

**Board of County Commissioners**

Doug Howard, President  
David H. Roush, Vice President  
Haven N. Shoemaker, Jr., Secretary  
Robin Bartlett Frazier  
Richard S. Rothschild



**Carroll County Government**

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July 30, 2013

**RECEIVED**

AUG 2 2013

SECRETARY'S OFFICE  
DEPT. OF TRANSPORTATION

The Honorable James T. Smith, Jr.  
Office of the Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

**RE: FY 2014-2019 Consolidated Transportation Program - Carroll County, Maryland**

Dear Secretary Smith:

Thank you for the opportunity to offer Carroll County's transportation project priorities for consideration and inclusion in the Maryland Department of Transportation (MDOT) FY 2014-2019 Consolidated Transportation Program (CTP). Project questionnaires for the major capital project priorities in Carroll County are attached.

As part of the prioritization process, the Board of County Commissioners solicited input from the municipalities on local transportation priorities. The following represents Carroll County's top priorities:

**1. MD 32 (MD 26 south to Carroll County line/I-70 in Howard County)**

This project is the County's top priority for new project planning. The project scope is to widen the roadway from 2 to 4 lanes, including bicycle and pedestrian facilities at appropriate locations within the corridor. MD 32 is a heavily traveled commuter route, linking Carroll County with I-70 and the Baltimore-Washington region, including job centers in Columbia and Fort Meade. It also provides access to current and future employment centers within Carroll County for commuters coming into the County from elsewhere. Improvements within this corridor are needed to ease commuter congestion and enhance access to employment areas and address safety concerns throughout the corridor. Moreover, this project is essential for advancing economic development opportunities already being created in the southeastern portion of Carroll County. In its 2012 Priority Letter, Howard County identified improvements to the MD 32 corridor from Route 108 to the Carroll County line as its highest safety priority. Over \$11 million already has been spent towards localized improvements within this corridor. This project is listed in the Highway Needs Inventory and *Plan It 2035* Long-Range Transportation Plan.

**2. MD 97 (MD 140 Underpass north to Bachmans Valley Road)**

This project is the County's second priority for new project planning. The project scope is to widen the roadway from 3 to 5 lanes, with a full interchange at Meadow Branch Road and bicycle and pedestrian facilities throughout the corridor. This portion of MD 97 handles a significant amount of commuter

**CARROLL COUNTY**

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traffic from the northern part of the County and Pennsylvania. It also provides direct access to the Carroll County Regional Airport, and numerous industrial parks (including the Westminster Air Business Center, Meadow Branch Industrial Park, and West Branch Trade Center), linking them to the MD 140 corridor and the Baltimore Region. \$1.0 million already has been dedicated by the Carroll County Industrial Development Authority toward improvements to this segment of roadway. This project is listed in the Highway Needs Inventory and *Plan It 2035* Long-Range Transportation Plan.

**3. MD 140 Reconstruction project (Sullivan Road to Market Street)**

This project is the County's top priority for Design and Engineering (Preliminary Engineering). The project scope is to widen the roadway from 6 to 8 lanes, with a full interchange at MD 97 and Continuous Flow Intersections (CFI) at Center Street and Englar Road. It also includes bicycle and pedestrian facilities. This portion of MD 140 is the most heavily travelled segment of roadway in the County. With the exception of existing amenities at certain major intersections, pedestrian and bicycle facilities are almost non-existent along this corridor. The State already has contributed \$1.4 million toward Project Planning. The County requests that SHA work with County staff to identify smaller break-out projects that would allow incremental progress to be made while working within financial constraints. This project is listed in the Highway Needs Inventory and *Plan It 2035* Long-Range Transportation Plan.

**4. MD 30 – Main Street in Hampstead**

This project is the County's top priority for Neighborhood Conservation. The completion of the Hampstead Bypass removed a significant amount of through traffic from the downtown area. This project would begin to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. The project would entail improvements to sidewalks, crosswalks, signal timing, travel lanes, and turning movements along the corridor, with a purpose of minimizing pedestrian and vehicular conflict. This project would be coordinated with the replacement of water lines along Main Street.

