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May 8, 2025

The Honorable Paul J. Wiedefeld
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

RE: FY 2026-2031 Consolidated Transportation Program - Carroll County, Maryland

Dear Secretary Wiedefeld:

We wish to express our gratitude for the progress being made on two of our top priorities, funding for the design of the geometric improvements on MD 32 between 2nd and Main Streets; and the feasibility study for the MD 97 corridor. We are also pleased that SHA completed the drainage improvements on Springfield Avenue in Sykesville, which is an important step in the ultimate completion of this Urban Reconstruction "Streetscape" project. Finally, thank you for the design funding for the improvements at MD140 and Tyrone Road. These projects, through the dedication and coordination of County, state, and municipal resources, exemplify the type of interjurisdictional cooperation necessary to move our priorities forward.

In this year's letter, as in previous years, we continue to target our focus on those critical projects that will provide the greatest enhancement to economic development and redevelopment opportunities for the County, as well as safety enhancements. We expect that by pursuing a strategy of joint cooperation of resources for our top priority projects, we can then leverage the State's commitment for transportation infrastructure into the largest improvements for economic vitality.

Thank you for the opportunity to offer Carroll County's transportation project priorities for consideration and possible inclusion in the Maryland Department of Transportation (MDOT) FY2026-2031 Consolidated Transportation Program (CTP).

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Highway Capacity Enhancement Projects

MD 97 (MD 496 to MD 140 in Westminster):

One of the highest priorities for Project Planning, the project scope is to widen the roadway from 3 to 5 lanes, with a full interchange at Meadow Branch Road and pedestrian facilities, providing a necessary connection for nearby residences and the nearby business park. This portion of MD 97 is strained by 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, Carroll County Commerce Center, Westminster Technology Park and West Branch Trade Center), linking them to the MD 140 corridor and the Baltimore Region. The Carroll County Industrial Development Authority and the City of Westminster dedicated 2.1 million dollars for improvements to this segment of roadway, resulting in the construction of the Phase 1 Breakout Project, which is now complete. A Planning and Environmental Linkages (PEL) Study is under internal review with MDOT staff, and we look forward to its forthcoming release and implementation of its recommendations. This project is listed in the Highway Needs Inventory and the approved *Resilience 2050 Long-Range Transportation Plan*. It is also prioritized in the *2007 Westminster Environs Community Comprehensive Plan*, the *2009 City of Westminster Comprehensive Plan*, the *2014 Carroll County Master Plan as Amended 2019*, and the *2023 Carroll County Transportation Master Plan*.

MD 32 (MD 26 south to Carroll County line):

This project is also a high priority. The project scope is to widen the roadway from two to four lanes, including pedestrian facilities and other amenities 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. MD 32 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, enhance access to employment areas, and address safety concerns throughout the corridor. In conjunction with the recently completed widening and improvements to MD 32 in Howard County, improvements in Carroll County will enhance the efficiency and safety of the entire corridor. Moreover, this project is essential for advancing economic development opportunities already being created in the southeastern portion of Carroll County. This includes the mixed-use project, "Warfield at Historic Sykesville", which recently was the first recipient of Maryland's Catalytic Revitalization Tax Credit, designed to help fund rehabilitation of formerly government-owned properties for economic and community development purposes. Considerable funds have already been spent towards localized improvements within this corridor, which includes contributions from the state, County, and Town of Sykesville. In 2018, MDOT completed a Planning and Environmental Linkages (PEL) Study for the 7.2 miles of MD 32 from I-70 to MD 26. While the PEL Study concluded that the entire corridor is not expected to exceed its capacity until beyond 2040 and will not require complete dualization to four lanes until beyond that year, it identified a number of potential improvement concepts to address identified needs at specific locations. We are encouraging a plan of action that breaks this priority project into phases to

facilitate overall advancement of the project while preserving further expansion of the corridor and remaining open to new connections as the area develops. The MD 32 priority project is listed in the *Highway Needs Inventory and the approved Resilience 2050 Long-Range Transportation Plan*. It is also included in the *2018 Freedom Community Comprehensive Plan*, the *2021 Town of Sykesville Master Plan*, and the *2023 Carroll County Transportation Master Plan*.

