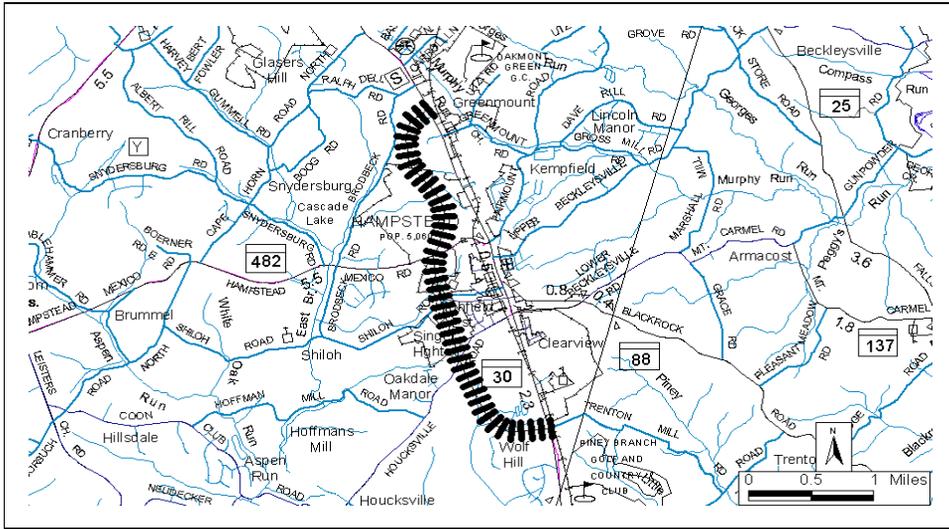


Carroll



PROJECT: MD 30 Relocated, Hampstead Bypass

DESCRIPTION: 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 will 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 2005 | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 - 2010 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 38541 | 0 | 0 | 0 | 0 | NHS |

STATUS: Engineering and Right-of-way underway. Construction to begin during budget year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the Development and Evaluation Program due to the Revenue Increase.

| 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 2004 | | | 2005 | 2006 | 2007 | 2008 | 2009 | | |
| Planning | 408 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,274 | 5,356 | 768 | 150 | 0 | 0 | 0 | 0 | 0 | 918 | 0 |
| Right-of-way | 19,876 | 3,646 | 11,000 | 3,000 | 2,230 | 0 | 0 | 0 | 0 | 16,230 | 0 |
| Construction | 49,411 | 0 | 0 | 6,423 | 25,529 | 17,459 | 0 | 0 | 0 | 49,411 | 0 |
| Total | 75,969 | 9,410 | 11,768 | 9,573 | 27,759 | 17,459 | 0 | 0 | 0 | 66,559 | 0 |
| Federal-Aid | 45,272 | 6,162 | 476 | 5,103 | 19,913 | 13,618 | 0 | 0 | 0 | 39,110 | 0 |

FUNCTION:

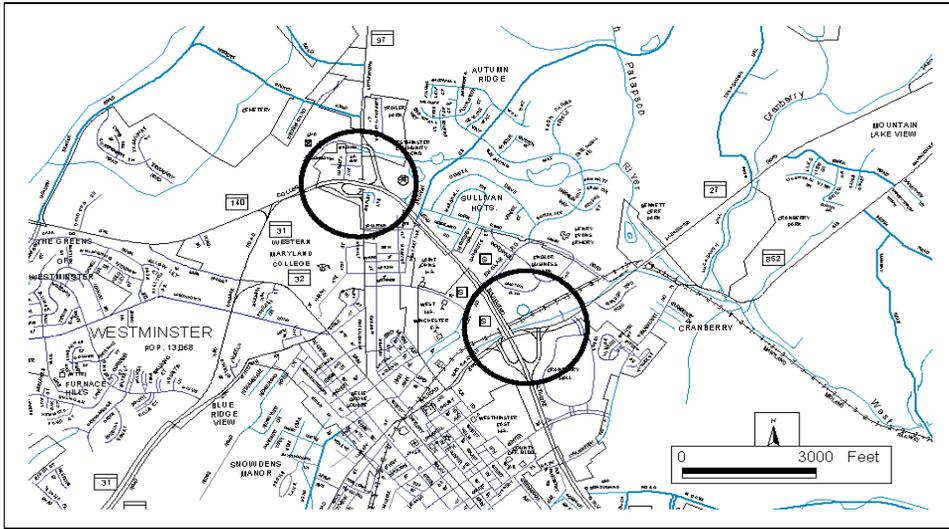
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 18,900 - 23,900