**5. MD 31 – New Windsor Main Street/High Street Revitalization**

More than a decade ago, the Town of New Windsor worked with State Highway Administration to develop a streetscape plan for MD 31, which includes Main Street and High Street. This effort was meant to coordinate with the relocation of High Street, which would redirect heavy truck traffic away from the intersection of MD 31 and MD 75. The streetscape project was halted in 2002, when funding for the program contracted. With the relocation of High Street complete, New Windsor is anxious to resume the Preliminary Engineering phase of this project, which will result in improvements to sidewalks, enhancements to bicycle and pedestrian accessibility, as well as roadway improvements. This project would be coordinated with the replacement of water (and possibly sewer) lines, and would have a positive economic impact on businesses in the Town.

**6. MD 851 – Sykesville Main Street/Springfield Avenue**

MD 32 handles most of the through traffic in the vicinity of Sykesville, bypassing the downtown area. This project will help to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. It would involve roadway reconstruction and improvements to pedestrian and bicycle facilities, as well as inclusion of streetscape amenities. Timing will be critical so that streetscape and roadway improvements are coordinated with the replacement of water and sewer lines in the project area. Reconstruction will also address inadequate stormwater management, which is compromising the structural integrity of the roadway. The County has programmed resources in the FY17 and FY18 CIPs that could significantly advance aspects of this project. In order for the project partners to make the fullest possible use of these funds, it is imperative that SHA, the Town and the County explore financing and scheduling strategies to accelerate initiation and completion of the concept design study, including the possibility of local funding - or forward funding - of the concept study.

## 7. MD 30 – Manchester Congestion Relief

MD 30 through the Town of Manchester experiences heavy traffic volumes during the morning and evening rush hours. These volumes, primarily created by commuter traffic, create significant delays both for commuters and area residents. Although a bypass around the town has been planned for many years as a way to relieve some of this congestion, there is recognition that funding for such a project may not be obtainable any time in the near future. Yet the need to address congestion through town, which detracts from the quality of life for residents and the viability of Main Street businesses, remains paramount. This project will initiate a study of the specific causes of congestion and the critical choke points, and identify a set of congestion management solutions that can be pursued incrementally or collectively as funding and timing allows.

We also want to underscore our support for and the need to pursue the other projects that are listed in the Highway Needs Inventory and *Plan It 2035* Long-Range Transportation Plan. These documents contain our long-range transportation needs and complement our land use plans. The projects listed in them are critical to maintaining traffic safety and flow, and will contribute to a high quality of life and economic development opportunities in the designated growth areas of Carroll County. For this reason, we would like to reiterate our commitment to long-term pursuit of the following projects:

### Highway Needs Inventory and *Plan It 2035* Long-Range Transportation Plan

1. **MD 140 (at MD 91) (Baltimore County line to Kays Mill Road)**
2. **MD 26 (MD 32 to Liberty Reservoir) [Project is currently on hold in the CTP]**

### Highway Needs Inventory

1. **MD 27 (Twin Arch Road to just north of Watersville Road)**
2. **MD 26 Multi-lane Reconstruction – MD 32 to MD 97**
3. **MD 75/MD 77 Truck Route Study – Union Bridge/Keymar/Detour Communities**

### *Plan It 2035* Long-Range Transportation Plan

1. **MD 30 (Manchester Bypass)**
2. **MD 140 (Taneytown Bypass)**

Additionally, we would like to emphasize the importance of proceeding with funding for design, engineering and construction of needed safety improvements to **MD 482 at Gorsuch Road**. Carroll County has committed \$1.0 million towards construction funding for this project in FY15.

Finally, we would like to express our support for funding of two bikeways projects that will create local and, in the future, regional connections to area destinations and recreational resources. Both projects are the County's top priority for **Construction** of non-motorized transportation alternatives that will contribute to larger multi-modal transportation networks. These projects will provide an alternative mode of travel by accommodating bicyclists, as well as pedestrians, skaters, and other non-motorists. These projects are:

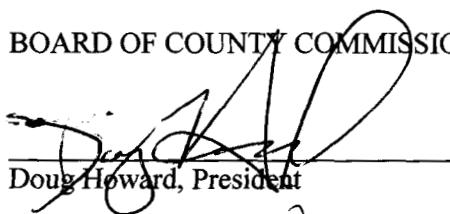
- **Freedom Area Trail Network** – This project will link parks, residential developments, commercial areas, and communities, including Eldersburg and the Town of Sykesville. The Feasibility Study and Preliminary Design are nearly finished and the subsequent phases of the project will focus on construction.
- **Bennett Cerf Park Trail Extension** – This project will link parks, residential development, local employers, and downtown Westminster. One phase of construction has been completed and additional construction phases are planned.

