



Transportation Master Plan – Introduction of Chapter 6 – Planned Roadway Projects

PLANNING & ZONING
COMMISSION
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What Are Planned Major Roadway Projects?

This Chapter includes all proposed Planned Major Roadway Projects in Carroll County. These improvements are Maryland State Highway Projects, Planned Major Streets, and Planned Neighborhood Connections. All the listed projects have originated in a state or local planning document or are the result of a recognized capacity, connectivity or safety improvement. The alignments shown are generally for planning purposes; the exact alignments are to be determined at the time of design. Projects such as resurfacing, minor intersection improvements, traffic, signing, lighting, and signalization and bridge rehabilitation and enhancement projects are not included on the list.

- Purpose of review today is to give a general overview of this chapter, its format, what is included and how the information is presented, as a basis for more detailed discussions over the next several meetings
- 18 pages, in 11 by 17 size, mostly tables and maps, in line with decision that format for the TMP will be more visual, less verbiage than previous plans
- Printed copies will be provided to members
- This presentation, as well as the draft Chapter, will be posted on the Department of Planning's webpage



- Chapter 6 follows the Corridor & Subarea Analysis that was reviewed over the past several months
- The Subarea Analysis, Chapter 5, lays out short-term and targeted solutions to congestion issues in specific areas, many which were breakout projects from the larger, long-term projects in Chapter 6
- This Chapter presents the long-term, or ultimate solutions to problems and challenges with the road network, and includes all areas of the County
- Input for this Chapter included staff of CC DPW and the DLRM Bureau of Development Review, as well as staff from the eight municipalities

Page-by-Page Review

Page 1 – Description of what Planned Roadway Projects includes:

- **Maryland State Highway Projects** – from MDOT SHA Highway Needs Inventory, last updated in 2020. This is an acknowledgement of need, not a construction program, but rather a compilation of state highway deficiencies
- **Planned Major Streets (PMS)**– necessary to promote the efficient flow of traffic and overall connectivity in a specific area. These are County, municipal and developer funded
- **Planned Neighborhood Connections (PNC)** – purpose similar to Planned Major Streets, but for a more targeted area
- **Countywide map of all three types** – intended to provide a general representation of the future road projects; more specific maps provided later in the Chapter
- **Cost Estimates**
 - State projects – estimate included in State HNI
 - PMS and PNC – formula provided by DPW based on current costs and size of the road, presented in a general way with \$ signs

CHAPTER 6 – PLANNED ROADWAY PROJECTS

An inventory of Planned Roadway Projects, including Maryland State Highway Projects, Planned Major Streets and Planned Neighborhood Connections has been listed in Carroll County Master and Comprehensive Plans since 1964. These planned roadways serve as a guide for necessary transportation improvements and connections as the County develops.

The following tables and maps include all Planned Roadway Projects in Carroll County. These improvements are Maryland State Highway Projects, Planned Major Streets, and Planned Neighborhood Connections. All the listed projects have originated in a state or local planning document or are the result of a recognized capacity or safety improvement. The alignments shown are generally for planning purposes; the exact alignments are to be determined at the time of design. Projects such as resurfacing, minor intersection improvements, traffic, signing, lighting, and signalization and bridge rehabilitation and enhancement projects are not included on the list.