PROJECTED (2030) - 18,000 (Bypass)
12,000 (MD 30)

OPERATING COST IMPACT N/A



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 on 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 2005 | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 - 2010 | 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 2004 - 09 CTP: None.

| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|-----------|-----------|----------------|---------------------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2004 | CURRENT YEAR 2005 | BUDGET YEAR 2006 | FOR PLANNING PURPOSES ONLY | | | | YEAR 2009 | YEAR 2010 | | |
| | | | | |2007..... |2008..... |2009..... |2010..... | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 990 | 990 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1,495 | 648 | 702 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 847 | 0 |
| Construction | 13,403 | 5,444 | 5,873 | 2,086 | 0 | 0 | 0 | 0 | 0 | 0 | 7,959 | 0 |
| Total | 15,888 | 7,082 | 6,575 | 2,231 | 0 | 0 | 0 | 0 | 0 | 0 | 8,806 | 0 |
| Federal-Aid | 11,074 | 4,376 | 4,929 | 1,769 | 0 | 0 | 0 | 0 | 0 | 0 | 6,698 | 0 |

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

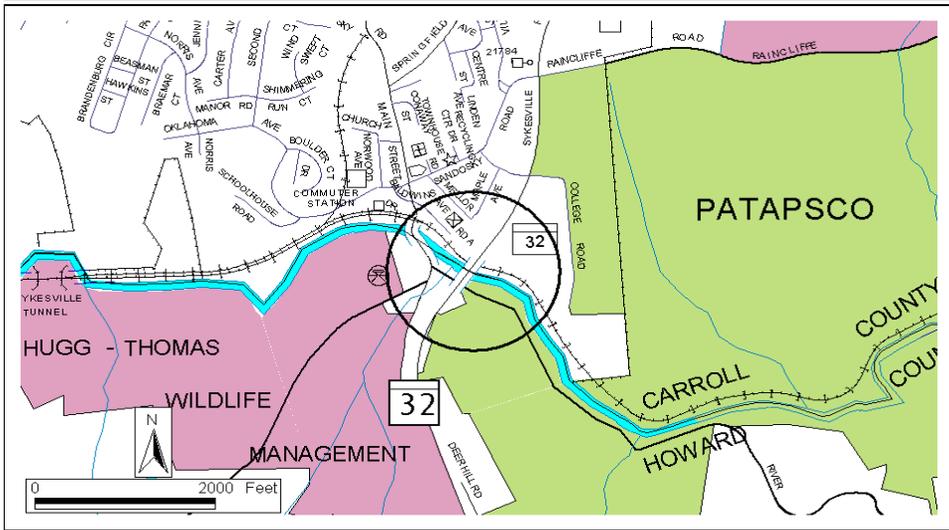
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 43,000 - 51,000

PROJECTED (2030) - 72,200

OPERATING COST IMPACT \$13,600 per year



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Replaced Bridge 13046 over River Road, Patapsco River and CSX Railroad, immediately west of its existing location. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the existing deteriorating aluminum bridge. The existing bridge is historic and will remain in place.