Breakout Project for improvements between 2nd Street and Main Street: This project, which is compatible with the four-lane corridor concept, includes five operational and safety improvements that were included in the PEL Study for this half-mile segment of MD 32. They will improve intersection geometry, extend turn lanes, modify access, and evaluate signal warrant at Main Street. Design is underway for this project, and we request the reinstatement of construction funds.

MD 26 (MD 32 east to Liberty Reservoir):

This segment of MD 26 is a heavily traveled commuter route, linking Carroll County with the Baltimore region, including job centers in and around Baltimore City. It also provides access to current and future employment centers along the corridor and elsewhere within Carroll County for out-of-county commuters. Transportation improvements within this corridor are needed to ease commuter congestion, enhance access to employment areas, improve function and aesthetics, and enhance safety throughout the corridor.

In July 2020, SHA completed the Maryland 26 Corridor Study – Traffic Analysis and Targeted Improvement Recommendations. The purpose of this study was to find ways to revise the 30 percent design to a new “practical” design approach. Rather than complete widening to six lanes, improvements will consist of more limited breakout projects that focus primarily on enhancing the safety of the corridor. This may be achieved through the extension of auxiliary lanes, increased signalization, and a center median in certain segments of the road which have been identified as critical to the safe and efficient functioning of the entire corridor. The MD 26 priority project is listed in the *Highway Needs Inventory*, the *approved Resilience 2050 Long-Range Transportation Plan*, the *2018 Freedom Community Comprehensive Plan*, and the *2023 Carroll County Transportation Master Plan*.

Breakout Project to Convert Eastbound MD 26 Right-Turn-Only Lane at Georgetown Boulevard: This breakout project will increase safety and operations at this intersection. The project is to extend the lane back to Eldersburg Crossing and west to Homeland Drive. The scope of this project is almost entirely within existing right-of-way and will allow conversion of right-turn-only lane at Eldersburg Crossing to a thru-lane. The project includes sidewalk from Carroll Bank to Georgetown Boulevard. The initial cost estimate for this project is \$6.0M.

MD 140 (Carroll County line to West of MD 91):

This approximately two-mile portion of MD 140 is a gateway to Carroll County and one of the most heavily travelled roadways in the County. Many of the County residents who travel to work in other areas of the region commute through this corridor, and it is the location of a

high concentration of commercial and industrial uses that provide valuable economic development assets to the community. Improvements to this major arterial, including a four-lane divided roadway, a full interchange at MD 91, and access management improvements, are necessary to maintain the functionality of this corridor. In 2024 SHA modified the signal phasing to only permit left turns from westbound MD 140 to southbound MD 91 on a solid green arrow, known as "exclusive left turn phasing," to improve safety and intersection operations. The MD 140 Corridor Improvements project is listed in the *Highway Needs Inventory*, the *approved Resilience 2050 Long-Range Transportation Plan*, the *2013 Finksburg Plan*, the *2023 Carroll County Transportation Master Plan*, and the *Finksburg Sustainable Community Action Plan*.

Breakout Project for a MD 140 Advanced Planning Study: As a breakout project we are requesting an advanced planning study for this Corridor be initiated, which will identify roadway and intersection needs, develop conceptual scenarios, and evaluate potential environmental impacts. The results of the study will help develop breakout scenarios that can be considered for future improvements. This is an important next step to improve safety, access, connectivity, and circulation, reduce delays and congestion, and support redevelopment of the Corridor. This type of study is necessary for eligibility for the MDOT Prioritization Program and inclusion in the CTP.

MD 27 (Carroll County line to Leishear Road):

MD 27 (Ridge Road) is a major north-south corridor in Carroll County. This approximately two-mile stretch of roadway consists of eight intersections located within the corporate boundaries of the Town of Mount Airy or immediately outside the municipal limits. There are several large undeveloped parcels within and abutting the town that are targeted for significant employment and residential uses. Improvements to this road are necessary to support the planned growth in the corridor as well as to serve the region for freight travel and as a commuter route between residents in northern Carroll County and employment centers south of the Town. A number of improvements to this corridor are called for, including widening of the roadway to a consistent four lanes, dedicated turn lanes, signalized traffic control, boulevard separation of lanes, and controlled intersections to allow pedestrian crossings. Through further analysis and collaboration with SHA staff, breakout projects will be identified and prioritized. The MD 27 priority project is listed in the *Highway Needs Inventory*, the *approved Resilience 2050 Long-Range Transportation Plan*, the *2014 Carroll County Master Plan as Amended 2019*, the *Town of Mount Airy's 2023 Master Plan*, and the *2023 Carroll County Transportation Master Plan*.

