



CARROLL COUNTY



PROJECT: MD 30 Bus. Main Street

DESCRIPTION: Roadway, drainage, and streetscape improvements from North Woods Trail to CSX Railroad (Hampstead Streetscape). Bicycle and pedestrian facilities will be provided (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide significant improvements to the roadway, sidewalk, and drainage infrastructure. It will also address operational issues at intersections.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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 would begin to restore the Town of Hampstead's historic Main Street to an attractive and friendly urban local roadway.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of \$4.2 million is due to a more detailed estimate.

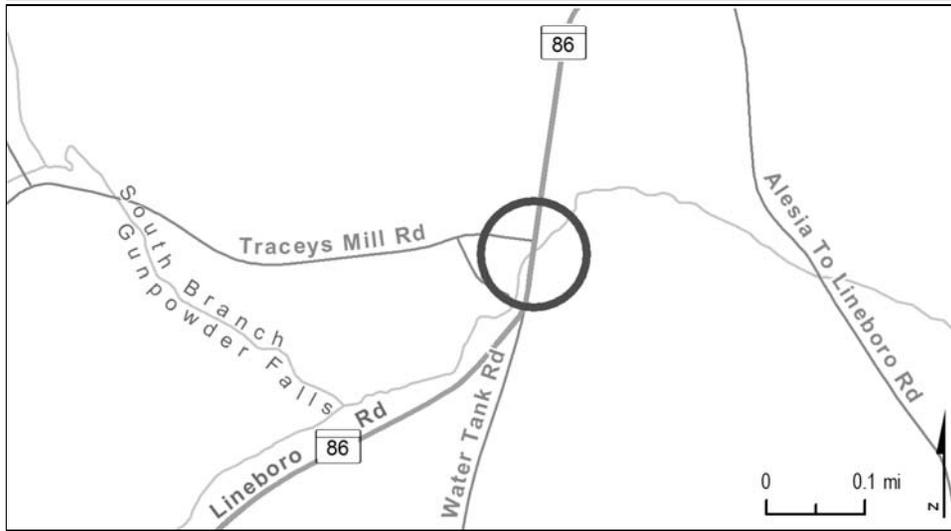
| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | |
|---------------------------|------------------------------|---|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| PHASE | PROJECT CASH FLOW | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2016 | CURRENT YEAR 2017 | BUDGET YEAR 2018 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2019..... |2020..... |2021..... |2022..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,465 | 4,224 | 241 | 0 | 0 | 0 | 0 | 0 | 241 | 0 |
| Right-of-way | 683 | 487 | 107 | 89 | 0 | 0 | 0 | 0 | 196 | 0 |
| Construction | 14,921 | 0 | 923 | 4,458 | 5,445 | 3,378 | 717 | 0 | 14,921 | 0 |
| Total | 20,069 | 4,711 | 1,271 | 4,547 | 5,445 | 3,378 | 717 | 0 | 15,358 | 0 |
| Federal-Aid | 3,459 | 3,062 | 326 | 71 | 0 | 0 | 0 | 0 | 397 | 0 |

CLASSIFICATION:

STATE - Major Collector
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 15,950
 PROJECTED (2035) - 19,450



PROJECT: MD 86, Lineboro Road

DESCRIPTION: Replace Bridge 06019 over South Branch of Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1929, is structurally deficient.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$1.8 million is due to a revised engineer's estimate. Construction is delayed from FY17 to FY18 due to additional stream stabilization work.

| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|---|-------|----------------|---------------------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2016 | CURRENT YEAR 2017 | BUDGET YEAR 2018 | FOR PLANNING PURPOSES ONLY | | | | | | | |
| | | | | |2019..... |2020..... |2021..... |2022..... | | | | |
| Planning | 337 | 337 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 882 | 393 | 345 | 144 | 0 | 0 | 0 | 0 | 0 | 489 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 6,751 | 0 | 0 | 2,093 | 4,658 | 0 | 0 | 0 | 0 | 6,751 | 0 | |
| Total | 7,970 | 730 | 345 | 2,237 | 4,658 | 0 | 0 | 0 | 0 | 7,240 | 0 | |
| Federal-Aid | 263 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