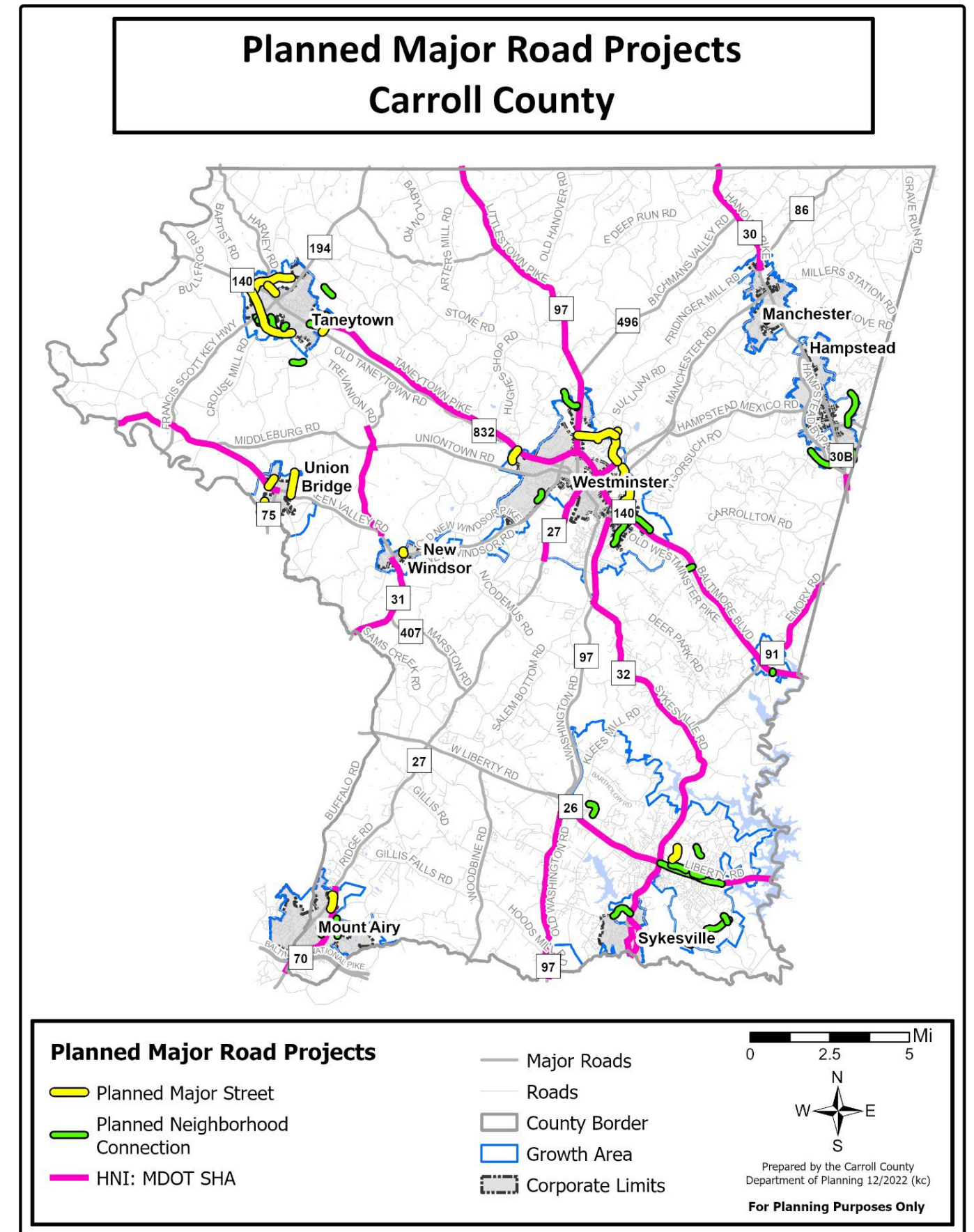
The Maryland State Highway Projects are listed in the 2020 Highway Needs Inventory (HNI). This document is a technical reference and planning document which identifies highway improvements to serve existing and projected population and economic activity in the State, as well as address safety and structural problems that warrant major construction or reconstruction. The projects identified in this document represent only an acknowledgment of need based on technical analysis. The HNI is not a construction program, and inclusion of a project does not represent a commitment to implementation. The HNI is not financially constrained nor is it based on revenue forecasts. The HNI may be considered as a compilation of projected major highway deficiencies.

Projects listed as Planned Major Streets and Neighborhood Connections are necessary to further the efficient flow of traffic and overall connectivity in a specific area, or neighborhood, in the County. When County funded, these roadways are first included in the County's six-year Community Investment Plan. Where applicable they may be expected to be funded through a combination of County, municipality, and developer of a specific impacted property.

Cost estimates for Maryland State Highway Projects are based on the Highway Needs Inventory (HNI) *NOTE: SHA is preparing updated cost estimates for the Regional Transportation Plan

Cost estimates for Planned Major Streets and Planned Neighborhood Connections are based on:

- \$1.9 million per linear mile for a two-lane roadway
- Estimate does not include right-of-way, engineering, or inflation
- The following symbols reflect cost estimates:
 - \$ \$0-\$1,000,000
 - \$\$ \$1,000,001 - \$2,000,000
 - \$\$\$ \$2,000,001 - \$3,000,000
 - \$\$\$\$ \$3,000,001 - \$4,000,000
 - \$\$\$\$\$ \$4,000,001 - \$5,000,000



Map 6.1: Planned Major Roadway Projects Carroll County

Page 2 – MD State Highway Projects – In addition to cost, includes the other plans and studies the project is included in, the status since last land use plan, and feasibility issues.

