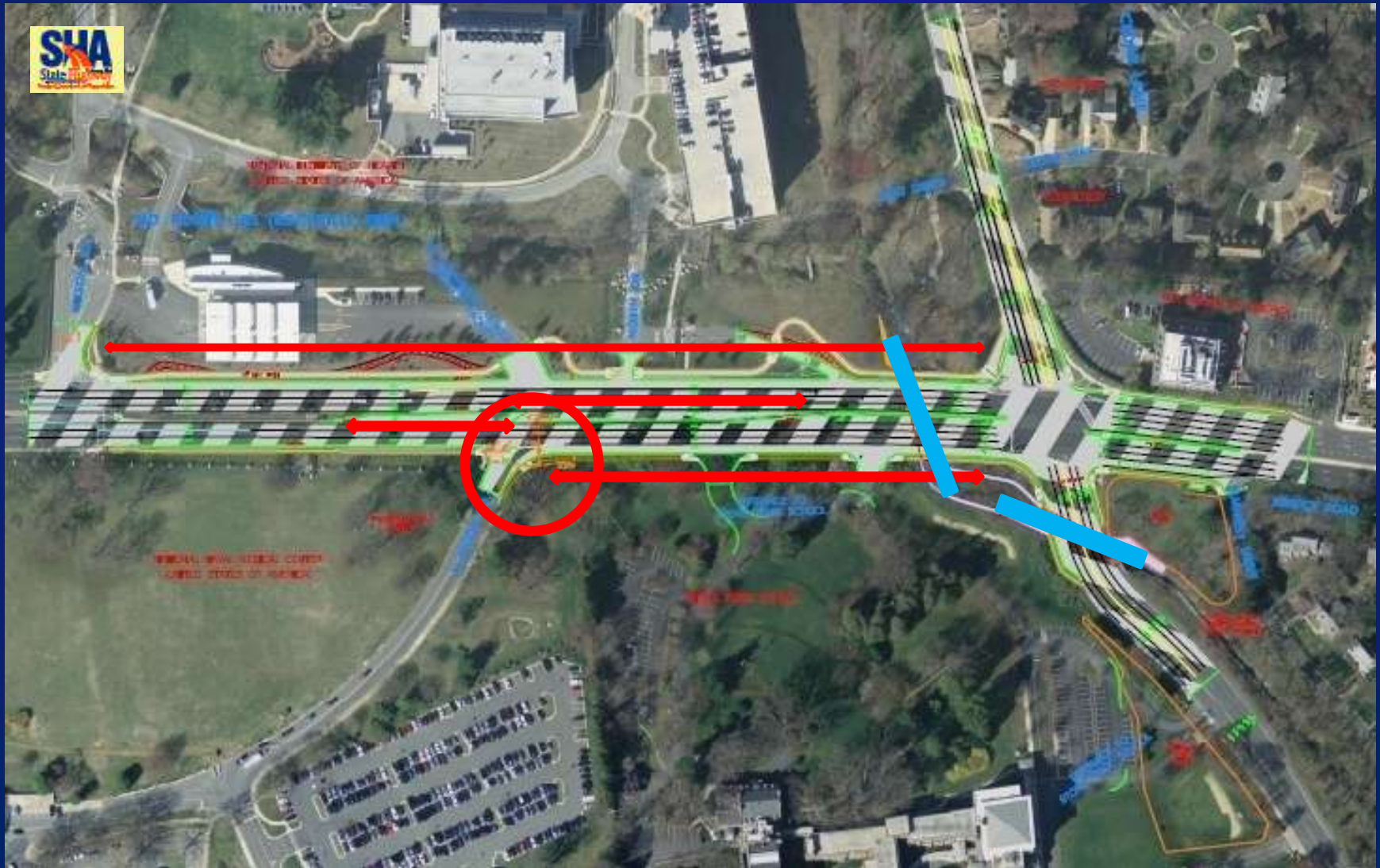


Transportation Investment Priorities

[illegible]

Tier 1: MD 355 at Cedar Lane (Phase 1 & 2)
(\$25 M)



Tier 1: MD 355 at Cedar Lane (Phase 1 & 2) (\$25 M)



Tier 1 SHA Contracts

MD 355 at Cedar Lane (Phases 1 & 2), in the year 2011, proposed modifications are projected to:

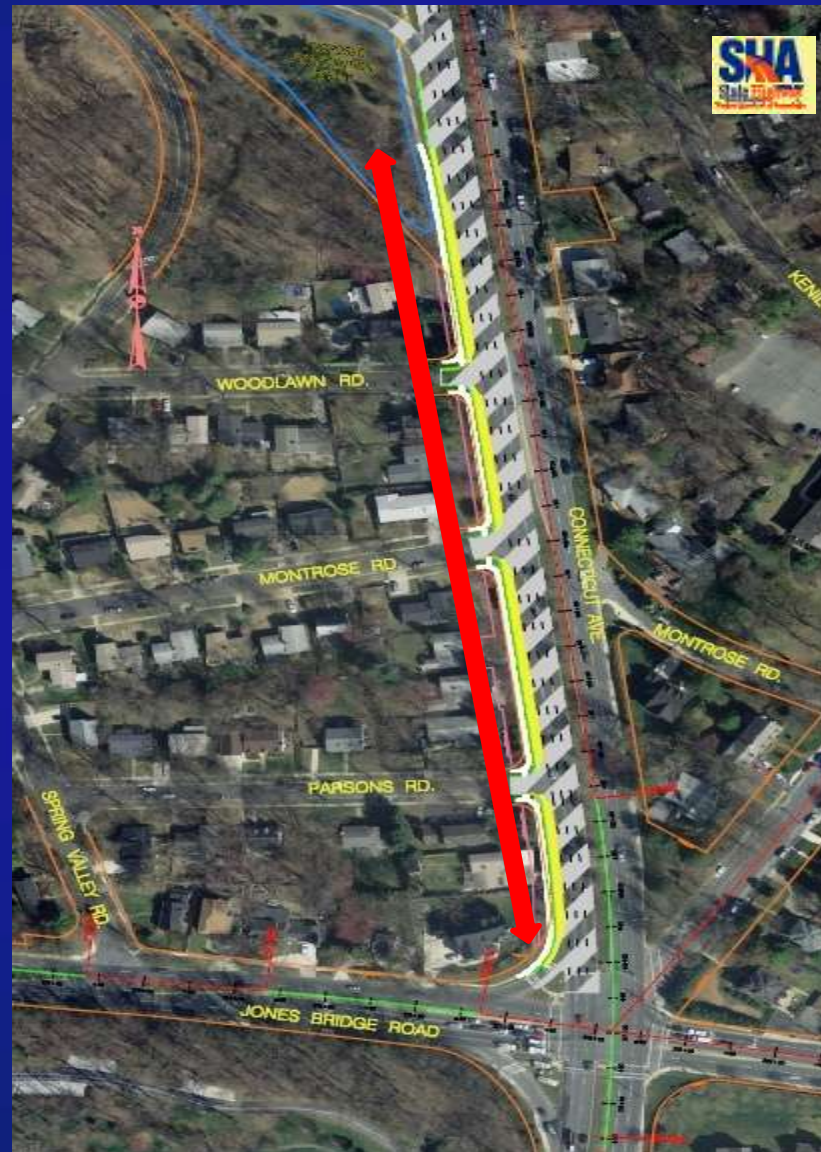
- Reduce vehicle delay by 36% during the AM peak period from 136 sec/veh to 87 sec/veh
- Reduce vehicle delay by 46% during the PM peak period from 168 sec/veh to 90 sec/veh
- Improve the volume-to-capacity ratio during the AM peak period by 17% from 1.35 to 1.12
- Improve the volume-to-capacity ratio during the PM peak period by 16% from 1.43 to 1.20
- The proposed improvements at MD 355 and Cedar Lane would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2022**, despite the additional traffic generated from the BRAC action and other local developments.

Tier 1 SHA Contracts

MD 355 at Cedar Lane (Phases 1 & 2) Schedule:

Begin R/W Acquisitions:	March 2010
Advertise:	April 2011
Begin Construction:	June 2011
Complete Construction:	Fall 2012

Tier 1: MD 185 at Jones Bridge Road (Phase 1) (\$4 M)



Tier 1 SHA Contracts

MD 185 at Jones Bridge Road (Phases 1), in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 41% during the AM peak period from 146 sec/veh to 86 sec/veh
- Reduce vehicle delay by 2% during the PM peak period from 194 sec/veh to 190 sec/veh
- Improve the volume-to-capacity ratio during the AM peak period by 19% from 1.29 to 1.05
- Improve the volume-to-capacity ratio during the PM peak period by 0% from 1.40 to 1.40
- The proposed improvements at MD 185 and Jones Bridge Road would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2018** during the am peak period, despite the additional traffic generated from the BRAC action and other local developments.

