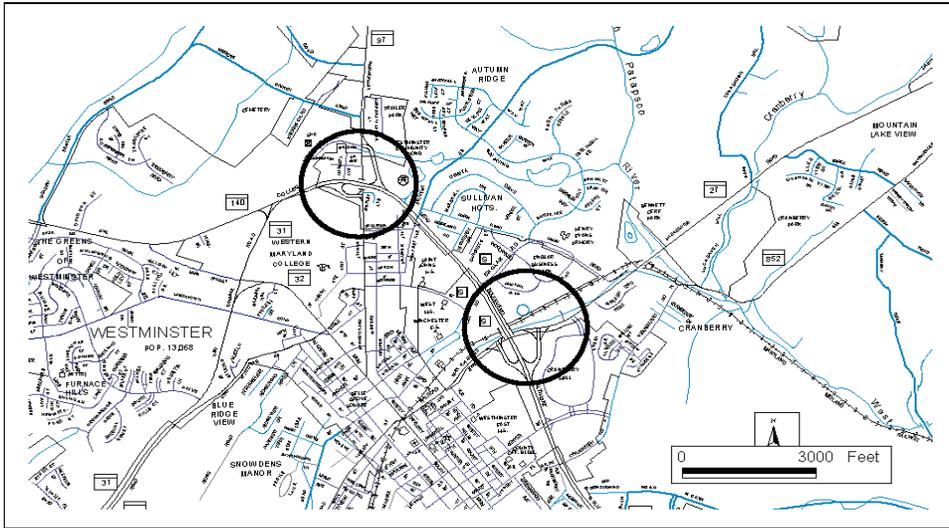




Carroll



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Widening and reconstruction of the bridges over MD 97 North and MD 27. Sidewalks will be included on the bridges. Wide curb lanes will be provided to accommodate bicycles.

JUSTIFICATION: This project will replace the deteriorated bridges and provide for future capacity improvements to MD 140 through Westminister.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 140, Capacity improvements between Market Street and Sullivan Road (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: The cost increase of \$4.0 million is due to scope changes, additional retaining walls, and a profile change which required additional right-of-way.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	879	879	0	0	0	0	0	0	0	0
Right-of-way	958	547	147	221	43	0	0	0	411	0
Construction	13,396	11	4,355	6,655	2,375	0	0	0	13,385	0
Total	15,233	1,437	4,502	6,876	2,418	0	0	0	13,796	0
Federal-Aid	10,913	9	3,547	5,422	1,935	0	0	0	10,904	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

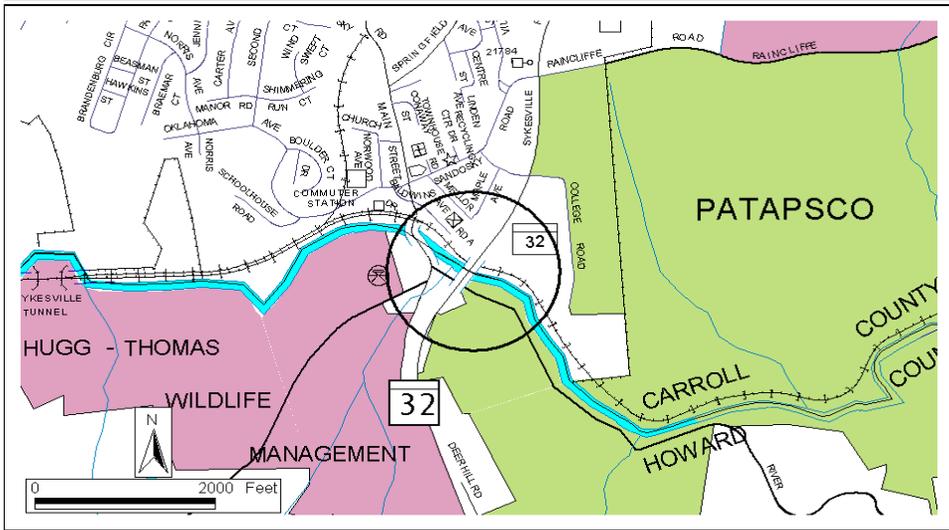
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 34,000 - 46,000

