

COMMUNITY INVESTMENT PLAN FOR FISCAL YEARS 2021 TO 2026

	2021	2022	2023	2024	2025	2026	Prior Allocation	Balance To Complete	Total Project Cost
<b>ROADS</b>									
Babylon Road Realignment	\$0	\$150,000	\$0	\$749,000	\$0	\$0	\$0	\$0	\$899,000
Englar Road Roundabout	0	0	0	0	0	150,000	0	2,530,000	2,680,000
Georgetown Boulevard Extension	0	0	0	227,000	1,137,000	0	0	0	1,364,000
Highway Safety Improvements	32,000	33,000	35,000	37,000	38,000	40,000	0	0	215,000
Monroe Avenue Extension	0	0	0	250,000	0	757,000	32,240	0	1,039,240
Pavement Management Program	13,120,000	13,770,000	14,375,000	15,125,000	15,878,000	16,673,000	0	0	88,941,000
Pavement Preservation	1,147,000	1,181,000	1,216,000	1,275,000	1,350,000	1,400,000	0	0	7,569,000
Ramp and Sidewalk Upgrades	81,000	85,000	88,000	92,000	96,000	109,000	0	0	551,000
Ridenour Way Extension	0	0	290,000	0	1,140,000	0	20,000	0	1,450,000
Small Drainage Structures	223,500	253,000	283,000	313,000	343,500	360,000	0	0	1,776,000
State Road Projects	100,000	100,000	0	0	0	0	764,990	0	964,990
Storm Drain Rehabilitation	223,500	253,000	283,000	313,000	343,500	360,000	0	0	1,776,000
Storm Drain Video Inspection	139,000	143,000	147,000	151,000	156,000	160,000	0	0	896,000
<b>ROADS TOTAL</b>	<b>\$15,066,000</b>	<b>\$15,818,000</b>	<b>\$16,717,000</b>	<b>\$17,783,000</b>	<b>\$20,482,000</b>	<b>\$20,009,000</b>	<b>\$817,230</b>	<b>\$2,530,000</b>	<b>\$109,222,230</b>

# Babylon Road Realignment

Commissioner District: 1

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

Proj #

Functional Classification: Rural Local

Average Daily Traffic: 103

This project provides planned funding to realign a portion of Babylon Road between the bridge over Silver Run to 1,200-ft northward (+/-). The realigned road will be constructed in the existing 50-foot right-of-way dedicated to the County Commissioners in the early eighties. The bridge over Silver Run will be constructed through another capital project. The design will need to address all environmental issues within the corridor.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design		150,000							150,000
Land Acquisition									0
Site Work									0
Construction				749,000					749,000
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>0</b>	<b>150,000</b>	<b>0</b>	<b>749,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>899,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

# Englar Road Roundabout

Commissioner District: 3

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

8283

Functional Classification: Major Urban Collector

Average Daily Traffic: 9,323

Length: N/A

Limits: Englar Road and Monroe Street in Westminster

This project provides planned funding to construct a traffic roundabout on Englar Road and Monroe Street in Westminster. The concentration of commercial businesses in this area challenges access to Englar Road and MD 140.

Constructing a roundabout will provide improved traffic operations at the intersection and approaching roadway. The construction plan and estimate were developed to a 30% level in the mid-2000s. Funding allows for completion of the design and contract documents. Land acquisition, utility relocation, and construction funds will be identified in future submissions.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design						150,000			<b>150,000</b>
Land Acquisition								50,000	<b>50,000</b>
Site Work								250,000	<b>250,000</b>
Construction								2,000,000	<b>2,000,000</b>
Equipment/Furnishings									<b>0</b>
Other								230,000	<b>230,000</b>
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150,000</b>	<b>0</b>	<b>2,530,000</b>	<b>2,680,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

# Georgetown Boulevard Extension

Commissioner District: 5

Ashleigh Smith, Management and Budget Analyst (410) 386-2082

8023

Functional Classification: Urban Major Collector (planned)

Average Daily Traffic: TBD

Total Planned Project Limits: Londontown Blvd. north to Progress Way (total length of approximately 2,200 feet, of which approximately 1,500 feet will be provided by developers)

This project provides planned funding to extend a portion of Georgetown Boulevard between the current terminus at Londontown Boulevard to Progress Way. The remaining portion of this planned extension will be provided by the developer of the property located along, and east of, the planned roadway alignment. This planned connection, in its entirety, will provide an alternative to traveling through the intersection of MD 26 and MD 32, one of the County's most congested intersections. This extension will also provide access to future commercial and residential development located east of the planned extension.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design				529,000					529,000
Land Acquisition									0
Site Work									0
Construction					1,823,500				1,823,500
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>529,000</b>	<b>1,823,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,352,500</b>
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>

# Highway Safety Improvements

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

9674

This project provides ongoing funding to address roadway segments and road intersections with a history of frequent or severe accidents, and those with a significant potential for accidents. Locations where improvements are needed to address geometric improvements or levels of service are also included in the project. Possible improvements include minor changes in intersection geometry, turn lanes, signing additions or upgrades, traffic calming measures, and pavement marking upgrades.