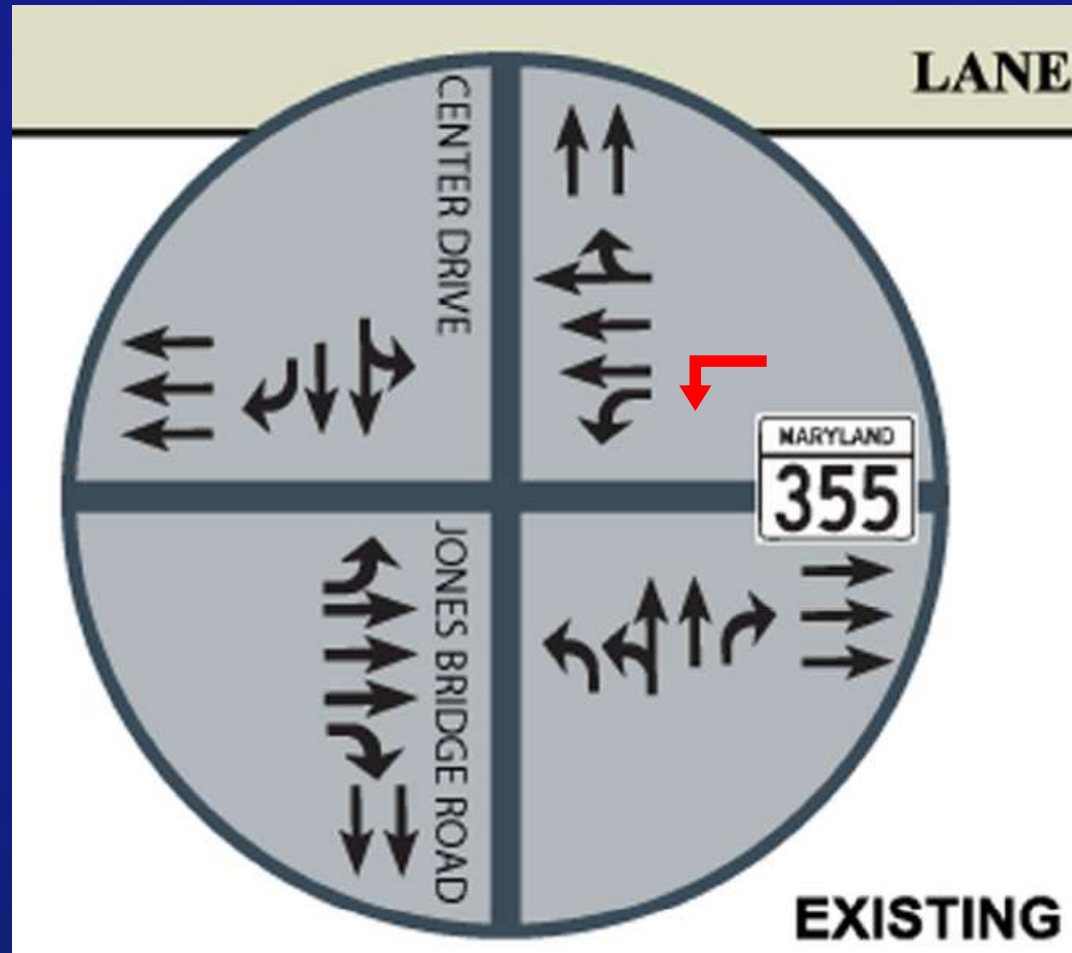
Tier 1 SHA Contracts

MD 185 at Jones Bridge Road (Phase 1) Schedule:

Begin R/W Acquisitions:	February 2010
Advertise:	August 2010
Begin Construction:	November 2010
Complete Construction:	Fall 2011

Tier 1: MD 355 at Jones Bridge Road (Phase 1A)

Dynamic Lane Control



Tier 1 SHA Contracts

MD 355 at Jones Bridge Road Dynamic Lane Controls (Phases 1A), in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 51% during the PM peak period from 105 sec/veh to 52 sec/veh
- Improve the volume-to-capacity ratio during the PM peak period by 12% from 1.18 to 1.04
- The proposed improvements at MD 355 and Jones Bridge Road would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2016** during the pm peak period, despite the additional traffic generated from the BRAC action and other local developments

Note: The Tier 1 improvements at this location do not change the existing operations during the AM peak period.

Tier 1 – Network Benefits

The proposed Tier 1 modifications are projected to result in the following network benefits:

- Reduce emissions of carbon monoxide (CO), nitrogen oxides (NO_x), and volatile oxygen compounds (VOC) by 34% during the AM peak hour and by 11% during the PM peak hour compared to the No-Build condition
- Reduce fuel consumption by over 800 gallons each day during the peak hours, compared to the No-Build condition
- At \$2.50 per gallon, this reduction in fuel consumption equates to a total user cost savings of approximately \$1.3 million per year

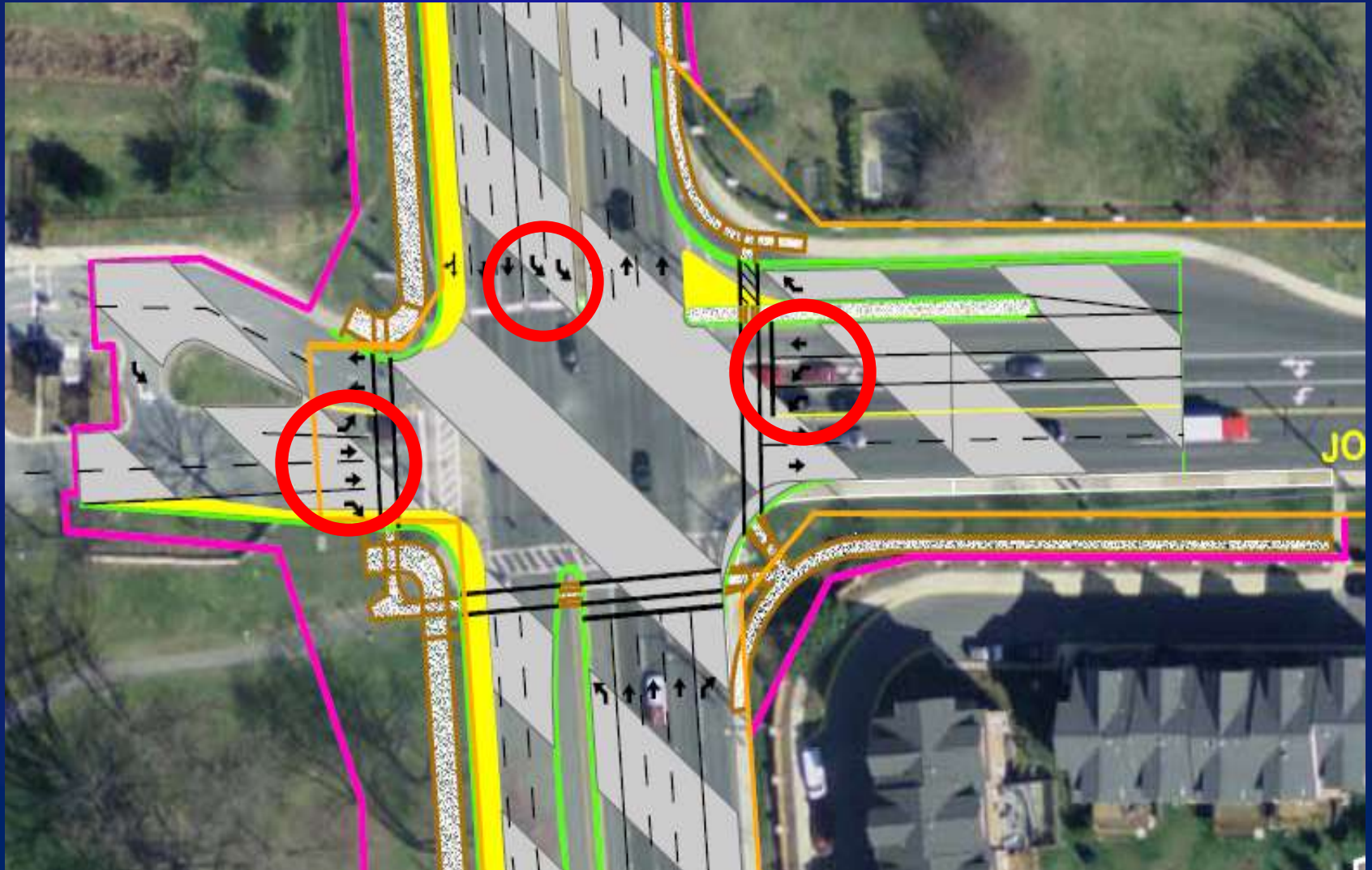
Transportation Investment Priorities

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Tier 2: MD 355 at Jones Bridge Road
(\$5 M)



