

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.

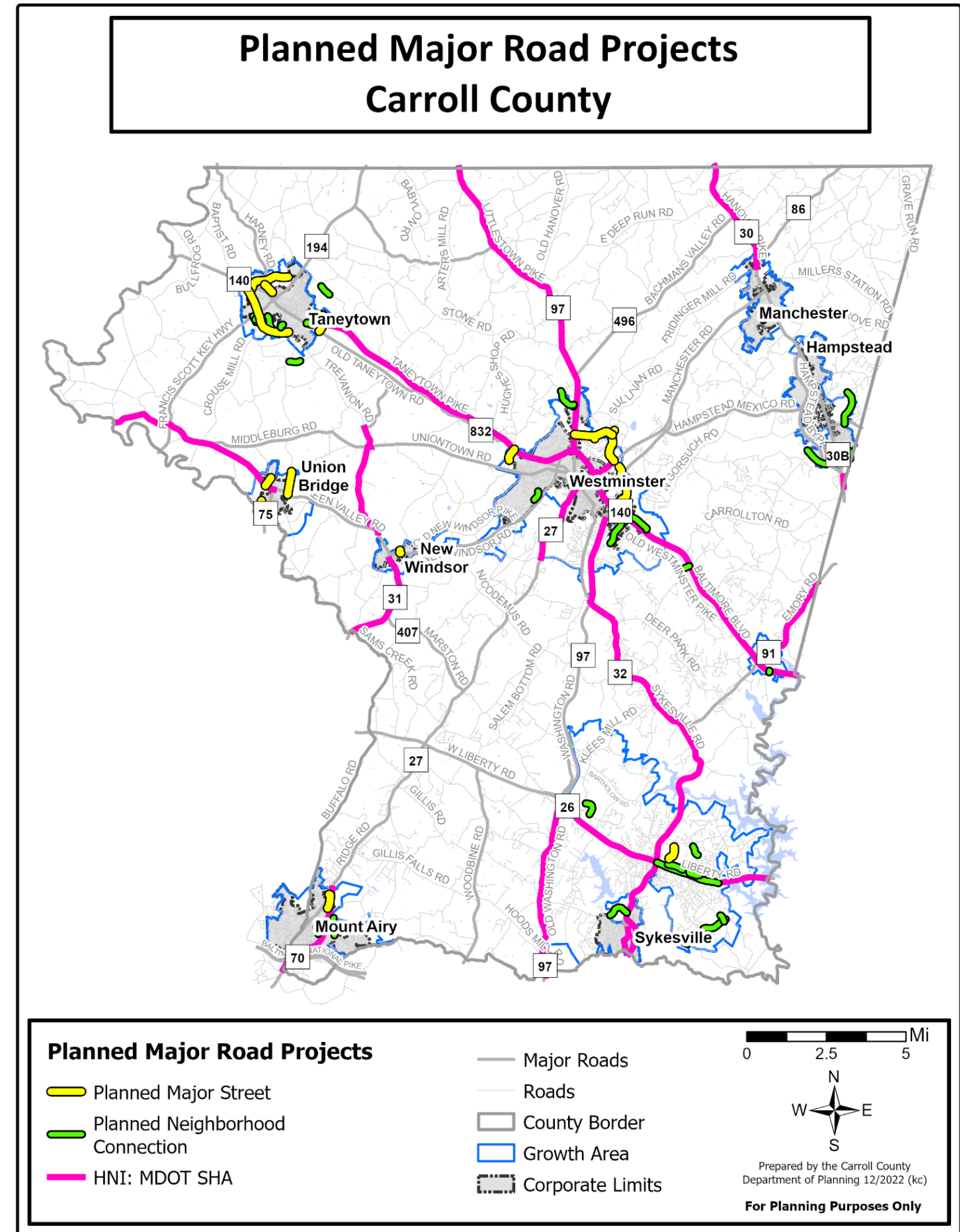
Cost estimates for Maryland State Highway Projects are based on the HNI *NOTE: SHA is preparing updated cost estimates for the Regional Transportation Plan

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

The following studies, plans, and planning terms are abbreviated in the remainder of Chapter 6 as follows:

2010 Hampstead Community Comprehensive Plan	2010 HCCP
2014 Carroll County Master Plan	2014 CCMP
2018 Freedom Community Comprehensive Plan	2018 FCCP
2018 Manchester Comprehensive Plan	2018 MCP
2018 MDOT MD 32 Planning and Environmental Linkages Study	2018 PEL Study
2020 MDOT MD 26 Corridor Study	2020 Corridor Study
Carroll County Community Investment Program	CIP
Maryland Agriculture Land Preservation Foundation	MALPF
Maryland Department of Transportation, State Highway Administration	MDOT SHA
Maryland State Consolidated Transportation Program	CTP
Right-of-way	ROW



