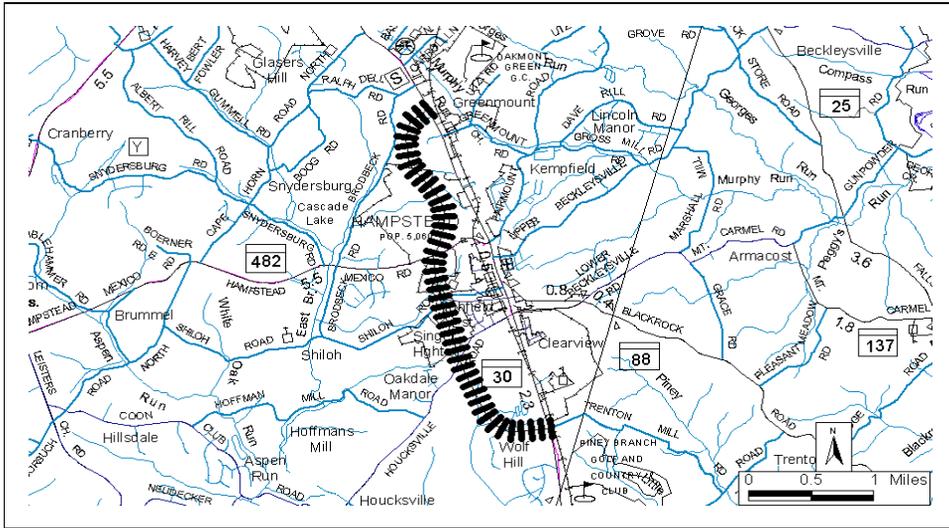




Carroll



PROJECT: MD 30 Relocated, Hampstead Bypass

DESCRIPTION: Construct a new 2 lane limited access highway replacing existing MD 30 south of Hampstead at Wolf Hill Drive to 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 operation and capacity issues 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 2008 | FFY 2009 | FFY 2010 | FFY 2011 | FFY 2012 - 2013 | 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 2007 - 12 CTP: None.

| 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 2007 | CURRENT YEAR 2008 | BUDGET YEAR 2009 | FOR PLANNING PURPOSES ONLY | | | | YEAR 2010 | YEAR 2011 | | | YEAR 2012 |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 7,712 | 7,681 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 |
| Right-of-way | 28,183 | 18,983 | 5,158 | 4,042 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,200 | 0 |
| Construction | 47,633 | 17,354 | 17,549 | 12,311 | 48 | 61 | 99 | 98 | 98 | 98 | 98 | 30,166 | 113 |
| Total | 83,528 | 44,018 | 22,738 | 16,353 | 48 | 61 | 99 | 98 | 98 | 98 | 98 | 39,397 | 113 |
| Federal-Aid | 46,536 | 18,829 | 16,648 | 11,059 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27,707 | 0 |

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

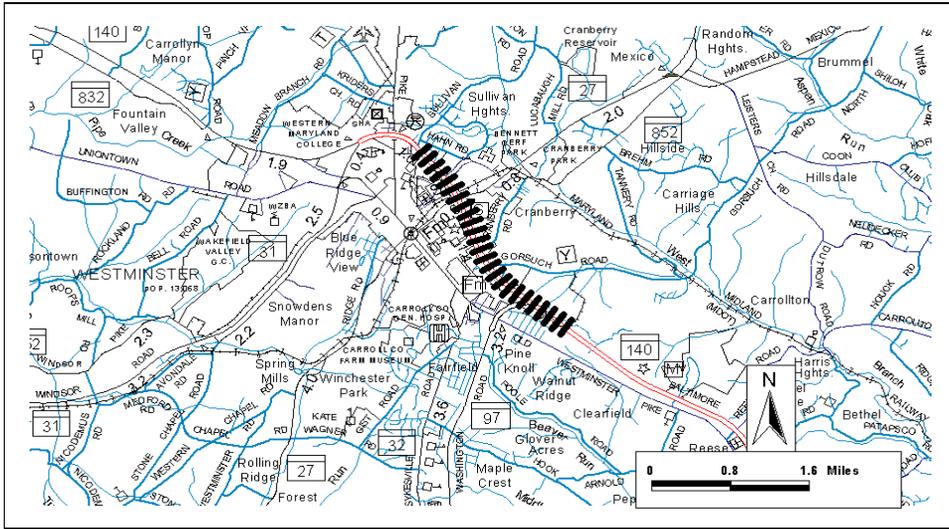
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 19,100 - 24,150 (MD30)

PROJECTED (2030) - 23,800 (Bypass)
 12,000 (MD 30)

OPERATING COST IMPACT \$14,500 per year



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:

| Federal Funding By Year of Obligation | | | | | | |
|---------------------------------------|----------|----------|----------|----------|-----------------|------------------|
| PHASE | FFY 2008 | FFY 2009 | FFY 2010 | FFY 2011 | FFY 2012 - 2013 | 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 2007 - 12 CTP: None.

| PHASE | TOTAL ESTIMATED COST (\$000) | | PROJECT CASH FLOW | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|---------------------|----------------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2007 | CURRENT YEAR 2008 | BUDGET YEAR 2009 | FOR PLANNING PURPOSES ONLY | | | | | |
| | | | | |2010..... |2011..... |2012..... | | |2013..... |
| Planning | 1,484 | 1,306 | 178 | 0 | 0 | 0 | 0 | 178 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 1,484 | 1,306 | 178 | 0 | 0 | 0 | 0 | 178 | 0 | |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