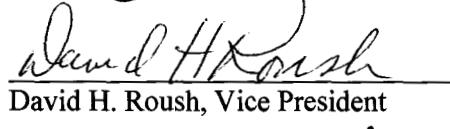
*The Honorable James T. Smith, Jr.*  
RE: FY 2014-2019 Consolidated Transportation Program  
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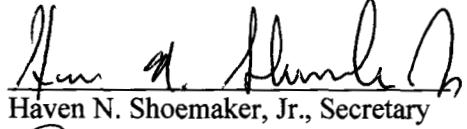
As always, thank you for your positive consideration of Carroll's State transportation projects and priorities.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

  
Doug Howard, President

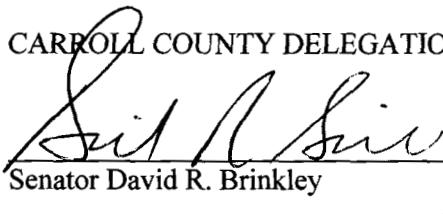
  
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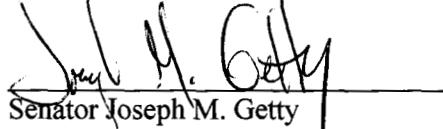
  
Robin Bartlett Frazier

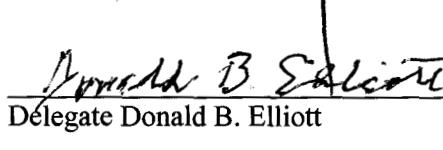
  
Richard S. Rothschild

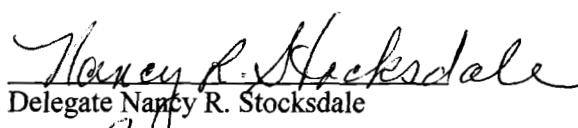
CARROLL COUNTY DELEGATION

  
Senator David R. Brinkley

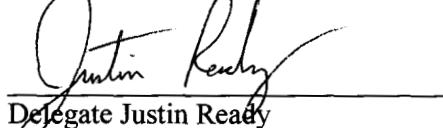
  
Senator Allan H. Kittleman

  
Senator Joseph M. Getty

  
Delegate Donald B. Elliott

  
Delegate Nancy R. Stocksdale

  
Delegate Susan Krebs

  
Delegate Justin Ready

cc:

Carroll County City and Town Mayors, Councils  
Don Halligan, Director, Office of Planning and Capital Programming, MDOT  
Heather Murphy, Deputy Director, Office of Planning and Capital Programming, MDOT  
Doug Simmons, Deputy Administrator/Chief Engineer for Planning, Engineering, Real Estate and Environment's Office, SHA  
Greg Slater, Director, Office of Planning Preliminary Engineering, SHA  
Dave Coyne, District Engineer, District 7, SHA  
Mary Deitz, Chief, Regional and Intermodal Planning, Office of Planning Preliminary Engineering, SHA  
Robert Smith, Administrator, MTA  
Henry Kay, Executive Director for Transit Development and Delivery, MTA  
Diane Ratcliff, Director, Planning and Programming, MTA  
Beth Kreider, Director, Local Transit Support, MTA  
Todd Lang, Director of Transportation, BMC  
Cabinet, Carroll County