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 2005 | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 - 2010 | 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 2004 - 09 CTP: None.

| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|---|----------------|---------------------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2004 | CURRENT YEAR 2005 | BUDGET YEAR 2006 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2007..... |2008..... |2009..... |2010..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 722 | 722 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 244 | 187 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 |
| Construction | 4,842 | 4,739 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 0 |
| Total | 5,808 | 5,648 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 0 |
| Federal-Aid | 4,544 | 4,507 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

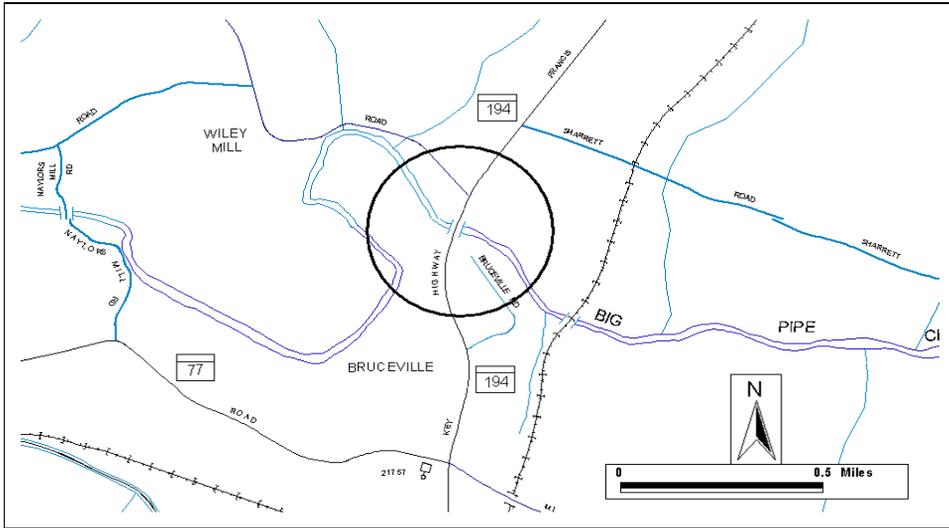
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 22,300

PROJECTED (2030) - 29,500

OPERATING COST IMPACT N/A



PROJECT: MD 194, Francis Scott Key Highway

DESCRIPTION: Replace Bridge 6035 over Big Pipe Creek. An 8' shoulder will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will replace the existing deteriorated bridge and provide 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 2005 | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 - 2010 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 2067 | 0 | 0 | 0 | 0 | BR |

STATUS: Right-of-way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

| PHASE | POTENTIAL FUNDING SOURCE: | | | | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
|--------------|---|------------------|-------------------|------------------|----------------------------|---|---|---|-----------|-----------|----------------|---------------------|-----------|
| | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2004 | CURRENT YEAR 2005 | BUDGET YEAR 2006 | FOR PLANNING PURPOSES ONLY | | | | YEAR 2007 | YEAR 2008 | | | YEAR 2009 |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 371 | 317 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 |
| Right-of-way | 32 | 6 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 |
| Construction | 2,587 | 0 | 1,388 | 1,199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,587 | 0 |
| Total | 2,990 | 323 | 1,468 | 1,199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,667 | 0 |
| Federal-Aid | 2,327 | 232 | 1,137 | 958 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,095 | 0 |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

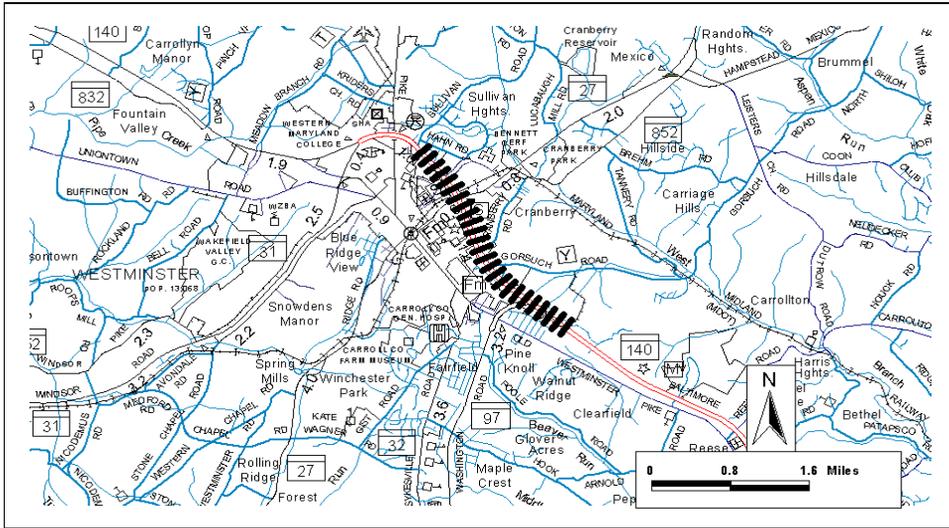
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 4,825