PROJECTED (2025) - 67,000

OPERATING COST IMPACT \$13,600 per year



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Replace Bridge 1304600 over River Road, Patapsco River and CSX Railroad, immediately west of its existing location. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will replace the existing deteriorating aluminum bridge. The existing bridge is historic and will remain in place after the new bridge is constructed.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							PROJECT CASH FLOW	
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2006.....	.....2007.....	.....2008.....	.....2009.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	738	736	2	0	0	0	0	0	2	0	
Right-of-way	158	103	55	0	0	0	0	0	55	0	
Construction	4,291	1,626	2,665	0	0	0	0	0	2,665	0	
Total	5,187	2,465	2,722	0	0	0	0	0	2,722	0	
Federal-Aid	4,117	1,941	2,176	0	0	0	0	0	2,176	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

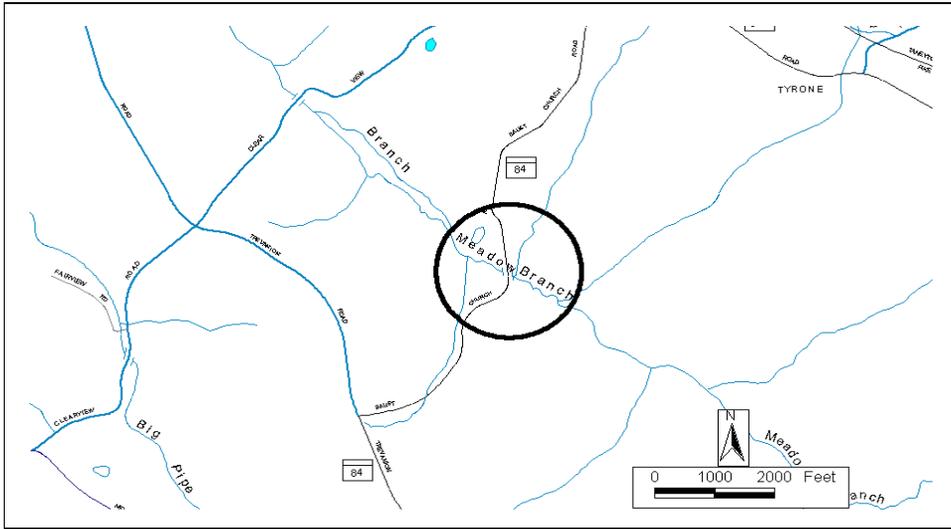
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 22,000

PROJECTED (2025) - 28,000

OPERATING COST IMPACT N/A



PROJECT: MD 84, Baust Church Road

DESCRIPTION: Replaced Bridge 0601600 over Meadow Branch. Shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the existing deteriorated bridge and provided increased structural and traffic safety.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY							
				.....2006.....	.....2007.....	.....2008.....	.....2009.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	156	156	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	609	121	488	0	0	0	0	0	488	0	0	
Total	765	277	488	0	0	0	0	0	488	0	0	
Federal-Aid	523	97	426	0	0	0	0	0	426	0	0	

FUNCTION :

STATE - Local Road

FEDERAL - Local Road

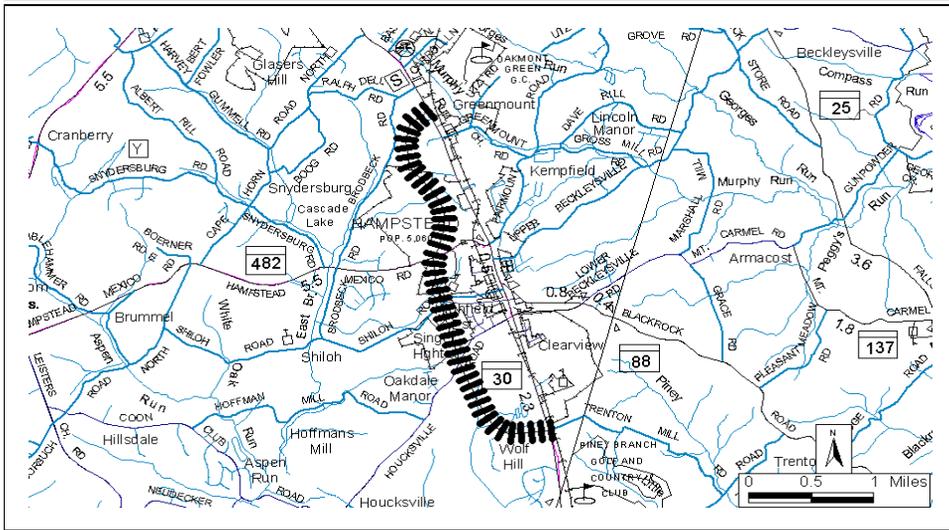
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 850