MARYLAND STATE HIGHWAY PROJECTS

Project	Estimated Cost	Plan Source	Other Studies/Plans	Status Since Last Plan Amendment	Feasibility/Other
MD 26 (Liberty Road)					
MD 32 to MD 97	\$51,900,000	MDOT SHA (HNI)		Unchanged	
MD 32 to Liberty Reservoir	\$67,790,000	MDOT SHA (HNI)	2020 SHA MD Corridor Study FY2023 County CTP Priority Letter	Unchanged	Identified breakout projects in 2020 Corridor Study increase feasibility
MD 27 (Ridge Road)					
Ridgeville Boulevard to MD 808	\$36,500,000	MDOT SHA (HNI)	FY2023 County CTP Priority Letter	Unchanged	
Kate Wagner Road to Bond Street	\$27,900,000	MDOT SHA (HNI)		Unchanged	
Bond Street to MD 140	\$127,600,000	MDOT SHA (HNI)		Unchanged	
MD 140 to 852G	\$12,700,000	MDOT SHA (HNI)		Boundaries Reduced	
MD 30 (Hanover Pike)					
Baltimore County line to Wolf Hill Drive	\$4,400,000	MDOT SHA (HNI)		Unchanged	
North of Manchester to PA line	\$57,900,000	MDOT SHA (HNI)		Unchanged	
MD 31 (New Windsor Road)					
Frederick Co. line to New Windsor town limits	\$41,800,000	MDOT SHA (HNI)		Unchanged	
New Windsor Main Street (Streetscape)	\$4,400,000	MDOT SHA (HNI)	FY2023 CTP Priority Letter	Unchanged	
MD 32 (Sykesville Road)					
Howard Co. line to MD 26	\$48,500,000	MDOT SHA (HNI)	2018 MDOT Planning and Environmental Linkages (PEL) Study, FY2023 County CTP Priority Letter	Funding for design of geometric improvements from Main St. to 2nd Avenue	Identified breakout projects in PEL Study increase feasibility.
MD 26 to Pine Knob Road	\$22,500,000	MDOT SHA (HNI)		Unchanged	
Pine Knob Road to MD 97	\$138,500,000	MDOT SHA (HNI)		Unchanged	
MD 77 (Middleburg Road)					
Frederick County line to MD 194	\$20,900,000	MDOT SHA (HNI)		Unchanged	
MD 194 to MD 75	\$56,600,000	MDOT SHA (HNI)		Unchanged	
MD 84 (Clear Ridge Road)					
MD 75 to Baust Church Road	\$50,600,000	MDOT SHA (HNI)		Unchanged	
MD 91 (Emory Road)					
North of MD 140 to Baltimore County line	\$25,500,000	MDOT SHA (HNI)		Unchanged	
MD 97 (Old Washington Road)					
Howard County line to .02 miles south of MD 26	\$70,400,000	MDOT SHA (HNI)		Unchanged	
MD 97 (New Washington Road / Malcolm Drive)					
MD 32 to Old Westminster Pike	\$142,600,000	MDOT SHA (HNI)		Unchanged	
MD 97 (Littlestown Pike)					
MD 140 to Pleasant Valley Road	\$261,800,000	MDOT SHA (HNI)	FY2023 CTP Priority Letter	The northern portion of this project has been completed	Feasibility Study for remainder of project underway
Pleasant Valley Road to PA line	\$115,500,000	MDOT SHA (HNI)		Unchanged	
MD 140 (Baltimore Boulevard)					
Baltimore County line to west of MD 91	\$132,000,000	MDOT SHA (HNI)	In CTP Priority Letter	Design for MD91/MD 140 “jughandle” is funded	
West of MD 91 to Market Street	\$87,100,000	MDOT SHA (HNI)		Unchanged	
Market Street to Sullivan Road	\$218,612,000	MDOT SHA (HNI)		Unchanged	
Sullivan Road to Meadow Branch Road	\$54,000,000	MDOT SHA (HNI)		Unchanged	
Meadow Branch Road to MD 832 at Taneytown limits	\$108,900,000	MDOT SHA (HNI)		Unchanged	
MD 851 (Main Street)	\$13,500,000	MDOT SHA (HNI)	In CTP Priority Letter	Unchanged	

Page 3 –

- Two (2) MD State Highway Projects removed from the Plan, including the reason for removal
- Fifteen (15) Planned Major Streets, including general cost estimates, plan source, length of the road (in linear feet), the status since last plan amendment, and feasibility issues
- Three (3) Planned Major Streets removed from the plan, including the reason.

MARYLAND STATE HIGHWAY PROJECTS REMOVED FROM PLAN

Project	Plan Source	Amendment/Reason for Removal
1. MD 30 Relocated (Manchester Bypass) Realignment/Improvements	MDOT SHA (HNI)	Removed; not feasible
2. MD 30 (Business) Hampstead Main Street Streetscape	State Project	Completed

PLANNED MAJOR STREETS (COUNTY & MUNICIPAL)

Project	Estimated Cost	Plan Source	Length (Linear Feet)	Status Since Last Plan Amendment	Feasibility/Other
1. Bennett Cerf Drive – Meadow Branch	\$\$\$	Westminster	7,511	Unchanged	
2. Bennett Cerf Drive Extended	\$\$\$	Westminster	5,559	Unchanged	Alignment may change with constraints on property
3. Center Street Extended	\$	Mount Airy	1,473	Unchanged	
4. Connector Road	\$	Union Bridge	1,678	Unchanged	Connection only if MD 77 is built
5. George Street Extended	\$	Union Bridge	2,566	Unchanged	
6. Georgetown Boulevard Extended	\$\$	Freedom	2,355	Reduced in FCCP	Included in County CIP, High Priority in 2018 FCCP
7. Key Crossing Road	\$\$	Taneytown	2,820	Unchanged	
8. Malcolm Drive Extended	\$\$\$\$\$	Westminster	7,136	Unchanged	
9. Market Street Extended	\$	Westminster	1,244	Unchanged	Currently in design
10. Mount Pleasant Boulevard	\$\$\$	Union Bridge	3,844	Unchanged	
11. Robert's Mill Road Extended	\$	Taneytown	1,811	Unchanged	
12. Rockland Road Extended	\$	Westminster	2,107	Unchanged	
13. Springdale Avenue Relocated	\$\$	New Windsor	549	Unchanged	Roundabout possibly not feasible
14. Taneytown Greenway (Antrim Boulevard Ext)	\$\$\$\$\$	Taneytown	13,190	Unchanged	
15. Worthington Boulevard	\$\$\$	Taneytown	7,612	Unchanged	