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD 32
- 2) Submitting Jurisdiction: Carroll County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 26 south to the Carroll County line
- 4) Anticipated cost and funding source (approximate if available): The total estimated cost of the remaining phases of this project is \$96,517,500, which is to be State funded with a County match. \$6.1 million in State funding was spent to dualize a portion of MD 32 and improve the entrance to the Warfield Complex. \$2.5 million in State funds with a \$2.5 million County match also was used for design, right-of-way acquisition, and construction of improvements to the MD 32 corridor between MD 26 and MacBeth Way.
- 5) Description of project purpose and need (up to one paragraph): This project is the County's top priority for New Highway Capacity. The project scope is to widen the roadway from 2 to 4 lanes, including bicycle and pedestrian facilities within the Priority Funding Area. MD 32 is a heavily traveled commuter route, linking Carroll County with I-70 and the Baltimore-Washington region, including job centers in Columbia and Fort Meade. Improvements within this corridor are needed to ease commuter congestion and enhance access to employment areas. Moreover, this project is essential for advancing economic development opportunities already being created in the southeastern portion of Carroll County. In its 2011 Priority Letter, Howard County identified improvements to the MD 32 corridor from Route 108 to the county line as its highest safety priority. Over \$11 million already has been spent towards localized improvements within this corridor.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2001 Freedom Community Comprehensive plan has a goal "to Provide a Safe and Functional Transportation System." This plan identified the MD 32 corridor as operating at poor levels of service and projected to continue to do so without dualization of the roadway. Improvements to MD 32 were identified in this plan as a top priority.

The 2000 County Master Plan seeks to "Provide a safe and functional transportation system which implements the land use plan while promoting access and mobility for people and goods through a network of roads, rail, transit, and non-motorized opportunities". This plan contained a recommendation to maintain or enhance the level of service on State arterials to improve access to Interstate highways, including I-70. The 2010 Town of Sykesville Master Plan does not have goals that explicitly deal with improvements to MD 32, but it does call for economic development at the Warfield Complex and limiting access and development along MD 32, preserving the corridor for future improvement.

- 7) In county priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside a Priority Funding Area
- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.  
 Objective: Provide reliable and predictable travel time across modal options for people and goods.  
 Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Improvement to this corridor will enhance roadway operations and capacity and increase travel time reliability both within the area and to outside destinations. With Federal employment south of the County expected to increase in the future, commuter traffic is also expected to increase.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.  
 Objective: Secure transportation assets for the movement of people and goods.  
 Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: With the added capacity, the roadway will provide a safer environment for both commuter traffic and local traffic between Sykesville and Eldersburg. Overall safety will be enhanced by improvements to sidewalks in appropriate areas, crosswalks, signal timing, travel lanes, and turning movements along the corridor, minimizing pedestrian and vehicular conflict.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.  
 Objective: Maximize operational performance and efficiency of existing systems.
- If checked, please describe how the project supports the goal and objectives: Improvement to this urban section of roadway will improve existing network efficiency, making the Warfield Complex a more attractive place to conduct business. Improvements to the roadway could spur long desired reinvestment and redevelopment of this underutilized area.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project is located within both the Freedom Designated Growth Area and State Priority Funding Area. This portion of MD 32 connects Eldersburg, Sykesville, and the Warfield Complex with the I-70 corridor, Columbia, and Fort Meade areas. Reducing travel times and idle times along this corridor will also improve air quality.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities, which in some areas are currently either substandard or nonexistent. The project will also better accommodate future growth and provide greater incentive for redevelopment by allowing for increased capacity and better linkages between major activity centers and the surrounding community.

10) Additional Comments/Explanation: \_\_\_\_\_

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD 97
- 2) Submitting Jurisdiction: Carroll County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): MD 140 to Pleasant Valley Road
- 4) Anticipated cost and funding source (approximate if available): \$82,420,000 State funding with a County match.
- 5) Description of project purpose and need (up to one paragraph): The project scope is to widen the roadway from 3 to 5 lanes, with a full interchange at Meadow Branch Road. It also includes bicycle and pedestrian facilities. This portion of MD 97 handles a significant amount of commuter traffic from the northern part of the county and Pennsylvania. It also provides direct access to the Carroll County Regional Airport, and numerous industrial parks (including the Westminster Air Business Center, Meadow Branch Industrial Park, and West Branch Trade Center), linking them to the MD 140 corridor and the Baltimore region. \$1.0 million already has been dedicated by the Carroll County Industrial Development Authority toward improvements to this segment of roadway.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2007 Westminster Environs Community Comprehensive Plan mentions the MD 97 project and scope under Specific Transportation Project Recommendations in the plan. It also includes a goal to "Provide a variety of transportation options for travel within the county and outside the county for business, employment, shopping, medical, and other purposes," and another goal to "Reduce traffic congestion by improving the safety and efficiency of the community's existing and future transportation network." The 2009 City of Westminster Comprehensive Plan includes a goal to "Develop a transportation system that recognizes regional traffic needs, while allowing the Westminster area to meet economic development goals". The plan also includes a goal to "Maintain the availability of safe air travel services in Westminster", and another goal to "Support a diversified and stable economic environment that will enhance the standard of living of all citizens, and be compatible with the Municipal Growth Element."
- 7) In county priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside Priority Funding Area

- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.  
 Objective: Provide reliable and predictable travel time across modal options for people and goods.  
 Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Improvement to this corridor will enhance roadway operations and capacity and increase travel time reliability to outside destinations for both commuter traffic and businesses and industry located within the area.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.  
 Objective: Secure transportation assets for the movement of people and goods.  
 Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Overall safety will be enhanced by improvements to intersection traffic flow patterns, signal timing, travel lane capacity and turning movements along the corridor. The creation of bicycle and pedestrian facilities will minimize pedestrian and vehicular conflict and link downtown Westminster and surrounding communities to this major commerce center.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.  
 Objective: Maximize operational performance and efficiency of existing systems.
- If checked, please describe how the project supports the goal and objectives: Improvement to this urban section of roadway will improve existing network efficiency, making this airport and surrounding industrial parks more attractive places to conduct business, which could spur investment and development of vacant, underdeveloped, or underutilized sites or areas. These improvements will also help move commuter traffic through the area making access to local business easier.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- Objective: Coordinate land use and transportation planning to better promote Smart Growth.  
 Objective: Preserve and enhance Maryland's natural, community, and historic resources.  
 Objective: Support initiatives that further our commitments to environmental quality.
- If checked, please describe how the project supports the goal and objectives: This project is located within both the Westminster Designated Growth Area and State Priority Funding Area. The airport, acquired by the County in 1977, is a major center of commerce and has experienced steady growth since that time through both public and private investment. This area is one of Westminster's largest concentrations of industrially zoned land. Reducing travel times and idle times along this corridor will contribute to improved air quality.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities, which are currently either substandard or nonexistent. The project will also better accommodate future growth and provide greater access to the airport.

10) Additional Comments/Explanation: \_\_\_\_\_

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD 140
- 2) Submitting Jurisdiction: Carroll County
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Market Street to Sullivan Road
- 4) Anticipated cost and funding source (approximate if available): \$276,180,000 State funding with a County match. \$1.4 million State funding has been expended for Project Planning. There has been no County match toward this project to date.
- 5) Description of project purpose and need (up to one paragraph): This project is the County's top priority for Design and Engineering (Preliminary Engineering). The project scope is to widen the roadway from 6 to 8 lanes, with a full interchange at MD 97 and Continuous Flow Intersections (CFI) at Center Street and Englar Road. It also includes bicycle and pedestrian facilities. This portion of MD 140 is the most heavily travelled segment of roadway in the County. With the exception of existing amenities at certain major intersections, pedestrian and bicycle facilities are almost non-existent along this corridor. The State already has contributed \$1.4 million toward Project Planning. The County requests that SHA work with County staff to identify smaller break-out projects that would allow incremental progress to be made while working within financial constraints.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2007 Westminster Environs Community Comprehensive Plan contains a goal to "Improve MD 140 and surrounding development to optimize the highway's capacity, operation, and safety and provide bicycle and pedestrian access." It also includes a goal to "Provide a variety of transportation options for travel within the county and outside the county for business, employment, shopping, medical, and other purposes," and another goal to "Reduce traffic congestion by improving the safety and efficiency of the community's existing and future transportation network." The improvement of MD 140 between Sullivan Road and Market Street is identified in the plan as a Specific Transportation Project Recommendation.
- 7) In county priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside Priority Funding Area

- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.  
 Objective: Provide reliable and predictable travel time across modal options for people and goods.  
 Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Improvement to this corridor will enhance roadway operations and capacity and increase travel time reliability both within the area and to outside destinations.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.  
 Objective: Secure transportation assets for the movement of people and goods.  
 Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Overall safety will be enhanced by improvements to intersection traffic flow patterns, signal timing, travel lane capacity and turning movements along the corridor. The creation of bicycle and pedestrian facilities will minimize pedestrian and vehicular conflict.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.  
 Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvement to this urban section of roadway will improve existing network efficiency, making this major commercial corridor in Westminster a more attractive place to conduct business, which could spur reinvestment and redevelopment of underdeveloped or underutilized sites or areas.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- Objective: Coordinate land use and transportation planning to better promote Smart Growth.  
 Objective: Preserve and enhance Maryland's natural, community, and historic resources.  
 Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project is located within both the Westminster Designated Growth Area and State Priority Funding Area. The roadway was constructed as a bypass in the 1950's, alleviating traffic congestion from the downtown area. While this allowed Main Street to return to a pedestrian-friendly district, the MD 140 corridor has become a major commercial center for the community as well. Along this corridor, numerous shopping centers and activity centers exist that could benefit economically from investment in improvements to MD 140. Reducing travel times and idle times along this corridor will also improve air quality.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

- Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

- Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.  
 Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities, which in some areas are currently either substandard or nonexistent. The project will also better accommodate future growth and provide greater incentive for redevelopment by allowing for increased capacity and better linkages between major activity centers and the surrounding community.

10) Additional Comments/Explanation: \_\_\_\_\_

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD 30 (Hampstead Main Street)
- 2) Submitting Jurisdiction: Carroll County / Town of Hampstead
- 3) Location of the project (describe project limits and location, attach map if available and applicable): North Woods Trail to CSX railroad crossing
- 4) Anticipated cost and funding source (approximate if available): Total Estimated cost of \$50,000,000, State funded with County and Municipal match. \$1,500,000 has already been dedicated toward Preliminary Engineering.
- 5) Description of project purpose and need (up to one paragraph): This project is the County's top priority for Neighborhood Conservation. The completion of the Hampstead Bypass removed a significant amount of through traffic from the downtown area. This project would begin to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. The project would entail improvements to sidewalks, crosswalks, signal timing, travel lanes, and turning movements along the corridor, with a purpose of minimizing pedestrian and vehicular conflict. This project would be coordinated with the replacement of water lines along Main Street.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2010 Hampstead Community Comprehensive Plan contains the following goals: "To create more off-street parking opportunities in downtown Hampstead," "To provide a more comprehensive system of bicycle and pedestrian links within the community," and, "To facilitate improved traffic circulation for residents within the community." The plan contains a recommendation to work with SHA to make planned improvements to MD 30. Additionally, the Town's Main Street Revitalization Plan, adopted in 2003 and updated in 2008, calls for construction of the Main Street streetscape project.
- 7) In county priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside Priority Funding Area
- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The project would bring all pedestrian facilities, such as crosswalks and sidewalks, within the project limits up to ADA standards.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Overall safety will be enhanced by improvements to sidewalks, crosswalks, signal timing, travel lanes, and turning movements along the corridor, minimizing conflict.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.
- Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvement to this urban section of roadway will improve existing network efficiency, making the downtown area a more attractive place to live and conduct business which could spur reinvestment and redevelopment of underdeveloped or underutilized sites or areas.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project is located within both the Hampstead Designated Growth Area and State Priority Funding Area. The Main Street corridor is not part of a National Register Historic District, but does contain numerous historical sites within the scope of the project. Enhancing the attractiveness and functionality of the roadway in this existing community will support Smart Growth policies.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

- Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.
- Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities where appropriate. The project will also better accommodate future growth and provide greater incentive for redevelopment by allowing for increased capacity and better linkages between major activity centers, the downtown area, and the surrounding community.