Recently completed improvements includes a joint project with MD State Highway Administration to address sight distance at Gorsuch Road at MD 482 and lane adjustments on Maple Grove Road by Manchester Valley High.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	32,000	33,000	35,000	37,000	38,000	40,000			215,000
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>32,000</b>	<b>33,000</b>	<b>35,000</b>	<b>37,000</b>	<b>38,000</b>	<b>40,000</b>	<b>0</b>	<b>0</b>	<b>215,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	0	0	0	0	0	0			0

# Monroe Avenue Extension

Commissioner District: 5

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

8609

Functional Classification: Urban Major Collector (planned)

Average Daily Traffic: TBD

This project provides planned funding to extend Monroe Avenue. The remaining portion of this extension will be provided by the developer of the property located along the planned roadway. This extension will also provide access to future residential development located east of the planned extension.

Construction of the roadway includes installation of a bridge structure.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design				250,000					250,000
Land Acquisition									0
Site Work						62,000			62,000
Construction						625,000	32,240		657,240
Equipment/Furnishings									0
Other						70,000			70,000
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>	<b>0</b>	<b>757,000</b>	<b>32,240</b>	<b>0</b>	<b>1,039,240</b>
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>

# Pavement Management Program

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

8813

This project provides ongoing funding for the maintenance, repair, or rehabilitation of the County's 900 miles of paved roads. A pavement management software program is used to collect road condition information and to recommend the most cost-effective repair. Repair strategies include: patching, overlay, mill and overlay, full depth reclamation, and reconstruction. Drainage structures and traffic barriers will be inspected, repaired, replaced, or added where necessary, and sidewalk accessibility will also be evaluated and included if upgrades are due.

Maintaining a road network in satisfactory condition is one of the goals of the Department of Public Works. While addressing roads that are near failure is important, maintaining roads in fair and satisfactory condition is important as well. It is cost effective to address roads while the amount of repair is minimal and this balanced approach keeps the network in satisfactory condition.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	120,000	125,000	125,000	125,000	128,000	135,000			<b>758,000</b>
Land Acquisition									<b>0</b>
Site Work									<b>0</b>
Construction	12,539,000	12,734,000	13,747,000	14,300,000	15,000,000	15,750,000			<b>84,070,000</b>
Equipment/Furnishings									<b>0</b>
Other	461,000	911,000	503,000	700,000	750,000	788,000			<b>4,113,000</b>
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>13,120,000</b>	<b>13,770,000</b>	<b>14,375,000</b>	<b>15,125,000</b>	<b>15,878,000</b>	<b>16,673,000</b>	<b>0</b>	<b>0</b>	<b>88,941,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

# Pavement Preservation

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

8814

This project provides ongoing funding to place maintenance seal coat, such as microsurface, on paved roads. Pavement preservation is applied to roads still in good condition, before the onset of serious damage. Annual funding addresses approximately 30 - 40 miles.

Project list will be generated in the spring in preparation for the summer construction season.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	1,147,000	1,181,000	1,216,000	1,275,000	1,350,000	1,400,000			7,569,000
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>1,147,000</b>	<b>1,181,000</b>	<b>1,216,000</b>	<b>1,275,000</b>	<b>1,350,000</b>	<b>1,400,000</b>	<b>0</b>	<b>0</b>	<b>7,569,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	0	0	0	0	0	0			0



# Ramp and Sidewalk Upgrades

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

8626

This project provides ongoing funding to upgrade or replace non-compliant ramps and sidewalks for ADA accessibility. Non-compliant ramps and sidewalks are also addressed through the Pavement Management Program. This project allows for the acceleration of the replacement and upgrade process.