SPECIAL FEDERAL GENERAL OTHER

FUNCTION:

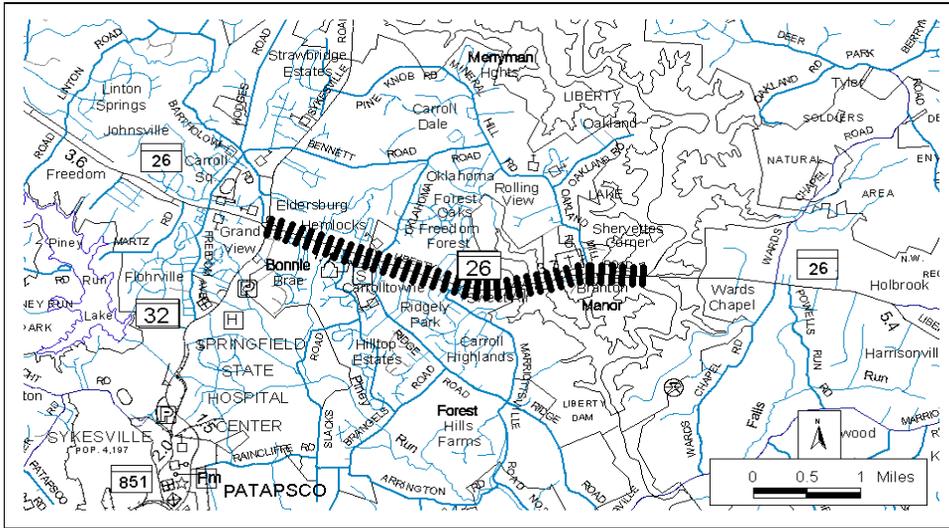
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 46,125 - 57,000
 PROJECTED (2030) - 63,900 - 87,400

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:

MD 32, MD 26 to MacBeth Way (System Preservation Program)

| Federal Funding By Year of Obligation | | | | | | |
|---------------------------------------|----------|----------|----------|----------|-----------------|------------------|
| PHASE | FFY 2008 | FFY 2009 | FFY 2010 | FFY 2011 | FFY 2012 - 2013 | 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. County and State split planning cost and County contributing \$1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$3.1 million to Engineering 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 2007 | | | 2010 | 2011 | 2012 | 2013 | | | |
| Planning | 286 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,670 | 0 | 529 | 1,500 | 1,641 | 0 | 0 | 0 | 0 | 3,670 | 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 | 3,956 | 286 | 529 | 1,500 | 1,641 | 0 | 0 | 0 | 0 | 3,670 | 0 |
| Federal-Aid | 200 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SPECIAL FEDERAL GENERAL OTHER

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 18,650 - 33,750

PROJECTED (2030) - 27,300 - 39,700

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2007 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Year 2007 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 75 | Green Valley Road; Frederick County line to Union Bridge town limit; resurface | 144 | Completed |
| 2 | MD 97 | Old Washington Road; Streaker Road to MD 850H; resurface | 500 | Completed |
| <u>Community Safety and Enhancements</u> | | | | |
| 3 | MD 31 | High Street Extended; MD 31 to MD 75 in New Windsor; extension/streetscape | 1,722 | Completed |
| <u>Fiscal Years 2008 and 2009</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 4 | MD 482 | Hampstead Mexico Road; Gablehammer Road to Brillhart Road; resurface | 710 | Completed |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 5 | MD 832 | Old Taneytown Road; over Big Pipe Creek; bridge deck replacement | 1,136 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 6 | MD 26 | Liberty Road; at Klee Mill Road; construct left turn lanes, add left turn phasing to traffic signal (Funded for preliminary engineering only) | 176 | PE Underway |
| 7 | MD 27 | Ridge Road; at Center Street; construct left turn lanes | 1,100 | FY 2009 |
| 8 | MD 27 | Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (Funded for preliminary engineering only) | 252 | PE Underway |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2007 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2008 and 2009 (cont'd)</u> | | | | |
| <u>Safety/Spot Improvement (cont'd)</u> | | | | |
| 9 | 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 and the SHA share increased \$2.7 million) | 6,100 | Completed |
| 10 | MD 91 | Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders (Funded for preliminary engineering only) | 110 | FY 2009 |
| 11 | MD 97 | Littlestown Pike; at Stone Road; reconstruct shoulders to provide left turn lanes, adjust vertical profile to improve sight distance (Funded for preliminary engineering only) | 250 | FY 2008 |
| <u>Community Safety and Enhancements</u> | | | | |
| 12 | MD 30 | Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only) | 700 | PE Underway |
| 13 | MD 140 | Baltimore Street; through Taneytown; streetscape | 12,789 | FY 2008 |
| <u>Intersection Capacity Improvements</u> | | | | |
| 14 | MD 27 | Ridge Road; at Twin Arch Road/Park Avenue; widening for additional through lane on northbound MD 27 and accel/decel lanes on southbound MD 27 at the Park and Ride (Funded for preliminary engineering only) | 166 | PE Underway |
| 15 | MD 32 | Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32; signalize intersection (Cost shown represents SHA share. County contributing \$2.5 million.) | 1,488 | Under construction |
| 16 | MD 140 | Baltimore Boulevard; at Gorsuch Road; extend existing median left turn lane (Funded for preliminary engineering only) | 120 | FY 2009 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2007 |
|----------|-----------|--|--------------------------------|--|
| 17 | | <p align="center"><u>Fiscal Years 2008 and 2009 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> <p>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</p> | 385 | Underway |