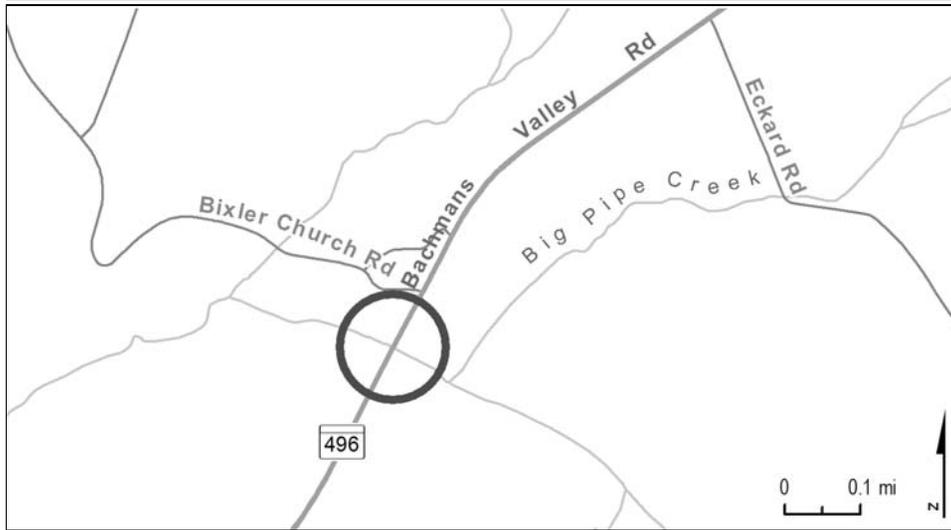
STATE - Major Collector
 FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 4,075

PROJECTED (2035) - 4,750



PROJECT: MD 496, Bachmans Valley Road

DESCRIPTION: Replace Bridge 06038 over Big Pipe Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1932, is structurally deficient.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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.

STATUS: Engineering complete. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$1.2 million is due to a revised engineer's estimate.

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | |
|---------------------------|------------------------------|---|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| PHASE | PROJECT CASH FLOW | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2016 | CURRENT YEAR 2017 | BUDGET YEAR 2018 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2019..... |2020..... |2021..... |2022..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 793 | 748 | 45 | 0 | 0 | 0 | 0 | 0 | 45 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 4,051 | 0 | 0 | 1,256 | 2,795 | 0 | 0 | 0 | 4,051 | 0 |
| Total | 4,844 | 748 | 45 | 1,256 | 2,795 | 0 | 0 | 0 | 4,096 | 0 |
| Federal-Aid | 423 | 423 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Major Collector

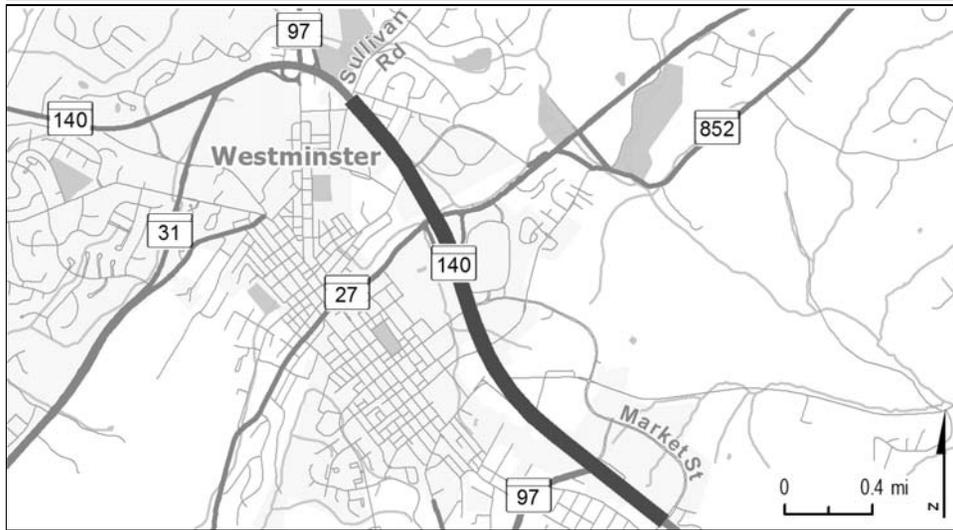
FEDERAL - Rural Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 5,075

PROJECTED (2035) - 7,050



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminister (2.5 miles). The project will add a 16 foot wide outside lane for bicyclists and sidewalks for pedestrians.