PROJECTED (2025) - 1,300

OPERATING COST IMPACT N/A



PROJECT: MD 30 Relocated, Hampstead Bypass

DESCRIPTION: Study to construct a new 2 lane limited access highway replacing existing MD 30 from MD 30 south of Hampstead (at Wolf Hill Drive) to MD 30 north of Hampstead (at Brodbeck Road)(5.84 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: Existing MD 30 is a primary state highway linking the greater Baltimore area with southern Pennsylvania. The proposed improvement would relieve existing traffic capacity problems on MD 30 in the Town of Hampstead.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Partial Right-of-way to begin during current fiscal year. An additional \$9.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: Added \$3.0 million to Right-of-way for advanced acquisitions.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2003			2006	2007	2008	2009			
Planning	408	408	0	0	0	0	0	0	0	0	
Engineering	5,576	4,844	469	263	0	0	0	0	0	732	
Right-of-way	6,562	3,560	52	2,550	400	0	0	0	0	3,002	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	12,546	8,812	521	2,813	400	0	0	0	0	3,734	
Federal-Aid	6,682	6,168	330	184	0	0	0	0	0	514	

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

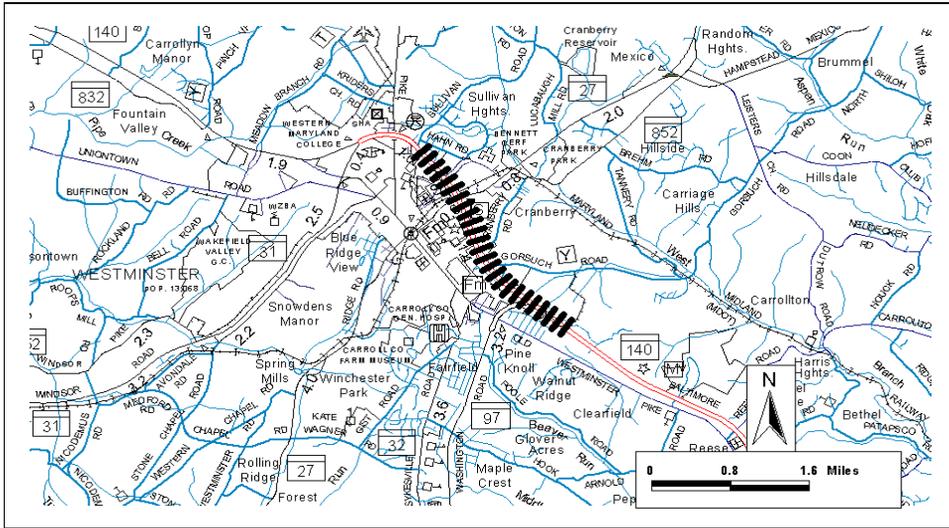
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 18,075 - 22,875

PROJECTED (2025) - 18,000 (Bypass)
 12,000 (MD 30)

OPERATING COST IMPACT N/A



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster. Bicycle and pedestrian facilities will be provided (2.46 miles).

JUSTIFICATION: This project will relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 140, Bridges over MD 97 North and MD 27 (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY					
					2006	2007	2008			2009
Planning	1,300	434	674	192	0	0	0	0	866	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	1,300	434	674	192	0	0	0	0	866	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

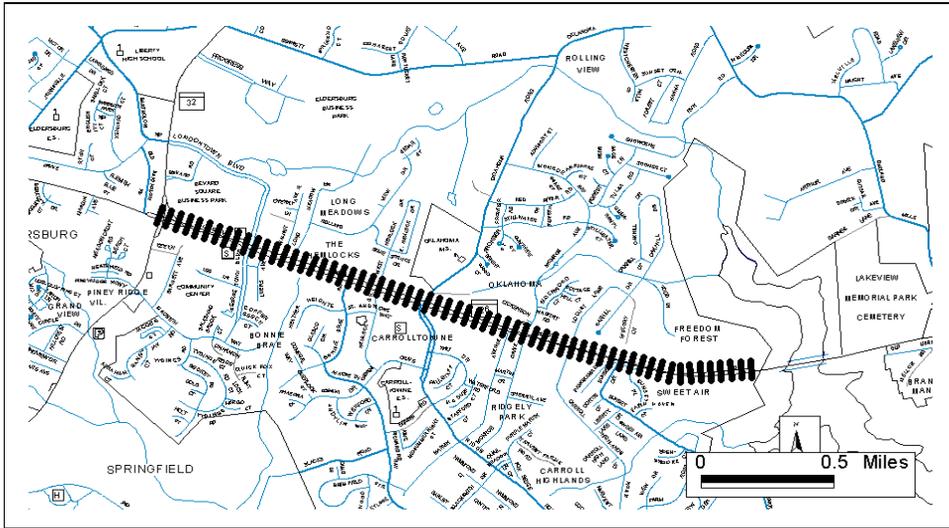
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 38,000 - 51,000