PLANNED MAJOR STREETS (COUNTY & MUNICIPAL) REMOVED FROM PLAN

Project	Plan Source	Amendment/Reason for Removal
1. Gorsuch Road	County	Completed
2. Johnsville Road Extended	Freedom	Removed from 2018 Freedom Plan
3. Old Westminster Pike improvements	Finksburg	Not a Planned Major Street; upgrade of existing road

Pages 3 and 4 – Twenty-eight (28) Planned Neighborhood Connections included in this Plan, with the same information provided as for Planned Major Streets

PLANNED NEIGHBORHOOD CONNECTIONS (COUNTY & MUNICIPAL)

Project	Estimated Cost	Plan Source	Length (Linear Feet)	Status Since Last Plan Amendment	Feasibility/Other
1. Aileron Court Extended	\$	Westminster	257	Unchanged	
2. Allendale Lane Extended	\$\$	Taneytown	3,298	Unchanged	
3. Arrington Road Realignment	\$\$\$	Freedom	3,886	Unchanged	
4. Beck Drive Extended	\$	Mount Airy	1,290	Unchanged	
5. Bethel Road Realignment	\$	County	738	Unchanged	
6. Boxwood Drive Extended (MD 88 north to Upper Beckleysville Rd)		Hampstead		Unchanged	
7. Boxwood Drive Extended (Roberts Field to Trenton Mill Rd)	\$	Hampstead	1,406	Unchanged	
8. Century Drive Extended	\$\$\$	Mount Airy	4,215	Unchanged	
9. Century Road	\$	Freedom	2,697	New with adoption of Freedom Plan	
10. Chandler Drive Extended	\$\$	Westminster	3,914	In-process	
11. Crossbridge Drive Extended	\$	Westminster	1,686.	Unchanged	
12. Crouse Mill Road Realignment	\$	Taneytown	315	Unchanged	
13. Dede Road Extended	\$	Finksburg	262	Unchanged	
14. Dickenson Road Extended (various segments)	\$\$	Freedom	4,751	Unchanged	High Priority in 2018 FCCP
15. Diehl Road Relocated	\$	Taneytown	1,965	Unchanged	MALPF easement
16. Doss Garland Drive Extended	\$\$	Hampstead	3,986	Unchanged	New alignment consistent with new Town Plan
17. Feeser Road Relocated	\$	Taneytown	1,854	Unchanged	MALPF easement
18. Leidy Road Extended	\$\$	Westminster	3,387	Unchanged	Will need new alignment
19. Monroe Avenue Extended	\$\$	Freedom	1,699	Unchanged	Included in County CIP High Priority in 2018 FCCP
20. Obrecht Road Extended	\$\$\$	Freedom	3,740	Unchanged	Intersection with MD 32 should be re-examined
21. Pleasant Valley Road Realignment	\$\$\$	Westminster	3,589	Unchanged	May need re-examination of alignment
22. Prothero Road Extended	\$\$\$\$	Freedom	4,166	Unchanged	Alignment likely to change
23. Ridenour Way Extended (various segments)	\$\$\$\$	Freedom	10,869	Unchanged	May need re-examination of alignment, included in County CIP, High Priority in 2018 FCCP
24. Sells Mill Road Relocated	\$	Taneytown	1,005	Unchanged	
25. Shower Road Connection	\$\$	Taneytown	1,082	Unchanged	
26. Southwestern Avenue Extended	\$	Manchester	2,345	Extension to Cape Horn Removed from Town Plan	Alignment to MD 30 shifted to the south in line with Town Plan
27. Starboard Drive Extended	\$	Taneytown	697	Unchanged	
28. Stumptown Road Relocated	\$	Taneytown	1,334	Unchanged	

- **Page 4** - Twenty -seven (27) Planned Neighborhood Connections removed from the Plan, including the reason. Reasons for removal were discussed with County staff and towns, when applicable. Most were feasibility issues, as the roads had been in previous plans for many years and circumstances have changed. Some have been completed.