Urban Reconstruction ("Streetscape") Projects

MD 851 - Sykesville Main Street/Springfield Avenue (Cooper Drive to South Branch of the Patapsco River):

This Urban Reconstruction project is a high priority for Construction. 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. The Urban Reconstruction project along Springfield Avenue and Main Street

would involve roadway reconstruction and improvements to pedestrian and bicycle facilities, as well as inclusion of streetscape amenities Concept for this project is complete. Completed projects also include water and sewer upgrades done by the County, and stormwater upgrades provided by SHA. This would be an opportune time to advance the Urban Reconstruction project to include the full engineering of the streetscape. The next highest priority of these phased improvements is the existing bridge over the South Branch Patapsco River to allow for a safe pedestrian connection to South Branch Park, which was recently improved with an investment of over \$.75 million by Howard County. SHA is set to begin an engineering review for the bridge's pedestrian improvements soon. The Town was also awarded a \$2.0 million capital grant in the 2022 legislative session which will help further advance the ongoing efforts for several other adjacent projects to build off of the planned Urban Reconstruction of MD 851. These efforts include expanded sidewalk and pedestrian facilities, as well as the redevelopment of the Canary Warehouse at South Branch Park to be used as a community amenity. The Town has also begun a self-funded streetscape project to redevelop Baldwin Drive, which would tie directly into the MD 851 improvements. The streetscape project is listed in the *Highway Needs Inventory*, the approved *Resilience 2050 Long-Range Transportation Plan*, the 2021 *Town of Sykesville Master Plan*, and the 2023 *Carroll County Transportation Master Plan*.

MD 31 - New Windsor Main Street/High Street (Main Street from Church Street to High Street and High Street from Main Street to Coe Drive):

This Urban Reconstruction project is a high priority for Construction. The project will include improvements to sidewalks, enhancements to bicycle and pedestrian accessibility, as well as roadway improvements. This project will be coordinated with the replacement of water lines within the limits of the SHA Urban Reconstruction and would have a positive economic impact on businesses in the Town. New Windsor has completed the necessary Water Main Improvement Project. With the completion of the MD 31 Water Main Project the Town looks forward to discussing next steps for the Streetscape Project. The MD 31 streetscape project is listed in the *Highway Needs Inventory*, the approved *Resilience 2050 Long-Range Transportation Plan*, the 2007 *New Windsor Community Comprehensive Plan*, and the 2023 *Carroll County Transportation Master Plan*.

Bicycle/Pedestrian/Trail Projects

Patapsco Regional Greenway

The Patapsco Regional Greenway (PRG) Plan envisions a 40-mile, shared-use trail running through the Patapsco Valley from Sykesville to Baltimore's Inner Harbor. This trail uses existing trails, roads and utility corridors to connect neighborhoods and destinations in Carroll, Howard, Anne Arundel, and Baltimore Counties, and Baltimore City. Parts of the shared-use trail are already constructed, while remaining portions will be designed and constructed based on local priorities and funding availability, and in coordination with Maryland Park Service when necessary. While most of the PRG corridor will be a greenway and linear trail within Patapsco Valley State Park (PVSP) there is potential for additional economic activity around the areas outside of the park. In Carroll County, the desire is for this regional system to connect to Sykesville's Historic Main Street. 30% design of the 8 miles section from Sykesville to McKeldin was completed in 2022, consisting of two segments. The

western portion from downtown Sykesville to Freedom Park, will consist primarily of a shared-use path, on-road facilities, and a boardwalk structure, and the eastern portion from Freedom Park to the McKeldin area, will be a natural surface trail.