Tier 2: MD 355 at Jones Bridge Road (\$5 M)



Tier 2 SHA Contracts

MD 355 at Jones Bridge Road, in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 36% during the AM peak period from 57 sec/veh to 37 sec/veh
- Reduce vehicle delay by 53% during the PM peak period from 105 sec/veh to 49 sec/veh
- Improve the volume-to-capacity ratio during the AM peak period by 17% from 0.95 to 0.79
- Improve the volume-to-capacity ratio during the PM peak period by 18% from 1.18 to 0.97
- The proposed improvements at MD 355 and Jones Bridge Road would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2024**, despite the additional traffic generated from the BRAC action and other local developments.

Tier 2: MD 185 at Jones Bridge Road (Phase 3) (\$6 M)

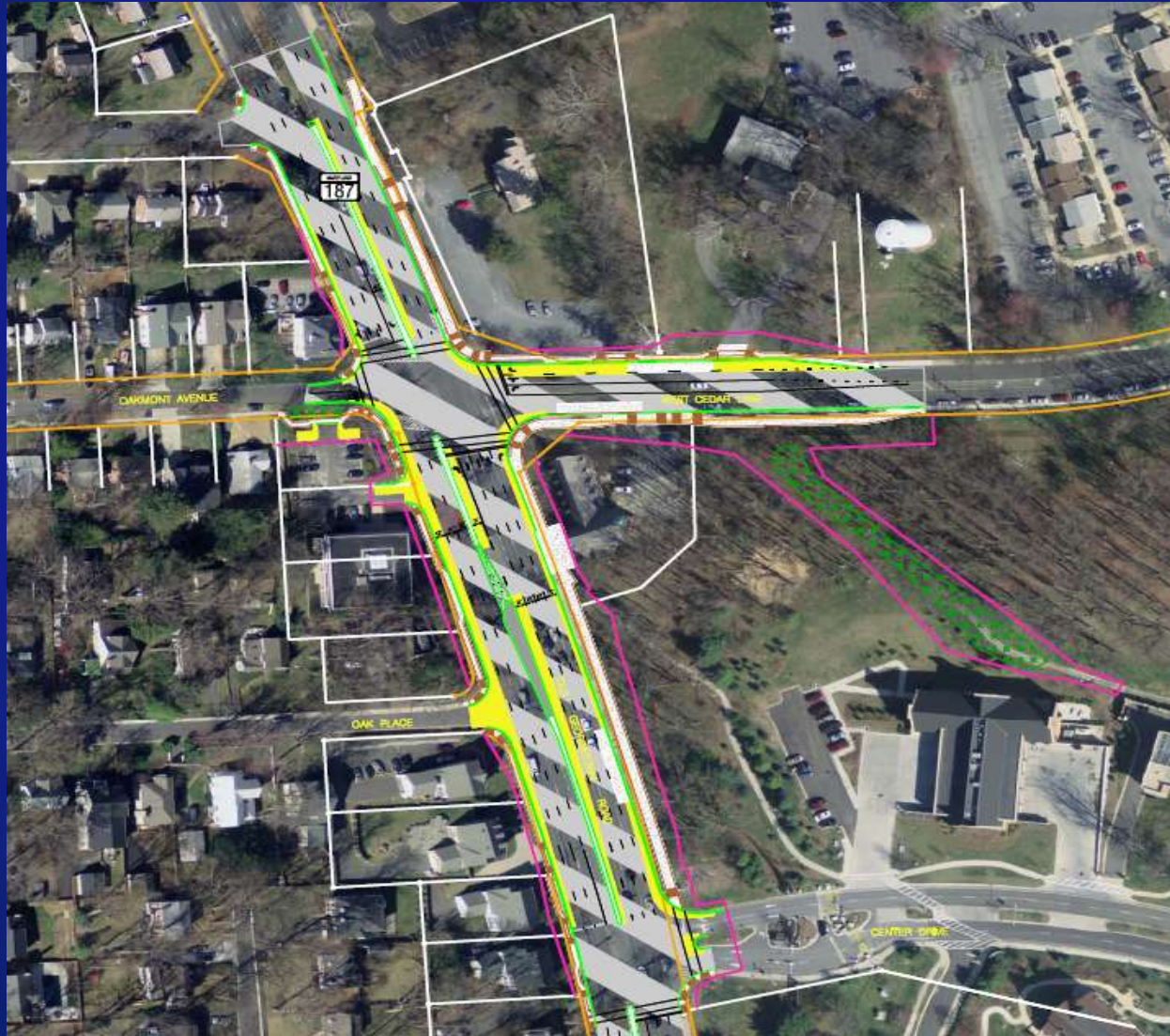


Tier 2 SHA Contracts

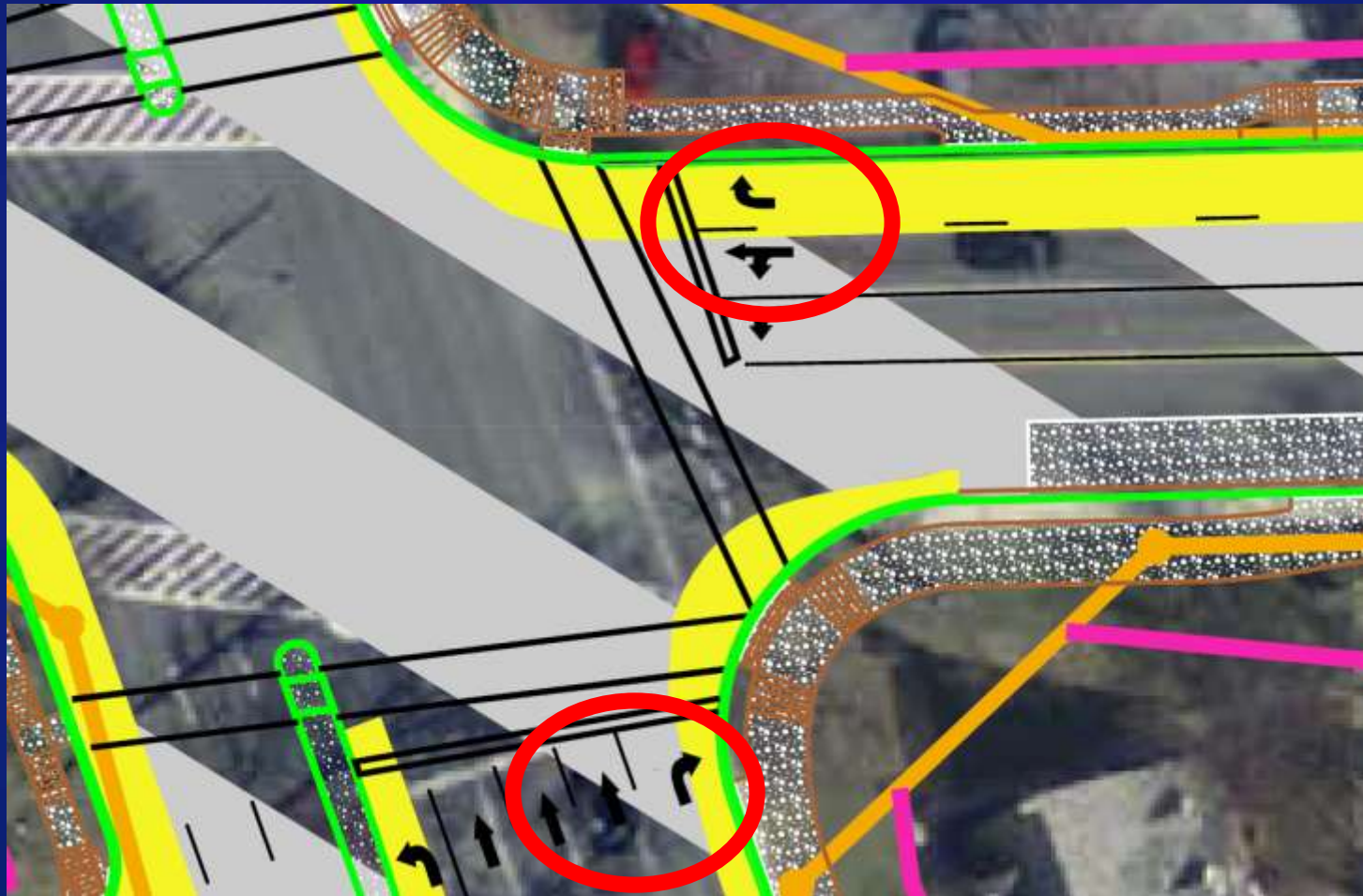
MD 185 at Jones Bridge Road (Phase 3), in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 42% during the AM peak period from 146 sec/veh to 85 sec/veh
- Reduce vehicle delay by 24% during the PM peak period from 194 sec/veh to 148 sec/veh
- Improve the volume-to-capacity ratio during the AM peak period by 19% from 1.29 to 1.05
- Improve the volume-to-capacity ratio during the PM peak period by 13% from 1.40 to 1.22
- These proposed improvements at MD 185 and Jones Bridge Road would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2018** during all peak periods, despite the additional traffic generated from the BRAC action and other local developments.

Tier 2: MD 187 at Cedar Lane (\$7 M)



Tier 2: MD 187 at Cedar Lane (\$7 M)



Tier 2 SHA Contracts

MD 187 at Cedar Lane, in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 12% during the AM peak period from 31 sec/veh to 27 sec/veh
- Reduce vehicle delay by 53% during the PM peak period from 83 sec/veh to 39 sec/veh
- Improve the volume-to-capacity ratio during the AM peak period by 9% from 0.87 to 0.79
- Improve the volume-to-capacity ratio during the PM peak period by 26% from 1.15 to 0.85
- These proposed improvements at MD 187 and Cedar Lane would be expected to provide LOS E or better operations through the year **2027**, despite the additional traffic generated from the BRAC action and other local developments.