PROJECTED (2030) - 8,300

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 would 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 2)

| Federal Funding By Year of Obligation | | | | | | |
|---------------------------------------|----------|----------|----------|----------|-----------------|------------------|
| PHASE | FFY 2005 | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 - 2010 | 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 2004 - 09 CTP: None.

| PHASE | TOTAL ESTIMATED COST (\$000) | | PROJECT CASH FLOW | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|------|------|----------------|---------------------|------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2004 | CURRENT YEAR 2005 | BUDGET YEAR 2006 | FOR PLANNING PURPOSES ONLY | | | | | |
| | | | | | 2007 | 2008 | 2009 | | | 2010 |
| Planning | 1,384 | 730 | 454 | 200 | 0 | 0 | 0 | 0 | 654 | 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 | 1,384 | 730 | 454 | 200 | 0 | 0 | 0 | 0 | 654 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

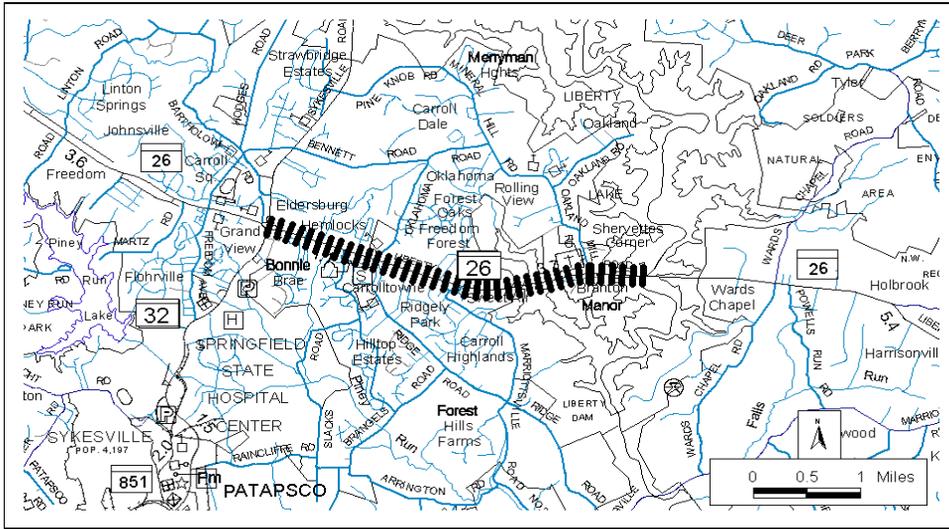
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 41,000 - 51,000

PROJECTED (2030) - 55,100 - 82,000

OPERATING COST IMPACT N/A



PROJECT: MD 26, Liberty Road

DESCRIPTION: Project to provide 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 would 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 2005 | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 - 2010 | 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. Partial engineering to begin during current fiscal year. An additional \$0.7 million needed to complete engineering. County and State split planning cost and County contributing \$2.5 million towards engineering cost. The cost shown is for SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added partial engineering funding.