Additional Projects

There are additional highway projects that are very important to the County, to which we are committed. These projects are critical to maintaining traffic safety and flow and will contribute to a high quality of life and economic development opportunities in Carroll County. These projects are:

MD 140 at turn-around for Northern Landfill:

The county's Northern Landfill is located on MD140 in Westminster and is utilized by both residents and commercial entities. The current turnarounds on MD140 are not adequate for safe movements of multi-axel vehicles in a heavily traveled corridor. Northern Landfill is currently in a feasibility study that will include looking into a change to the entrance location, but the cross-over traffic will need to be addressed to provide safe crossings of multi-axel vehicles. A new, reconfigured landfill entrance at the turnaround location east of the current landfill entrance is under design, and pre-application meetings are being held with SHA. Safety enhancements should include the pending new entrance, eliminating U-Turns at the new entrance location, widening of MD140 at the current turnarounds immediately east and west of the Northern Landfill, development of jughandles, and/or the addition of signaling.

Taneytown Bypass:

MDOT's cooperation in including the Taneytown Bypass in the state's Highway Needs inventory is appreciated. We look forward to the imminent release of the update. The City of Taneytown has been experiencing heavy truck traffic on the two major state highways (MD 194 and MD 140) that intersect in the City's downtown for many years. This heavy truck traffic creates congestion in the City, adversely affecting pedestrian and vehicular access and mobility, safety, business activity, and historic character. These negative effects subsequently diminish the area's economic vitality by making it less desirable for business attraction and retention, and adversely impact the quality of life for Taneytown residents.

As always, thank you for your positive consideration of Carroll's state transportation projects and priorities. We look forward to our continued partnership with MDOT.

Sincerely,

THE BOARD OF COUNTY COMMISSIONERS OF CARROLL COUNTY



Kenneth A. Kiler
President



Joseph A. Vigliotti
Vice President



Thomas S. Gordon III

Michael R. Guerin

Edward C. Rothstein (COL, Ret.)

CC: Christopher M. Nevin, Mayor of Hampstead
Melinda Smith, Mayor of Manchester
Lawrence Hushour, Mayor of Mount Airy
Neal Roop, Mayor of New Windsor
Stacy Link, Mayor of Sykesville
Christopher Miller, Mayor of Taneytown
Perry Jones, Jr., Mayor of Union Bridge
Mona Becker, Ph.D., Mayor of Westminster
Michelle Martin, Assistant Director, OPPPD, MDOT
William Pines, Administrator, SHA
Andrew Radcliffe, Jr., District 7 Engineer
Holly Arnold, Administrator, MTA
Todd Lang, Director of Transportation, BMC
Administrative Management, Carroll County Government

MDOT Priority Letter Submission Form

Submitted by Mary Lane on May 16th, 2025 at 2:27 pm

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

This year, local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

"Feasibility study" means a study of a transportation need to identify a project that can address the need. A study would complete sufficient work to allow MDOT to evaluate whether the identified concept should be included in the CTP.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

First Name	Last Name
Mary	Lane

Title/Role		Government Entity
Bureau Chief, Comprehensive Planning		Carroll County

Address Line 1		
225 N. Center Street		

Address Line 2		

City	State	Zip Code
Westminster	Maryland	21157

Section 2. Local Government Priorities

1. What are the jurisdiction's overall goals related to transportation policies and spending?

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For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. The MDOT recognizes that some projects will fit into multiple categories (e.g., a project that is both a safety project and state of good repair, or even into multiple categories). In those instances, choose the one that best matches the project and note overlapping categories in the project description. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A. Though listed in the bike/pedestrian improvement category, this project includes safety elements.*

2. What are the jurisdiction's priorities for system preservation/state of good repair?

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3. What are the jurisdiction's priorities for new capacity or capacity expansion projects?

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4. What are the jurisdiction's priorities for feasibility studies?

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5. What are the jurisdiction's priorities for safety projects?

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6. What are the jurisdiction's priorities for bike/pedestrian and/or complete streets projects?

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7. What are the jurisdiction's priorities for Transit-Oriented Development projects?

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8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

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9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

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10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation priorities?

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.



[FY 2026 Consolidated Transportation Plan_CTP County Priority Letter signed 3.16.25.pdf \(0.4 MB\)](#)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Mary Lane

I agree to be legally bound by this document.