10) Additional Comments/Explanation: \_\_\_\_\_

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: **MD 31 – New Windsor Main Street/High Street Revitalization**
- 2) Submitting Jurisdiction: Carroll County / Town of New Windsor
- 3) Location of the project (describe project limits and location, attach map if available and applicable): High Street from Coe Drive to Main Street and Main Street from High Street to Church Street
- 4) Anticipated cost and funding source (approximate if available): Total Estimated cost of \$12,200,000, State funded with Municipal and possible private match.
- 5) Description of project purpose and need (up to one paragraph): Approximately ten years ago, the Town of New Windsor worked with State Highway Administration to develop a streetscape plan for MD 31, which includes Main Street and High Street. This effort was meant to coordinate with the relocation of High Street, which would redirect heavy truck traffic away from the intersection of MD 31 and MD 75. The streetscape project was halted in 2002, when funding for the program ended. With the relocation of High Street complete, New Windsor is anxious to resume the Preliminary Engineering phase of this project, which will result in improvements to sidewalks, streetscaping, and pedestrian crossings, as well as roadway improvements. This project would be coordinated with the replacement of water (and possibly sewer) lines, and would have a positive economic impact on businesses in the Town.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2010 Amended New Windsor Community Comprehensive Plan has three Transportation goals: "Address intersection safety improvements;" "Promote sidewalk connections to improve pedestrian access;" and, "Install traffic calming devices." This project is listed in the Recommended Actions section of the Transportation chapter as follows: "To achieve a more pedestrian-friendly streetscape, a sidewalk reconstruction program combined with appropriate landscaping is recommended along this segment of Main Street."
- 7) In county priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside Priority Funding Area
- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The project would bring all pedestrian facilities, such as crosswalks and sidewalks, within the project limits up to ADA standards.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Overall safety will be enhanced by improvements to sidewalks and crosswalks along the corridor, minimizing conflict.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.
- Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvement to this urban section of roadway will improve existing network efficiency, making the downtown area a more attractive place to live and conduct business, which could spur reinvestment and redevelopment in the historic Main Street area of town.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project is located within the New Windsor Designated Growth Area and State Priority Funding Area. The Main Street corridor also is part of a National Register Historic District. Enhancing the attractiveness and functionality of the roadway in this existing community will support Smart Growth policies and community revitalization.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

- Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.
- Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing pedestrian amenities where appropriate. The project will also support revitalization efforts, thereby making the Town a safe and attractive place to live, visit and conduct business.

10) Additional Comments/Explanation: \_\_\_\_\_

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: MD 851 (Sykesville Main Street/Springfield Avenue)
- 2) Submitting Jurisdiction: Carroll County / Town of Sykesville
- 3) Location of the project (describe project limits and location, attach map if available and applicable): Cooper Drive to South Branch of the Patapsco River
- 4) Anticipated cost and funding source (approximate if available): Total Estimated cost of \$10,000,000, State funded with County and Municipal match.
- 5) Description of project purpose and need (up to one paragraph): This project is the County's second priority for Neighborhood Conservation. MD 32 handles most of the through traffic, bypassing the downtown area. This project would involve roadway reconstruction and improvements to pedestrian and bicycle facilities, as well as inclusion of streetscaping amenities. It will help to restore the Town's historic Main Street to an attractive and pedestrian-friendly urban local roadway. Timing will be critical so that streetscaping and roadway improvements are coordinated with the replacement of water and sewer lines in the project area.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2010 Sykesville Master Plan contains a goal of "Creating conditions favorable to health, safety, transportation, prosperity, civic activities, and recreational, educational, and cultural opportunities." The plan's Downtown Revitalization chapter includes a goal of "Main Street enhancements and beautification projects," with objectives that include "Update prior goals and implement in phases," "Streetscaping- SHA program," "Sidewalks, flower boxes, banners, greenery," "Consider reverting MD 851 to Town control." The Transportation chapter contains a list of transportation activities, including "Town should consider accepting the transfer of Maryland Route 851 (Main Street/ Springfield Avenue) from State ownership to Town ownership in conjunction with the Maryland Streetscape Program."
- 7) In county priority letter? Yes  No
- 8) Smart Growth status and explanation: Inside Priority Funding Area
- 9) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The project would bring all pedestrian facilities, such as crosswalks and sidewalks, within the project limits up to ADA standards.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Overall safety will be enhanced by improvements to travel lane widths and intersections, and upgrades to sidewalks and crosswalks.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.
- Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvement to this urban section of roadway will improve existing network efficiency. It will make the downtown Main Street area a more attractive place to live and conduct business. Coordination of this project with water and sewer improvements will maximize the performance of all infrastructure systems.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project is located within both the Freedom Designated Growth Area and State Priority Funding Area. The Main Street corridor is also part of a National Main Street community, a Maryland Main Street community, a National Register Historic District, and a local historic district. Enhancing the attractiveness and functionality of the roadway in this existing community will support Smart Growth policies.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

- Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.
- Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The roadway improvements will provide significant upgrades to existing bicycle and pedestrian amenities where appropriate. The project also will accommodate future growth better and provide greater incentive for redevelopment by allowing for increased capacity and better linkages between major activity centers, the downtown area, and the surrounding community.

10) Additional Comments/Explanation: \_\_\_\_\_

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 11) Name of Project: MD 30 - Manchester Congestion Relief
- 12) Submitting Jurisdiction: Carroll County / Town of Manchester
- 13) Location of the project (describe project limits and location, attach map if available and applicable): MD 30 between Ebbvale Road and Cape Horn Road
- 14) Anticipated cost and funding source (approximate if available): Total Estimated cost of \$100,000, State funded with County and Municipal match.
- 15) Description of project purpose and need (up to one paragraph): MD 30 through the Town of Manchester experiences heavy traffic volumes during the morning and evening rush hours. These volumes, primarily created by commuter traffic, create significant delays both for commuters and area residents. Although a bypass around the town has been planned for many years as a way to relieve some of this congestion, there is recognition that funding for such a project may not be obtainable any time in the near future. Yet the need to address congestion through town, which detracts from the quality of life for residents and the viability of Main Street businesses, remains paramount. This project will initiate a study of the specific causes of congestion and the critical choke points, and identify a set of congestion management solutions that can be pursued incrementally or collectively as funding and timing allows.
- 16) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_  
Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The 2008 Manchester Comprehensive Plan & Environs contains a goal to "Build a well-maintained, safe and efficient transportation network." Among its objectives are to "Protect the alignment for the Bypass (Maryland 30 Relocated) east of Town as located on the Plan and lobby the State to advance the project into the Transportation Improvement Program to sequence with the construction of the Hampstead Bypass." The plan also contains an objective to return Main Street to the town by constructing the bypass. This project would support the plan by substantiating the need for congestion relief solutions, which may or may not include the construction of a bypass or portions thereof.
- 17) In county priority letter? Yes  No
- 18) Smart Growth status and explanation: Inside Priority Funding Area

19) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- Objective: Enhance customer service and experience.
- Objective: Provide reliable and predictable travel time across modal options for people and goods.
- Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: The project would identify congestion relief strategies that would enhance the experience of drivers using MD 30 and improve travel time along this corridor, which currently experiences heavy volumes and delays during peak travel hours.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- Objective: Reduce the number and rate of transportation related fatalities and injuries.
- Objective: Secure transportation assets for the movement of people and goods.
- Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: Identifying congestion relief solutions will support the creation of a reliable transportation network within Manchester that will reduce the likelihood of accidents caused by driver responses to congested roadways conditions. It will also create a safer travel environment for emergency vehicles and reduce their response times during peak travel times. Better traffic flow will allow for an overall improvement in the flow of goods and people in the Manchester vicinity.

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- Objective: Preserve and maintain the existing transportation network.
- Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: Improvements to traffic flow and congestion relief along this urban section of roadway will improve upon and extend the life of the existing network efficiency. It will make the downtown Main Street area a more attractive place to live and conduct business.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: This project will support land use and transportation planning within both the Manchester Designated Growth Area and State Priority Funding Area. Enhancing the attractiveness and functionality of the roadway in this existing community will support Smart Growth policies. Reducing carbon emissions by using congestion relief to reduce idling will have a positive impact on the environmental quality of the region.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The project will evaluate solutions for congestion relief that will support a better business environment on Manchester's Main Street and enhance the movement of goods and people in and around northwestern Carroll County. By developing solutions to relieve congestion, which could include expanding network capacity, the attractiveness of Manchester as a place of residence and business will be enhanced. In this way, the project will support managed growth.

20) Additional Comments/Explanation: \_\_\_\_\_