Map 6.1: Planned Major Roadway Projects Carroll County

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 Corridor Study, FY2023 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 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 County 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 County line to MD 26	\$48,500,000	MDOT SHA (HNI)	2018 PEL Study, FY2023 CTP Priority Letter	Design is funded for geometric improvements from Main St. to 2nd Avenue	Identified breakout projects in 2018 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)	FY2023 CTP Priority Letter	Design is funded for MD 91/MD 140 "jughandle"	
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)	FY2023 CTP Priority Letter	Unchanged	

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)	No longer 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 2018 FCCP	Included in 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	In design Phase
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 Blvd 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 FCCP
3. Old Westminster Pike improvements	Finksburg	Not a Planned Major Street; upgrade of existing road

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 (Roberts Field to Trenton Mill Rd)	\$	Hampstead	1,406	Unchanged	
7. Boxwood Drive Extended (MD 88 north to Upper Beckleysville Rd)	\$\$\$	Hampstead	6,430	Unchanged	
8. Century Drive Extended	\$\$\$	Mount Airy	4,215	Unchanged	
9. Century Road	\$	Freedom	2,697	New with adoption of 2018 FCCP	
10. Chandler Drive Extended	\$\$	Westminster	3,914	In-process	
11. Crossbridge Drive Extended	\$	Westminster	1,687	Unchanged	
12. Crouse Mill Road Realignment	\$	Taneytown	316	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 2010 HCCP
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 CIP, High Priority in 2018 FCCP
20. Obrecht Road Extended	\$\$\$	Freedom	3,741	Unchanged	Intersection with MD 32 should be re-examined
21. Pleasant Valley Road Realignment	\$\$\$	Westminster	3,589	Unchanged	Alignment may need to be re-examined
22. Prothero Road Extended	\$\$\$\$	Freedom	4,166	Unchanged	Alignment likely to change
23. Ridenour Way Extended (various segments)	\$\$\$\$	Freedom	10,870	Unchanged	Alignment may need to be re-examined, included in 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	2,346	Extension to Cape Horn Removed from 2018 MCP	Alignment to MD 30 shifted to the south in line with 2018 MCP
27. Starboard Drive Extended	\$	Taneytown	697	Unchanged	
28. Stumptown Road Relocated	\$	Taneytown	1,335	Unchanged	

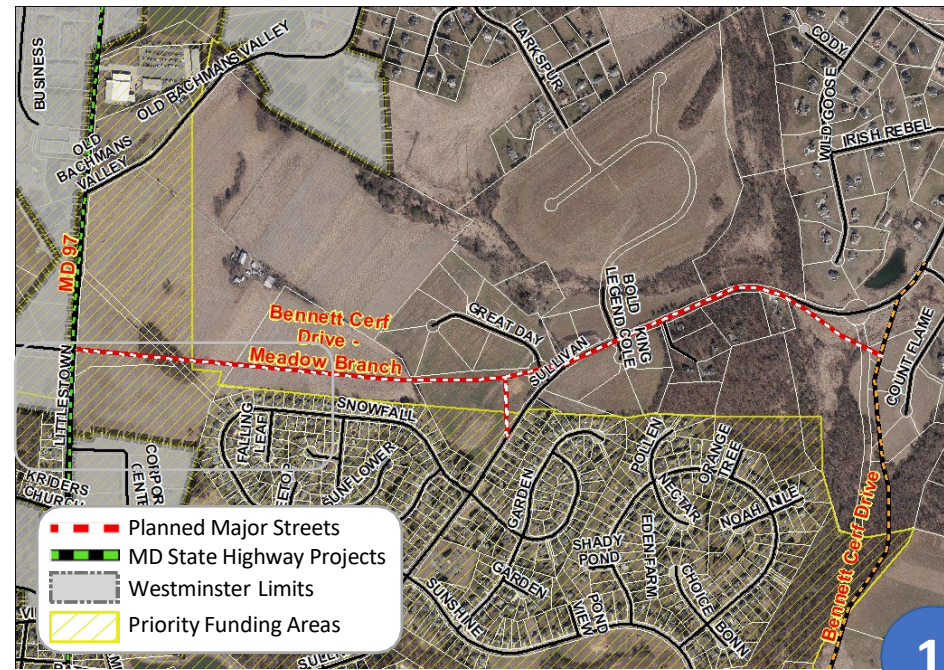
PLANNED NEIGHBORHOOD CONNECTIONS (COUNTY & MUNICIPAL) REMOVED FROM PLAN

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 by request of Taneytown
5. Conan Doyle Way Extended	Freedom	Removed in 2018 FCCP
6. Crimson Avenue Extended	Taneytown	Completed
7. Deer Park Road Realignment	County	ROW not available
8. Englar Road round-about	County	Not a Planned Neighborhood Connection
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 2018 FCCP
16. Locust Street Extended	Manchester	Removed in 2018 MCP
17. Macbeth Way Extended	Freedom	Removed in 2018 FCCP
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 2018 FCCP
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 in 2018 MCP
26. Upper Forde Lane	Hampstead	Removed, proposed as pedestrian trail
27. Walnut Park Internal Circulation Road	Finksburg	No longer feasible