Eighty-four locations were upgraded in 2018 and 2019 and are now in compliance.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work	8,000	8,500	8,500	9,000	9,000	12,000			55,000
Construction	66,000	69,000	72,000	75,000	79,000	85,000			446,000
Equipment/Furnishings									0
Other	7,000	7,500	7,500	8,000	8,000	12,000			50,000
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>81,000</b>	<b>85,000</b>	<b>88,000</b>	<b>92,000</b>	<b>96,000</b>	<b>109,000</b>	<b>0</b>	<b>0</b>	<b>551,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	0	0	0	0	0	0			0

# Ridenour Way Extension

Commissioner District: 5

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

8308

Functional Classification: Urban Local (planned)

Average Daily Traffic: TBD

Length: Approximately 1,000 feet

Limits: From terminus west of Fallon Road westerly to Old Liberty Road

This project provides planned funding for the design and construction of the continuation of Ridenour Way from its current terminus (nearly 500 feet west of Fallon Road) westerly to Old Liberty Road. The project is part of a planned major street, Ridenour Way, which will extend the roadway an additional 1,000 feet to the west and connect to Old Liberty Road. Completion of this segment of the planned roadway will result in a continuous roadway that parallels Liberty Road (MD 26) and connects to two roadways (Fallon Road and Old Liberty Road) that access the state highway.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design			290,000				20,000		310,000
Land Acquisition									0
Site Work					310,000				310,000
Construction					500,000				500,000
Equipment/Furnishings									0
Other					330,000				330,000
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>290,000</b>	<b>0</b>	<b>1,140,000</b>	<b>0</b>	<b>20,000</b>	<b>0</b>	<b>1,450,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			

# Small Drainage Structures

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

9847

This project provides ongoing funding to rehabilitate or replace deteriorated drainage structures including culvert headwalls and ancillary drainage features.

The Department of Public Works continues to incorporate all pipe culverts and drainage structures into the Geographic Information Systems (GIS). Once the locations are identified and mapped, field condition assessments can be made to help determine the most-effective approach to replacing and repairing these structures.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	223,500	253,000	283,000	313,000	343,500	360,000			1,776,000
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>223,500</b>	<b>253,000</b>	<b>283,000</b>	<b>313,000</b>	<b>343,500</b>	<b>360,000</b>	<b>0</b>	<b>0</b>	<b>1,776,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	0	0	0	0	0	0			

# State Road Projects

Ashleigh Smith, Management and Budget Analyst (410) 386-2082

8629

This project provides funding to support projects for State roads in Carroll County.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	100,000	100,000					764,990		964,990
Land Acquisition									0
Site Work									0
Construction									0
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>100,000</b>	<b>100,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>764,990</b>	<b>0</b>	<b>964,990</b>
<b>PROJECTED OPERATING IMPACTS</b>	0	0	0	0	0	0			

# Storm Drain Rehabilitation

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

8627

This project provides ongoing funding to maintain the storm drain system through rehabilitation and replacement. The County maintains about 180 miles (or 950,000 feet) of storm drain infrastructure, primarily located in neighborhoods where curbing, inlets, and manholes exist. Many of these systems were constructed with corrugated metal pipe, which has a life span of 30-50 years, depending on soil, corrosion, and water flow.

In 2018 and 2019, 3,490 linear feet of storm drain pipes were lined.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	223,500	253,000	283,000	313,000	343,500	360,000			1,776,000
Equipment/Furnishings									0
Other									0
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>223,500</b>	<b>253,000</b>	<b>283,000</b>	<b>313,000</b>	<b>343,500</b>	<b>360,000</b>	<b>0</b>	<b>0</b>	<b>1,776,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	0	0	0	0	0	0			0

# Storm Drain Video Inspection

Heidi K. Pepin, Management and Budget Project Coordinator (410) 386-2082

8769

This project provides ongoing funding to gather video inspection data of existing storm drain pipes. Inspection data is also collected for roads planned for repairs from the Pavement Management program. Video inspections will determine if repairs or replacements are needed, and funding is provided for infrastructure rehabilitation in Storm Drain Rehabilitation.

	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	139,000	143,000	147,000	151,000	156,000	160,000			<b>896,000</b>
Land Acquisition									<b>0</b>
Site Work									<b>0</b>
Construction									<b>0</b>
Equipment/Furnishings									<b>0</b>
Other									<b>0</b>
<b>EXPENDITURES</b>									
<b>TOTAL</b>	<b>139,000</b>	<b>143,000</b>	<b>147,000</b>	<b>151,000</b>	<b>156,000</b>	<b>160,000</b>	<b>0</b>	<b>0</b>	<b>896,000</b>
<b>PROJECTED OPERATING IMPACTS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			