Tier 2 – Network Benefits

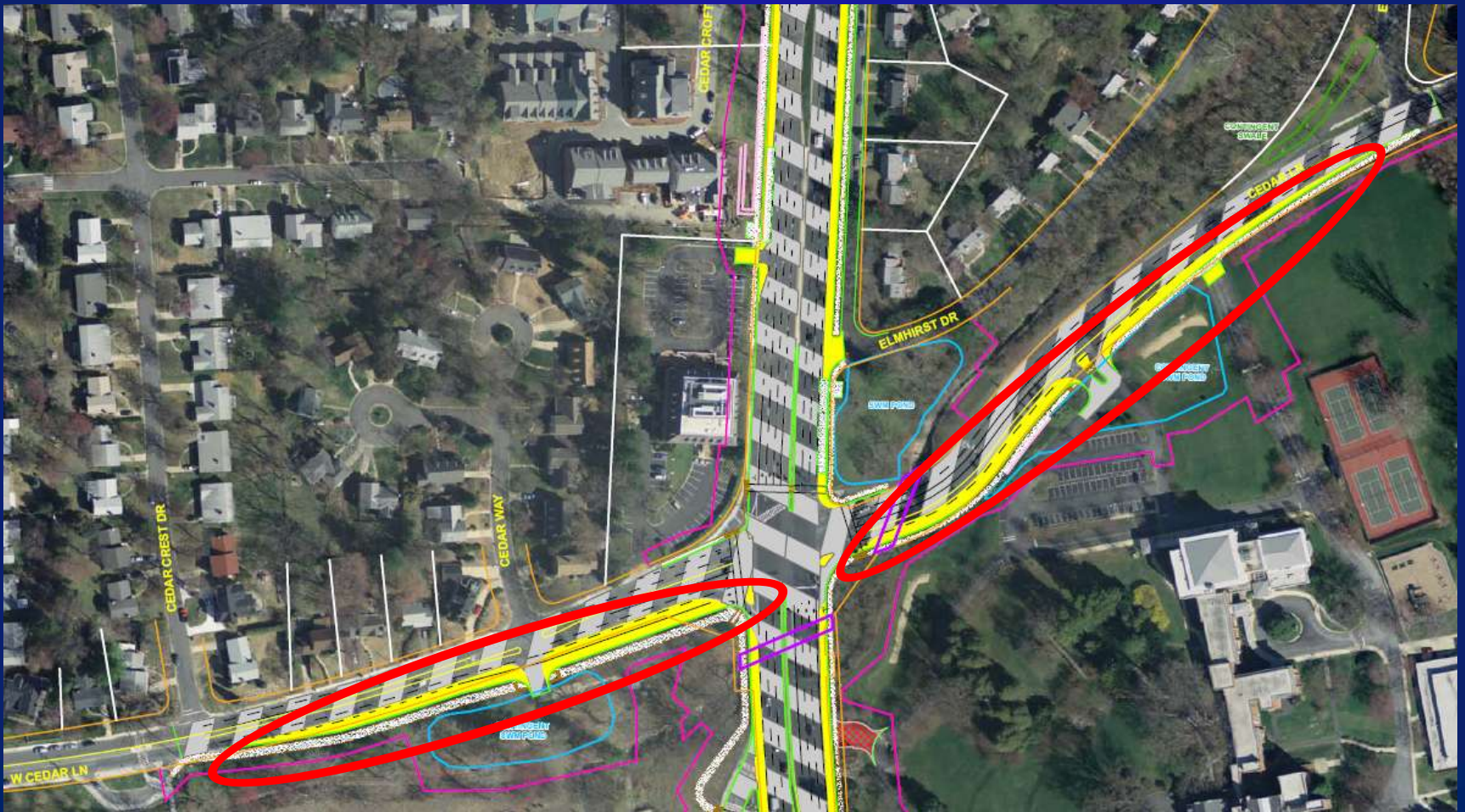
The proposed Tier 2 modifications are projected to result in the following network benefits:

- Reduce emissions of carbon monoxide (CO), nitrogen oxides (NO_x), and volatile oxygen compounds (VOC) by 38% during the AM peak hour and by 18% during the PM peak hour compared to the No-Build condition
- Reduce fuel consumption by over 1,000 gallons each day during the peak hours, compared to the No-Build condition
- At \$2.50 per gallon, this reduction in fuel consumption equates to a total user cost savings of approximately \$1.6 million per year

Transportation Investment Priorities

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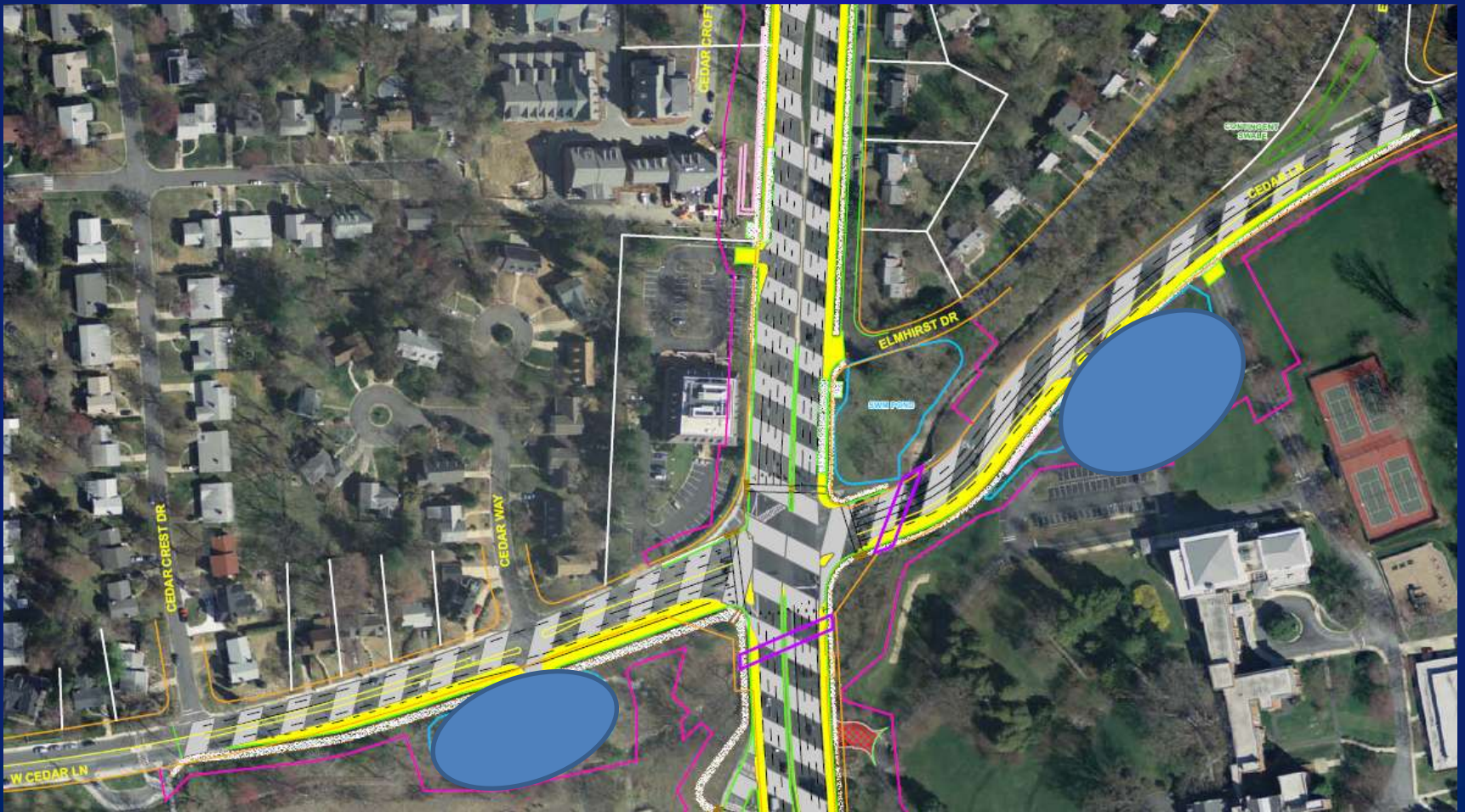
Tier 3: MD 355 at Cedar Lane (Phase 3) (\$22 M)