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

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | |
|---------------------------|------------------------------|---|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| PHASE | PROJECT CASH FLOW | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2016 | CURRENT YEAR 2017 | BUDGET YEAR 2018 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2019..... |2020..... |2021..... |2022..... | | |
| Planning | 1,431 | 1,431 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1,431 | 1,431 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Intermediate Arterial

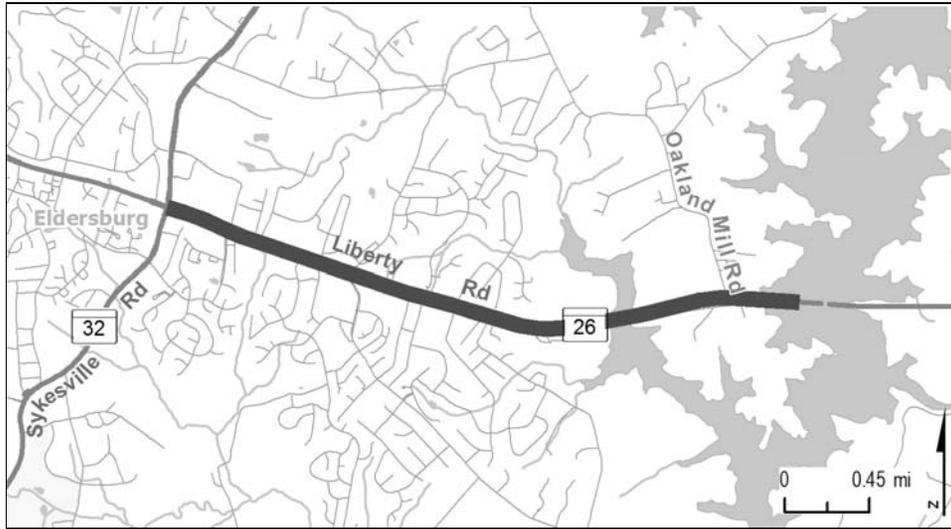
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 51,850 - 63,600

PROJECTED (2035) - 68,200 - 89,350



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 (2.6 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 Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. County and State split Planning cost and County contributed \$1.0 million towards Engineering cost.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | |
|---------------------------|------------------------------|---|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| PHASE | PROJECT CASH FLOW | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2016 | CURRENT YEAR 2017 | BUDGET YEAR 2018 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2019..... |2020..... |2021..... |2022..... | | |
| Planning | 290 | 290 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,363 | 1,363 | 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 | 1,653 | 1,653 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 228 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Minor Arterial

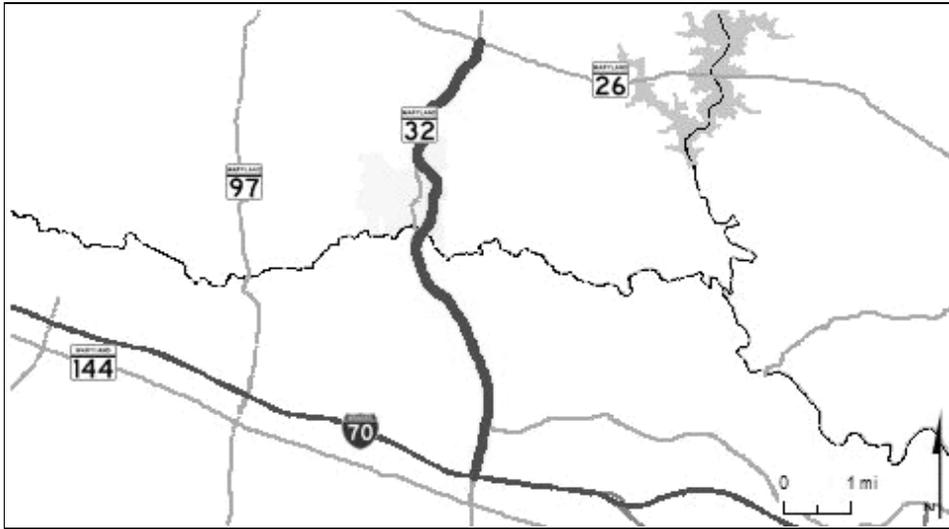
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 27,700 - 28,650