PLANNED NEIGHBORHOOD CONNECTIONS (COUNTY & MUNICIPAL) REMOVED FROM PLAN

Project	Plan Source	Amendment/Reason for Removal
1. Arnold Road Realignment/Improvements	Westminster	Completed
2. Arthur Peck Drive	Westminster	Completed
3. Bandy Avenue to Mycroft Street Connection	Freedom	Completed
4. Commercial Access Road	Taneytown	Removed (request by Taneytown)
5. Conan Doyle Way Extended	Freedom	Removed in Freedom Plan
6. Crimson Avenue Extended	Taneytown	Completed
7. Deer Park Road Realignment	County	ROW not available
8. Englar Road round-about	County	Not a PNC
9. Genevieve Drive Extended	Taneytown	Completed
10.Gamber Bypass North (Amanda Ln Ext – Niner Rd Realignment)	County	No longer feasible
11.Gamber Bypass South (Strawberry Dr Ext)	County	No longer feasible
12.Hillendale Orchard Access Road	County	Access management issues
13.Hughes Road	County	No longer feasible
14.Krider's Church Road Realignment	Westminster	Completed
15.Lee Lane Extended	Freedom	Removed in Freedom Plan
16.Locust Street Extended	Manchester	Removed in Manchester Plan
17.Macbeth Way Extended	Freedom	Removed in Freedom Plan
18.Mall Ring Road Ramp	Westminster	No longer needed
19.Meadow Branch Road Realignment	Westminster	Removed, in design
20.Monroe Avenue Extended (Bennett Rd to MD 32)	Freedom	Removed in Freedom Plan
21.Niner Road Relocated	County	No longer feasible
22.Old Gamber Road / Bloom Road	County	No longer feasible
23.Panther Drive	Hampstead	Removed by request of Hampstead
24. Ralph Street Extended	Westminster	No longer needed
25.Swiper Road Extended	Manchester	Removed from Manchester Plan
26.Upper Forde Lane	Hampstead	Removed, proposed as pedestrian trail
27.Walnut Park Internal Circulation Road	Finksburg	No longer feasible

Pages 5 through 18

Individual maps and descriptions of all remaining Planned Major Streets and Planned Neighborhood Connections, by category in alphabetical order, three per page. Also included:

- Functional classification
- Length of Road
- ROW Status
- Purpose of/need for the road

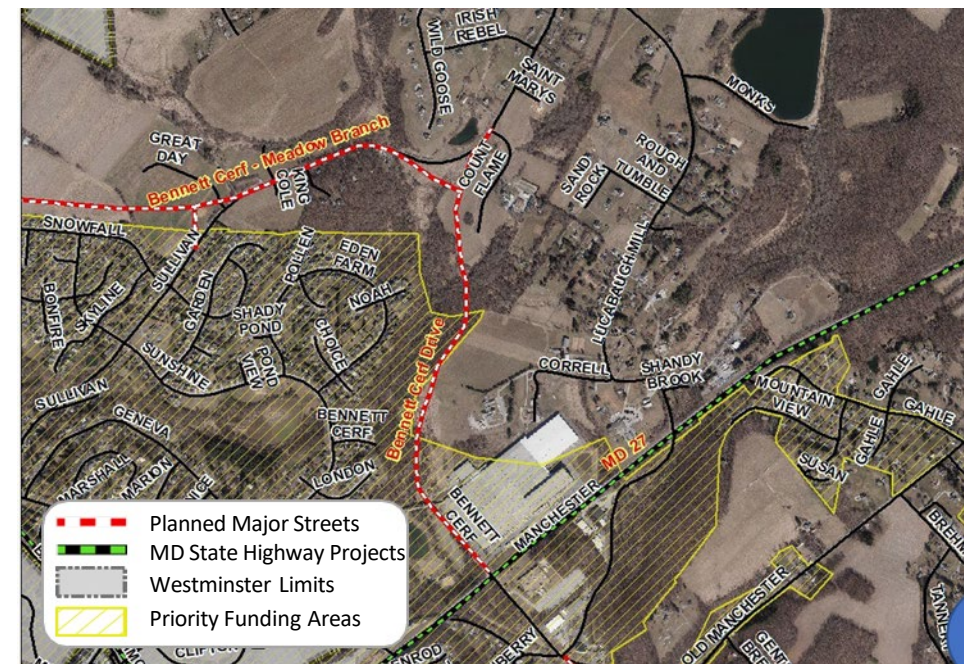
Bennett Cerf Drive Extended

Extension of Bennett Cerf Drive from MD 27 to Sullivan Road

Functional Classification: Local Roadway Urban

Length: 5,559 Feet

Right-of-Way Status: ROW not secured for the remainder of this connection



PURPOSE: A short segment of this connection already exists.

Constructing Bennett Cerf Drive in its entirety will provide a major connection between MD 27 and MD 97, improving access and circulation to the northwest portion of the Westminster community.

