will Be Required
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**
- I-495 Inner Loop Resurfacing (Line 3)

**STATUS:** Planning underway. Engineering to begin during current fiscal year. County contributed $3.0 million for Planning.

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.

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**CLASSIFICATION:**
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day)**
- CURRENT (2017) - 70,000
- PROJECTED (2035) - 75,500
**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
- Project Inside PFA
- Grandfathered
- Project Outside PFA
- Exception Will Be Required
- PFA Status Yet To Be Determined
- Exception Granted

**ASSOCIATED IMPROVEMENTS:**
- I-270, Interchange Construction at Watkins Mill Road (Line 1)
- I-270, Innovative Congestion Management (Line 2)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.

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

**STATE SYSTEM:** Secondary

**Annual Average Daily Traffic (vehicles per day):**
- **CURRENT (2017):** 30,200 - 49,000
- **PROJECTED (2035):** 33,000 - 52,000
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
- Project Inside PFA
- Project Outside PFA
- Grandfathered
- Exception Will Be Required
- PFA Status Yet To Be Determined
- Exception Granted

ASSOCIATED IMPROVEMENTS: Engineering on hold. County contributed $1.5 million to Engineering and Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

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

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
- CURRENT (2017) - 21,000
- PROJECTED (2035) - 30,000

POTENTIAL FUNDING SOURCE:

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STIP REFERENCE #MO6322  12/01/2017
PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a grade-separated crossing over CSX Metropolitan Subdivision and an 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 CSX Railroad crossing.

SMART GROWTH STATUS: Project Not Location Specific

ASSOCIATED IMPROVEMENTS: Montrose Parkway East (Montgomery County Project)

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

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM

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

DESCRIPTION: This study will evaluate roadway improvements to implement Montgomery County's bus rapid transit (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

ASSOCIATED IMPROVEMENTS: Montrose Parkway East (Montgomery County Project)

STATUS: Planning complete. Montgomery County is contributing $6.0 million for Planning.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of $1.5 million is due to final expenditures.

CLASSIFICATION:
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)
CURRENT (2017) - 21,200 - 46,200
PROJECTED (2035) - 24,000 - 50,000

STIP REFERENCE #MO2441  12/01/2017
## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22

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- **Fiscal Year 2017 Completions**
  - **Resurface/Rehabilitate**
    - Item 1: Clopper Road; Longdraft Road to I-270; safety and resurface
    - Item 2: Piney Branch Road; MD 193 to MD 650; safety and resurface
    - Funding provided by the Governor’s Investment in Highways and Bridges Initiative

- **Traffic Management**
  - Item 3: Various locations in Montgomery County; signalization
  - Item 4: Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization
  - Item 5: Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting

- **Environmental Preservation**
  - Item 6: River Road; Intersection at MD 190 and MD 188; landscape

- **Fiscal Years 2018 and 2019**
  - **Resurface/Rehabilitate**
    - Item 7: At various locations in Fairland shop area of Montgomery County; patching
    - Item 8: At various locations in Montgomery County; mill and resurface
    - Item 9: At various locations in Gaithersburg shop area of Montgomery County; patching
    - Item 10: At various locations in Montgomery County; mill and resurface
<table>
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<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Fiscal Years 2018 and 2019 (cont'd)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Resurface/Rehabilitate (cont'd)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>MD 28</td>
<td>Darnestown Road; Quince Orchard Road to Argosy Drive; safety and resurface</td>
<td>2,475</td>
<td>FY 2018</td>
</tr>
<tr>
<td>12</td>
<td>MD 124</td>
<td>Quince Orchard Road; Orchard Ridge Road to MD 355; safety and resurface</td>
<td>2,831</td>
<td>Completed</td>
</tr>
<tr>
<td>13</td>
<td>MD 190</td>
<td>River Road; MD 614 to DC line; safety and resurface</td>
<td>3,525</td>
<td>Under construction</td>
</tr>
<tr>
<td>14</td>
<td>MD 193</td>
<td>University Boulevard; I-495 to MD 320; resurface</td>
<td>3,194</td>
<td>Under construction</td>
</tr>
<tr>
<td>15</td>
<td>I 270</td>
<td>Eisenhower Memorial Highway; MD 121 to Frederick County line; safety and resurface</td>
<td>6,742</td>
<td>Under construction</td>
</tr>
<tr>
<td>16</td>
<td>MD 355</td>
<td>Rockville Pike; Hubbard Avenue to Templeton Place; safety and resurface</td>
<td>2,031</td>
<td>Completed</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Funding provided by the Governor’s Investment in Highways and Bridges Initiative</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>I 495</td>
<td>Capital Beltway; I-270Y to Seminary Road - Outer loop; safety and resurface</td>
<td>8,006</td>
<td>Under construction</td>
</tr>
<tr>
<td>18</td>
<td>MD 586</td>
<td>Veirs Mill Road; Structure 15063 to MD 185 and MD 193 to MD 97; safety and resurface</td>
<td>3,496</td>
<td>Under construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Funding provided by the Governor’s Investment in Highways and Bridges Initiative</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td></td>
<td><strong>Bridge Replacement/Rehabilitation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>Eight existing bridges on Capital Beltway, Eisenhower Memorial Highway, First Street; clean/paint bridges</td>
<td>2,725</td>
<td>Under construction</td>
</tr>
<tr>
<td>21</td>
<td></td>
<td>Seminary Road; Bridge 1512900 over I-495; bridge deck replacement</td>
<td>7,101</td>
<td>Under construction</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Safety/Spot Improvement</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td></td>
<td>CCT walls between CCT and Purple Line; retaining walls</td>
<td>7,635</td>
<td>FY 2018</td>
</tr>
</tbody>
</table>
## SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

### STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

<table>
<thead>
<tr>
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</tr>
<tr>
<td><strong>Safety/Spot Improvement (cont'd)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| 22 | MD 117 | Clopper Road; Between MD 117 and in-stream stormwater management structure; drainage improvements  
Funding provided by the Governor’s Investment in Highways and Bridges Initiative | 2,698 | Under construction |
| 23 | MD 190 | River Road; Ventnor Road to Baltimore Avenue; geometric improvements | 1,363 | Completed |
| 24 | 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 | 1,193 | Under construction |
| 25 | 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 | 755 | Under construction |
| **Traffic Management** | | | | |
| 26 | | 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 | 3,670 | Under construction |
| 27 | | Thru the city of Takoma Park (MD 195, MD 410 and MD 320); signalization | 1,353 | Under construction |
| **Environmental Preservation** | | | | |
| 28 | I 495 | Capital Beltway; IRVM, from MO/PG County line to MD/VA line - Phase 1; landscape | 2,116 | Under construction |
| **Intersection Capacity Improvements** | | | | |
| 29 | | I-495 at MD 650 - Ramp from Inner Loop to southbound MD 650; geometric improvements | 623 | Under construction |
| 30 | MD 97 | Georgia Avenue; at MD 28; geometric improvements  
Funding provided by the Governor’s Investment in Highways and Bridges Initiative | 3,072 | Under construction |
### STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

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<tr>
<td>31</td>
<td>MD 355</td>
<td>Frederick Road; at West Old Baltimore Road; geometric improvements Funding provided by the Governor’s Investment in Highways and Bridges Initiative</td>
<td>3,123</td>
<td>FY 2019</td>
</tr>
<tr>
<td>32</td>
<td>MD 650</td>
<td>New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)</td>
<td>Design Underway</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>MD 124</td>
<td>Quince Orchard Road; Dosh Drive to MD 117; bicycle-pedestrian route</td>
<td>1,453</td>
<td>FY 2018</td>
</tr>
<tr>
<td>34</td>
<td>MD 187</td>
<td>Old Georgetown Road; Lincoln Drive to Charles Street; bicycle-pedestrian route</td>
<td>2,248</td>
<td>Under construction</td>
</tr>
<tr>
<td>35</td>
<td></td>
<td>Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)</td>
<td>1,312</td>
<td>Under construction</td>
</tr>
<tr>
<td>36</td>
<td></td>
<td>Ethan Allen Gateway Streetscape; streetscape improvements along MD 410 and MD 650</td>
<td>1,255</td>
<td>FY 2018</td>
</tr>
<tr>
<td>37</td>
<td></td>
<td>Falls Road East Shared Use Path; construct sidewalk between Dunster Road and Kimblewick Road along east side of MD 189</td>
<td>100</td>
<td>FY 2018</td>
</tr>
<tr>
<td>38</td>
<td></td>
<td>Flower Avenue Green Street Project; install ADA compliant sidewalks, crosswalks, traffic calming and street signs along Flower Avenue</td>
<td>1,040</td>
<td>FY 2018</td>
</tr>
</tbody>
</table>
## Fiscal Years 2018 and 2019 (cont’d)

### Enhancements (cont’d)

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<td>39</td>
<td></td>
<td>North Branch Hiker-Biker Trail; construct 2.2 mile trail with access to Meadowside Nature Center, The Smith Environmental Center and the Rock Creek Trail</td>
<td>2,000</td>
<td>FY 2018</td>
</tr>
<tr>
<td>40</td>
<td></td>
<td>Sligo Creek Trail; Sligo Creek Trail improvements and construct 213 foot trail within Sligo Creek Stream Valley Park</td>
<td>548</td>
<td>FY 2018</td>
</tr>
</tbody>
</table>

### Congressional Earmarks

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<tr>
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<tr>
<td>41</td>
<td></td>
<td>Complete Streets Near Metro Station; improve pedestrian crossing locations near Twinbrook station and implement road diet on S. Stonestreet Avenue near Rockville station (Earmark $827,200; CO)</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td></td>
<td>Long Branch Village Center; access improvements (Earmark $750,000; CO)</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>43</td>
<td></td>
<td>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)</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>