Tier 3: MD 355 at Cedar Lane (Phase 3) (\$22 M)



Tier 3: MD 355 at Cedar Lane (Phase 3) (\$22 M)



Tier 3 SHA Contracts

MD 355 at Cedar Lane (Phase 3), in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 53% during the AM peak period from 136 sec/veh to 63 sec/veh
- Reduce vehicle delay by 61% during the PM peak period from 168 sec/veh to 65 sec/veh
- Improve the volume-to-capacity ratio during the AM peak period by 22% from 1.35 to 1.05
- Improve the volume-to-capacity ratio during the PM peak period by 20% from 1.43 to 1.15
- These proposed improvements at MD 355 and Cedar Lane would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2027**, despite the additional traffic generated from the BRAC action and other local developments.

Tier 3: MD 355 at Cedar Lane (Phase 4) (\$13 M)



Tier 3 SHA Contracts

MD 355 at Cedar Lane (Phase 4), in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 60% during the AM peak period from 136 sec/veh to 55 sec/veh
- Reduce vehicle delay by 67% during the PM peak period from 168 sec/veh to 56 sec/veh
- Improve the volume-to-capacity ratio during the AM peak period by 22% from 1.35 to 1.05
- Improve the volume-to-capacity ratio during the PM peak period by 27% from 1.43 to 1.04
- These proposed improvements at MD 355 and Cedar Lane would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2029**, despite the additional traffic generated from the BRAC action and other local developments.

Tier 3: MD 355 at Cedar Lane (Phase 5) (\$15 M)