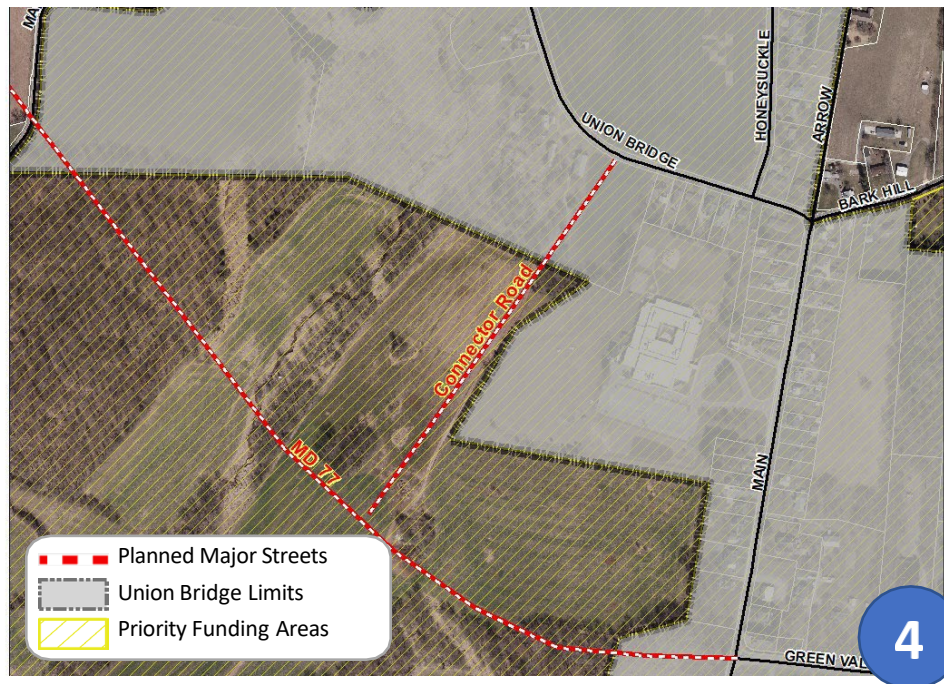
Connector Road

Connector Road from Union Bridge Road to the proposed extension of MD 77

Functional Classification: Unclassified

Length: 1,678 Feet

Right-of-Way Status: ROW not evaluated



PURPOSE: Constructing this roadway will provide a direct connection between Union Bridge Road and the future MD 77. This roadway is intended to be part of an overall roadway network providing alternative routes and improved circulation for local vehicular traffic.

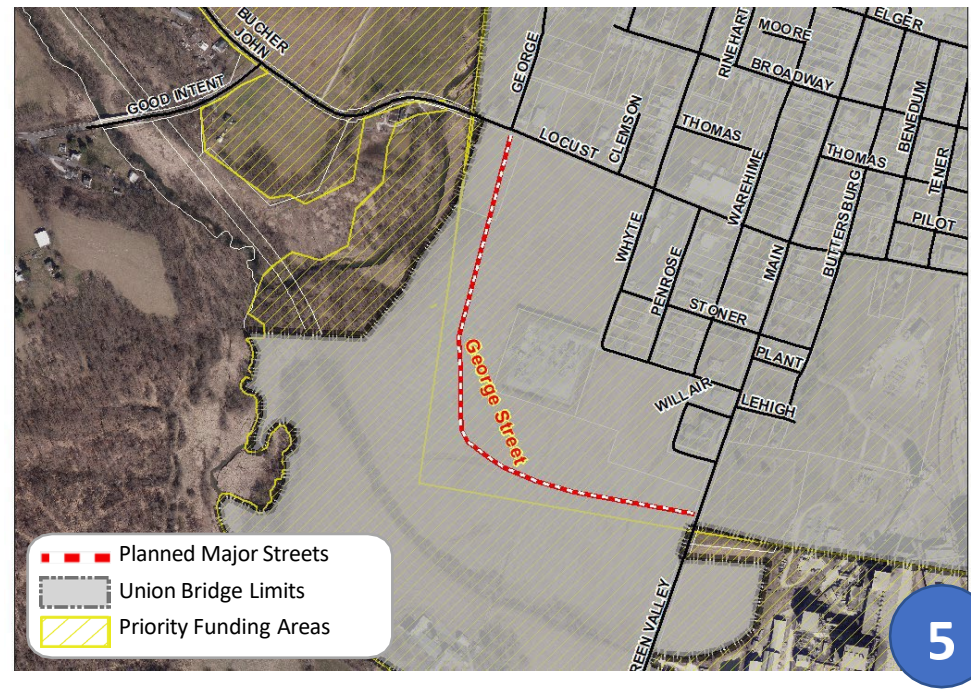
George Street Extended

Extension from Locust Street to South Main Street (MD 75)

Functional Classification: Local Roadway Urban

Length: 2,566 Feet

Right-of-Way Status: On private property to be dedicated to the County.



PURPOSE: This improvement will provide a connection between two area collector roadways in an area of future industrial development. It is intended to be part of an overall roadway network providing alternative routes for local vehicular traffic. The intent is also to redirect truck traffic.