PROJECTED (2035) - 36,800 - 42,950



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Planning study to determine potential safety and capacity improvements on MD 32 from MD 26 (Liberty Road) to I-70 (7.5 miles).

JUSTIFICATION: Road connects high growth area of Carroll County with growing job markets in Howard County and around Fort Meade.

SMART GROWTH STATUS: Project Not Location Specific Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 26, Liberty Reservoir to MD 32 (Line 5)

STATUS: Planning Underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | |
|---------------------------|------------------------------|--|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|--|
| PHASE | PROJECT CASH FLOW | | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2016 | CURRENT YEAR 2017 | BUDGET YEAR 2018 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2019..... |2020..... |2021..... |2022..... | | | |
| Planning | 1,250 | 400 | 850 | 0 | 0 | 0 | 0 | 0 | 850 | 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 | 1,250 | 400 | 850 | 0 | 0 | 0 | 0 | 0 | 850 | 0 | |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 31,800

PROJECTED (2035) - 48,500

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 August 1, 2016 |
|----------|-----------|--|--------------------------------|---|
| | | <u>Fiscal Year 2016 Completions</u> | | |
| | | <u>Safety/Spot Improvement</u> | | |
| 1 | MD 140 | Baltimore Boulevard; at Pleasant Valley Road; geometric improvements | 3,408 | Completed |
| | | <u>Fiscal Years 2017 and 2018</u> | | |
| | | <u>Resurface/Rehabilitate</u> | | |
| 2 | | At various locations in Carroll County; resurface | 14,953 | Under construction |
| | | <u>Safety/Spot Improvement</u> | | |
| 3 | MD 27 | Ridge Road; at Center Street; widen and resurface | 261 | FY 2017 |
| 4 | MD 31 | New Windsor Road; At Tahoma Farm Road; widen and resurface | 1,158 | FY 2017 |
| 5 | MD 32 | Sykesville Road; at MD 97; geometric improvements | 2,810 | Under construction |
| 6 | MD 482 | Hampstead Mexico Road; Gorsuch Road and Cape Horn Road; geometric improvements | 1,900 | FY 2017 |
| | | <u>Urban Reconstruction</u> | | |
| 7 | MD 31 | High Street in New Windsor; Lambert Avenue to east of Church Street; urban reconstruction (Funded for preliminary engineering) | 1,882 | Design Underway |
| 8 | MD 851 | Main Street; Howard County Line to Springfield Avenue; urban reconstruction (Funded for concepts) | 594 | Concepts Underway |
| | | <u>Intersection Capacity Improvements</u> | | |
| 9 | MD 26 | Liberty Road; Emerald Lane to Calvert Lane; widen and resurface | 5,247 | FY 2017 |

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 August 1, 2016 |
|--|-----------|--|--------------------------------|---|
| <u>Fiscal Years 2017 and 2018 (cont'd)</u> | | | | |
| <u>Intersection Capacity Improvements (cont'd)</u> | | | | |
| 10 | MD 97 | Old Washington Road; South of Airport Drive to Pleasant Valley Road; geometric improvements | 2,213 | FY 2018 |
| 11 | MD 140 | Taneytown Pike; WMC Drive to Meadow Branch/Royer Road; widen and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative | 2,908 | Under construction |
| <u>Enhancements (cont'd)</u> | | | | |
| <u>Environmental Mitigation (cont'd)</u> | | | | |
| 12 | | Finksburg Industrial Park Stormwater Management Facility | 761 | FY 2017 |