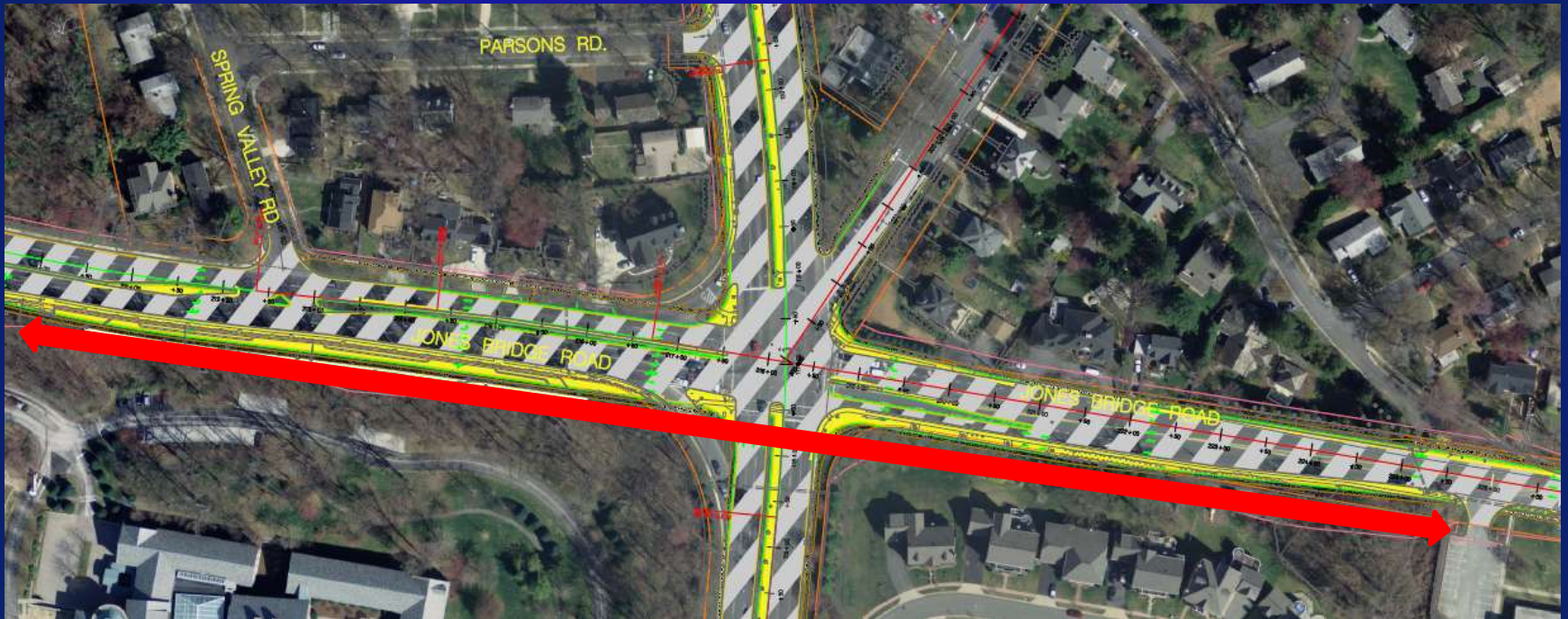


Tier 3 SHA Contracts

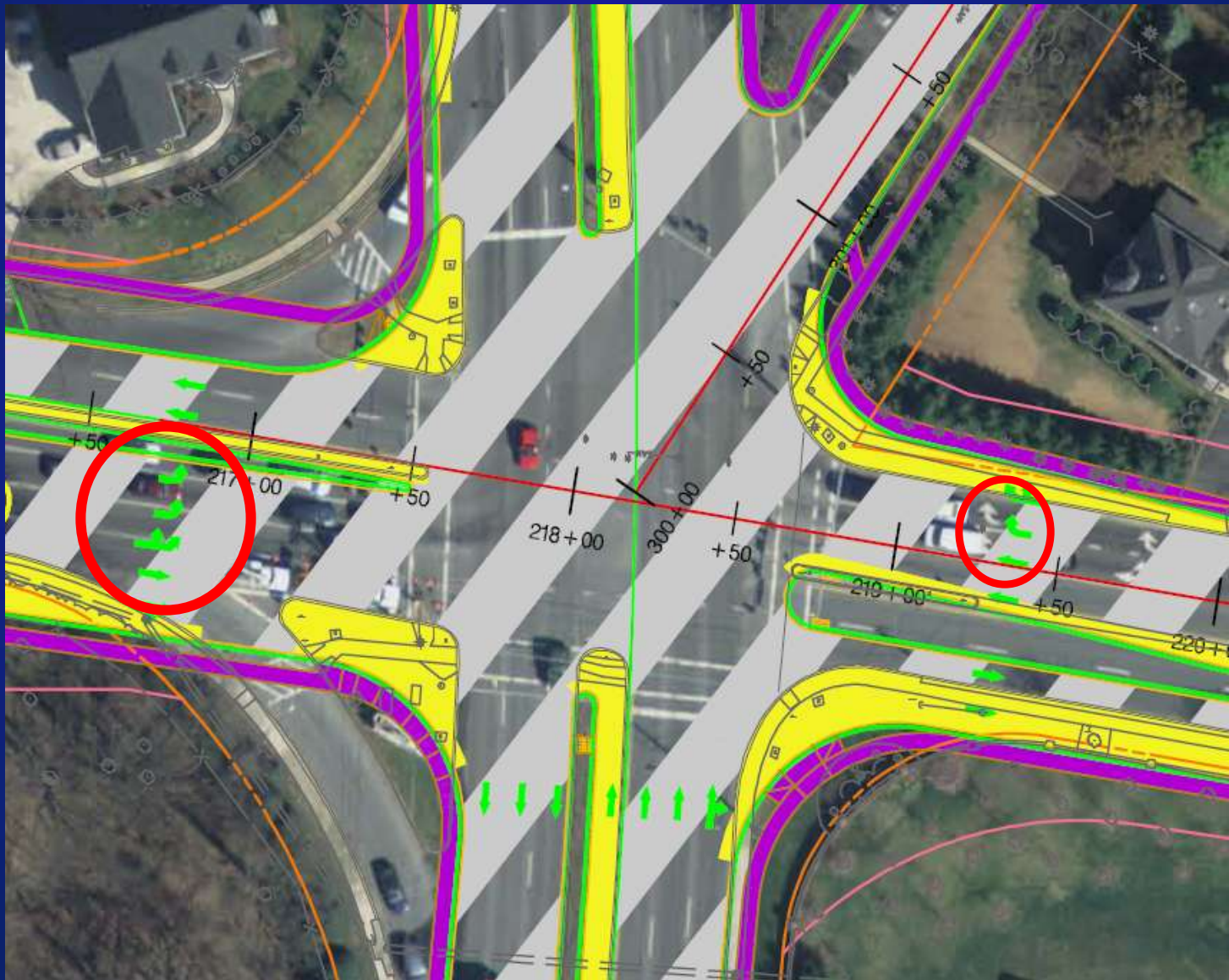
MD 355 at Cedar Lane (Phase 5), in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 60% during the AM peak period from 136 sec/veh to 55 sec/veh (same as Phase 4)
- Reduce vehicle delay by 67% during the PM peak period from 168 sec/veh to 56 sec/veh (same as Phase 4)
- Improve the volume-to-capacity ratio during the AM peak period by 22% from 1.35 to 1.05 (same as Phase 4)
- Improve the volume-to-capacity ratio during the PM peak period by 27% from 1.43 to 1.04 (same as Phase 4)
- Reduce queue lengths on SB MD 355 compared to Phase 4
- These proposed improvements at MD 355 and Cedar Lane would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2029**, despite the additional traffic generated from the BRAC action and other local developments.

Tier 3: MD 185 at Jones Bridge Road (Phase 2) (\$14 M)



Tier 3: MD 185 at Jones Bridge Road (Phase 2) (\$14 M)



Tier 3 SHA Contracts

MD 185 at Jones Bridge Road (Phase 2), in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 48% during the AM peak period from 146 sec/veh to 76 sec/veh
- Reduce vehicle delay by 54% during the PM peak period from 194 sec/veh to 89 sec/veh
- Improve the volume-to-capacity ratio during the AM peak period by 22% from 1.29 to 1.00
- Improve the volume-to-capacity ratio during the PM peak period by 25% from 1.40 to 1.05
- These proposed improvements at MD 185 and Jones Bridge Road would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2024**, despite the additional traffic generated from the BRAC action and other local developments.