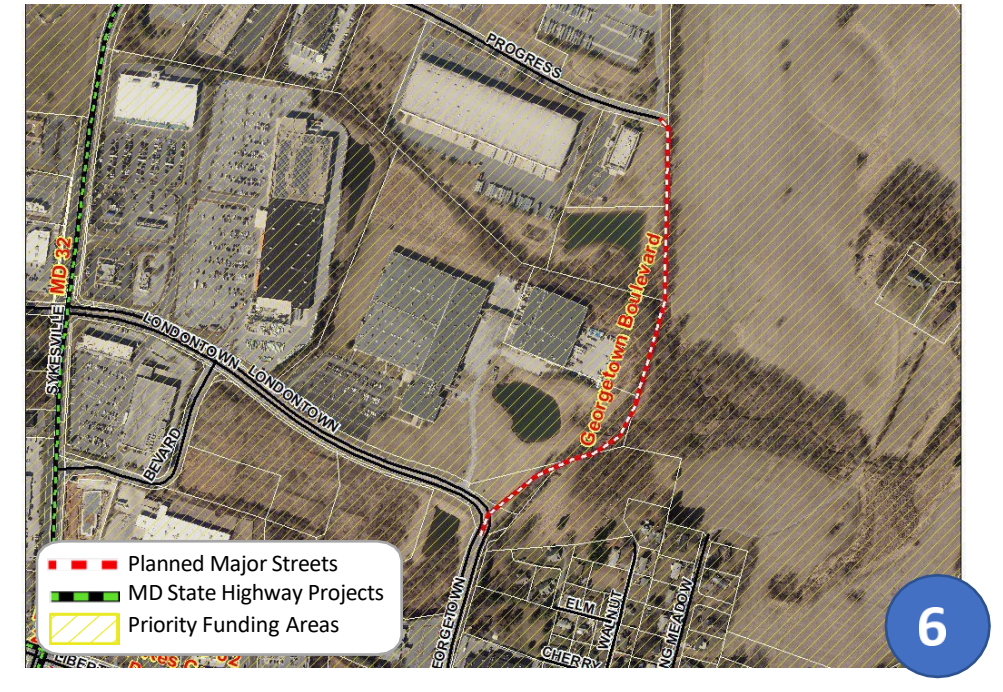
Georgetown Boulevard Extended

Extension of Georgetown Boulevard to Progress Way

Functional Classification: Minor Collector Urban

Length: 2,355 Feet

Right-of-Way Status: Portion of ROW is secured, remainder to be dedicated to the County.



PURPOSE: The project will provide redundancy in the transportation network, improving access, connectivity, and circulation in the center of the Freedom area in an area proposed for industrial and residential development. Funding is included in County CIP to extend Georgetown Boulevard to Progress Way.

Monroe Avenue Extended

Monroe Avenue Extended to Oklahoma Road

Functional Classification: Minor Collector Urban

Length: 1,699 Feet

Right-of-Way Status: Part of this extension is on private property and will be constructed by the developer. Some ROW is platted on Oak Creek and owned by HOA.



PURPOSE: This extension from the existing terminus to Oklahoma Road will provide redundancy in the network, improve access, connectivity, and circulation in the northeast portion of the Freedom community in an area of residential development.