| PHASE | POTENTIAL FUNDING SOURCE: | | PROJECT CASH FLOW | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|---------------------------|------------------|----------------------------|------------------|------|------|------|------|---|----------------|---------------------|
| | TOTAL | | FOR PLANNING PURPOSES ONLY | | | | | | | | |
| | ESTIMATED COST (\$000) | EXPEND THRU 2004 | CURRENT YEAR 2005 | BUDGET YEAR 2006 | 2007 | 2008 | 2009 | 2010 | | | |
| Planning | 278 | 278 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 600 | 0 | 20 | 350 | 230 | 0 | 0 | 0 | 0 | 600 | 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 | 878 | 278 | 20 | 350 | 230 | 0 | 0 | 0 | 0 | 600 | 0 |
| Federal-Aid | 195 | 195 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 18,300 - 33,100

PROJECTED (2030) - 27,300 - 40,800

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION 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, 2004 |
|--|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2005 and 2006</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 32 | Sykesville Road; Grandview Avenue to MD 26; resurface | 252 | Completed |
| 2 | I 70 | Baltimore National Pike; west of the Howard County Line to the MD 97 structure; resurface (Revenue Increase Project) | 5,428 | Under construction |
| <u>Safety/Spot Improvement</u> | | | | |
| 3 | MD 26 | Liberty Road; at Klee Mill Road; intersection improvements (Funded for concept development only) | 20 | Concepts Underway |
| 4 | MD 27 | Manchester Road; at MD 140 ramps; geometric improvements (Funded for concept development only) | 35 | FY 2005 |
| 5 | MD 27 | Ridge Road; at Sams Creek Road; widen to provide left turn lanes and reduce over-vertical curve | 979 | Completed |
| 6 | MD 30 | Hanover Pike; at Cape Horn Road; intersection improvements and turn lanes on MD 30 (Funded for preliminary engineering only) | 180 | PE Underway |
| 7 | 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. SHA share increased \$2.7 million due to the Revenue Increase.) | 5,400 | FY 2005 |
| 8 | I 70 | Baltimore National Pike; various locations throughout Carroll County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project) | 19 | Under construction |
| 9 | MD 97 | Littlestown Pike; at Stone Road; reconstruct shoulders to provide left turn lanes (Funded for preliminary engineering only) | 140 | FY 2005 |
| 10 | MD 97 | Old Washington Road; at MD 850H (Old Liberty Road); construct roundabout (Revenue Increase Project) | 800 | FY 2005 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION 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, 2004 |
|--|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2005 and 2006 (cont'd)</u> | | | | |
| <u>Community Safety and Enhancements</u> | | | | |
| 11 | MD 31 | High Street Extended; MD 31 to MD 75 in New Windsor; extension/streetscape (Revenue Increase Project) | 3,100 | FY 2006 |
| 12 | MD 75 | Main Street; south limits of Union Bridge to north of Bridge 6013 over Little Pipe Creek; streetscape | 2,311 | Completed |
| 13 | MD 140 | Baltimore Street; through Taneytown; streetscape (Revenue Increase Project) | 2,900 | FY 2006 |
| <u>Streetscapes and Minor Reconstruction</u> | | | | |
| 14 | MD 30 | South Main Street; Beaver Street to Holland Drive in Manchester; streetscape and intersection improvements | 4,497 | Under construction |
| <u>Intersection Capacity Improvements</u> | | | | |
| 15 | MD 32 | Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32 (Funded for concept development only) | 24 | Concepts Underway |
| <u>Enhancements</u> | | | | |
| <u>Pedestrian/Bicycle Facilities</u> | | | | |
| 16 | | Wakefield Valley Community Trail - Phase 2B - construct the final component of the Wakefield Valley Community Trail, 1 mile in length, west of MD 31 from Tahoma Farm Road to Windsor Drive in the City of Westminster. | 385 | FY 2006 |
| <u>Landscaping/Scenic Beautification/Mitigation</u> | | | | |
| 17 | | Little Pipe Creek Restoration - stream restoration activities located along Little Pipe Creek. | 102 | Underway |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION 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, 2004 |
|----------|-----------|---|--------------------------------|--|
| 18 | | <p align="center"><u>Fiscal Years 2005 and 2006 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Environmental Mitigation</u></p> <p>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.</p> | 67 | FY 2006 |