PROJECTED (2025) - 51,200 - 78,300

OPERATING COST IMPACT N/A



PROJECT: MD 26, Liberty Road

DESCRIPTION: Study to consider access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This project will improve operations and safety along this segment of MD 26.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2004	FFY 2005	FFY 2006	FFY 2007	FFY 2008 - 2009	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete. County and State split planning cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2003 - 08 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2003	CURRENT YEAR 2004	BUDGET YEAR 2005	FOR PLANNING PURPOSES ONLY						
					.....2006.....	.....2007.....	.....2008.....	.....2009.....			
Planning	278	276	2	0	0	0	0	0	0	2	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	278	276	2	0	0	0	0	0	0	2	0
Federal-Aid	195	193	1	0	0	0	0	0	0	1	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2002) - 18,300 - 33,100

PROJECTED (2025) - 26,000 - 39,000

OPERATING COST IMPACT N/A

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Year 2003 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Routes; Bridge approaches at various locations; deep patching	485	Completed
2	MD 91	Gamber Road; MD 140 to MD 32; resurface	440	Completed
3	MD 97	New Washington Road/Malcolm Drive; Poole Road to MD 140; resurface	858	Completed
<u>Safety/Spot Improvement</u>				
4	MD 26	Liberty Road; at Woodbine Road/Salem Bottom Road; provide left turn lanes in both directions	517	Completed
5	MD 26	Liberty Road; 1000 feet east of Linton Road to 1000 feet west of Linton/White Rock Roads; widen to provide left turn lanes	789	Completed
<u>Traffic Management</u>				
6	MD 30	South Main Street; at Gill Avenue; modify traffic signal	39	Completed
<u>Fiscal Years 2004 and 2005</u>				
<u>Resurface/Rehabilitate</u>				
7	MD 27	Ridge Road/Manchester Road; 800 feet south of Bond Street to north of MD 482; resurface	1,967	Completed
8	MD 32	Sykesville Road; Grandview Avenue to MD 26; resurface	252	Under construction
<u>Safety/Spot Improvement</u>				
9	MD 27	Ridge Road; at Sams Creek Road; widen to provide left turn lanes and reduce oververtical curve	989	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
10	MD 32	Sykesville Road; North of MD 32/MD 851 intersection to south of MD 32/Main Street intersection; reconstruct intersection (Note: Project schedule is dependent upon Town of Sykesville. Cost shown represents SHA share of project cost.)	2,700	FY 2005
11	MD 88	Lower Beckleysville Road; at MD 833; construct roundabout	780	Completed
12	MD 97	Old Washington Road; at MD 850H (Old Liberty Road); construct roundabout (Funded for preliminary engineering only)	142	PE Underway
<u>Neighborhood Conservation</u>				
13	MD 30	Main Street; Through Hampstead; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	100	
14	MD 31	High Street; Coe Drive to Church Street in New Windsor; streetscape (Funded for preliminary engineering only) PROJECT ON INDEFINITE HOLD	275	
15	MD 75	Main Street; South limits of Union Bridge to north of Bridge 6013 over Little Pipe Creek; streetscape	2,469	Under construction
16	MD 140	Baltimore Street; Through Taneytown; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	129	
17	MD 851	Main Street; Howard County Line to Cooper Drive in Sykesville; streetscape (Funded for preliminary concept studies only) PROJECT ON INDEFINITE HOLD	275	
<u>Streetscapes and Minor Reconstruction</u>				
18	MD 30	South Main Street; Beaver Street to Holland Drive in Manchester; streetscape and intersection improvements	4,569	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2003
<u>Fiscal Years 2004 and 2005 (cont'd)</u>				
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
19		Little Pipe Creek Restoration - Stream restoration activities located along Little Pipe Creek.	203	Underway
<u>Environmental Mitigation</u>				
20		Carroll County Airpark Watershed Assessment and Restoration Project - Phase 1 - Inlet and conveyance improvements east of MD 97; Phase 2 - Conversion of the stormwater management facility inlet channel to a wetland forbay for water quality improvement; Phase 3 - Dredging of the stormwater management basin to improve storage capacity; Phase 4 - modify the facility riser structure to improve downstream channel protection; Phase 5 - Buffer plantings around the facility.	67	FY 2005