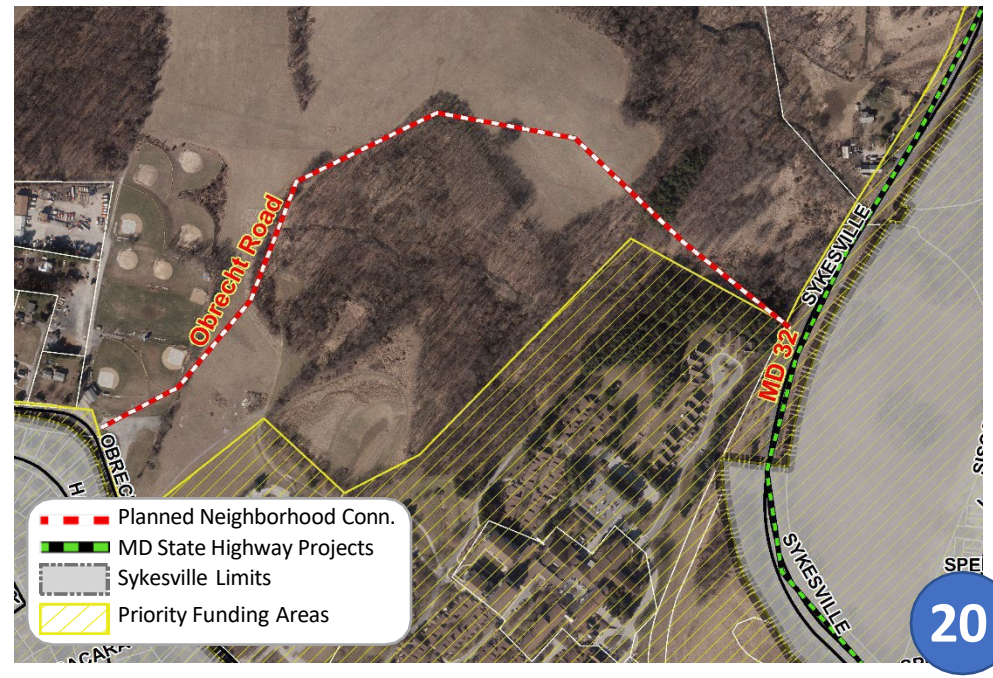
Obrecht Road Extended

Extension of Obrecht Road to MD 32

Functional Classification: Major Collector Urban

Length: 3,741 Feet

Right-of-Way Status: ROW has not been obtained



PURPOSE: This extension will connect Obrecht Road, a major collector in the Freedom Community that provides east/west traffic flow from MD 97 to Third Avenue in Sykesville, to MD 32. It will allow vehicular traffic to bypass the winding roads and intersections along Third Avenue and Springfield Avenue in the Town of Sykesville. The exact alignment will have to be evaluated.

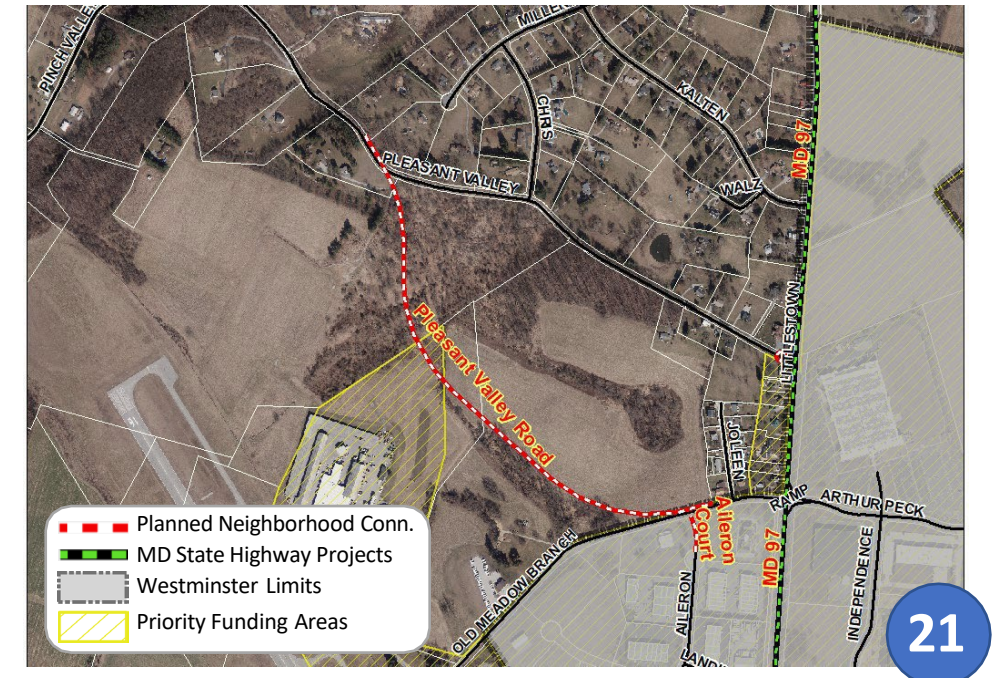
Pleasant Valley Road Realignment

Relocation of Pleasant Valley Road

Functional Classification: Minor Collector Rural

Length: 3,589 Feet

Right-of-Way Status: ROW is owned by the Carroll County Board of Commissioners



PURPOSE: This project redirects traffic flow from the current intersection of Pleasant Valley Road at MD 97 to Old Meadow Branch Road. It will consolidate access along the MD 97 Corridor. The current connection to MD 97 has limited visibility and a history of accidents. A permanent cul-de-sac is also planned for construction at the current Pleasant Valley Road at MD 97 intersection. A re-examination of the proposed alignment is recommended.

Prioritization of Projects

Prioritization, or ranking, of the Planned Major Road Projects will take into consideration (not in order of importance):

- 1. Inclusion in a Designated Growth Area/Priority Funding Area:** demonstrates consistency with future land use plans
- 2. Safety:** Elimination of sharp turns, improvement of sight lines, etc. that lessen crash potential
- 3. Functional Classification:** Priority should be given to collector roads over local roads, as higher functional classifications can carry more traffic and serve a larger area
- 4. Existing financial support/right-of-way (ROW):** Projects for which ROW has been acquired, concept or planning is complete or underway, or part of the project is included in the County's Community Investment Program (CIP)
- 5. Cost/benefit:** Projects with a very low cost, often a final connection, that provide a benefit for the larger area
- 6. Connectivity:** Connection of arterials or major collectors that provide a benefit for the larger area and may reduce dependence on intersections experiencing a high volume of traffic
- 7. Improve operation of existing infrastructure:** Project provides an alternative, often a parallel roadway, to an arterial that experiences congestion and furthers interconnectivity among land use activities
- 8. Economic Prosperity:** Provides access to jobs and supports commercial and industrial development
- 9. Immediacy of need:** Recent development within and outside the area necessitates priority
- 10. Environmental considerations:** Project has minimal effects on environmental and cultural resources