Planned Major Streets

Bennett Cerf Drive – Meadow Branch

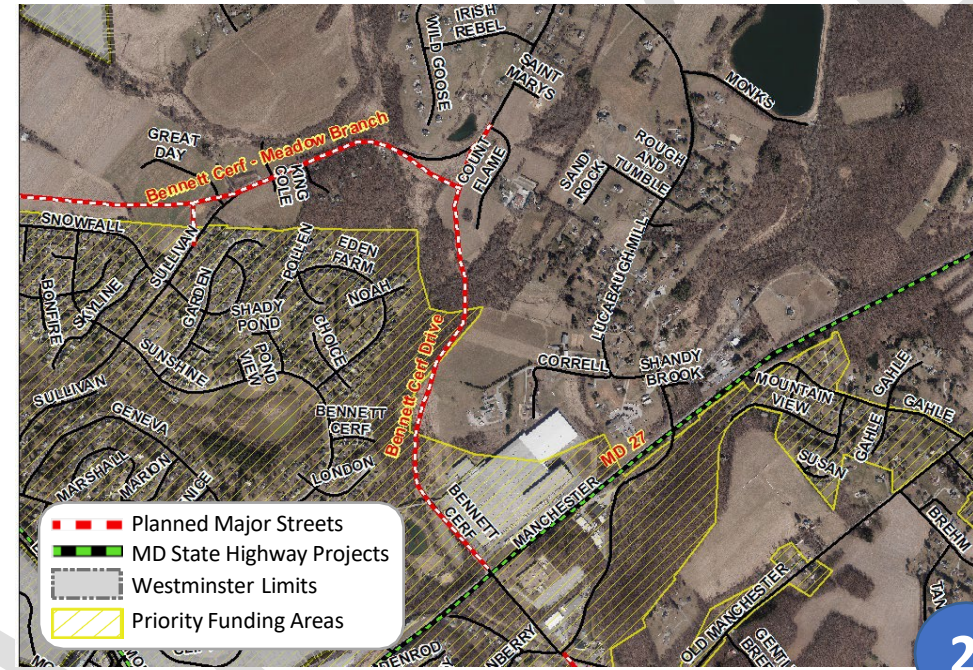
Extension of Bennett Cerf Drive to MD 97
Functional Classification: Local Roadway Urban
Length: 7,511 Feet
Right-of-Way Status: Portion of ROW secured



PURPOSE: 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.

Bennett Cerf Drive Extended

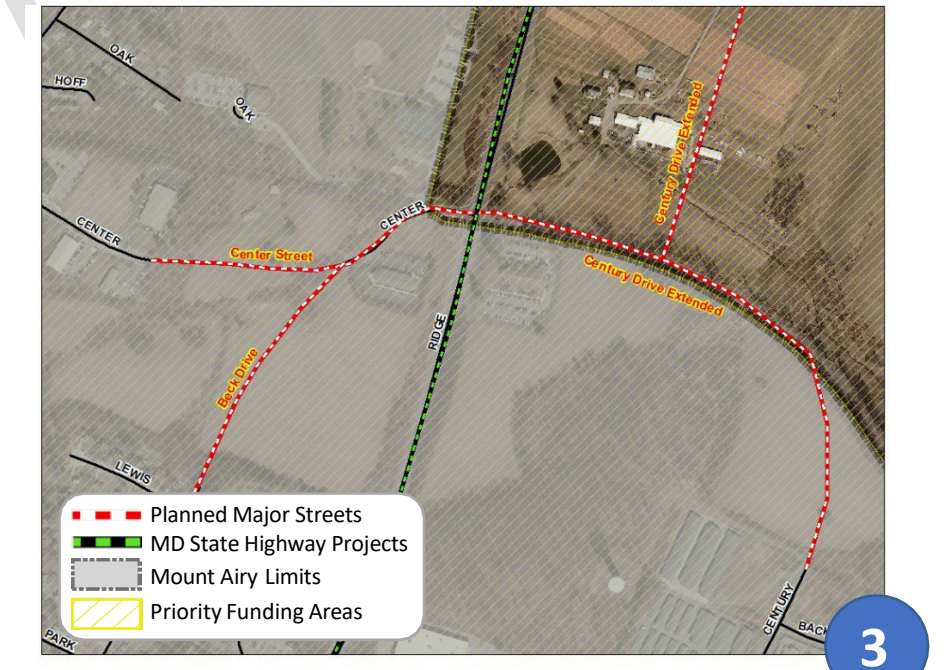
Extension of Bennett Cerf Drive from MD 27 to Sullivan Road
Functional Classification: Local Roadway Urban
Length: 5,559 Feet
Right-of-Way Status: No ROW secured



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.

Center Street Extended

Extension of Center Street to Century Drive
Functional Classification: Local Roadway Urban
Length: 1,473 Feet
Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: Completing Center Street will provide a major east/west connection within the Town of Mount Airy roadway system. It will improve access and connectivity in the northern portion of the town in an area of proposed residential and commercial development. This connection will provide access from the MD 27 corridor directly into the heart of the downtown area.

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: Status unknown



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.

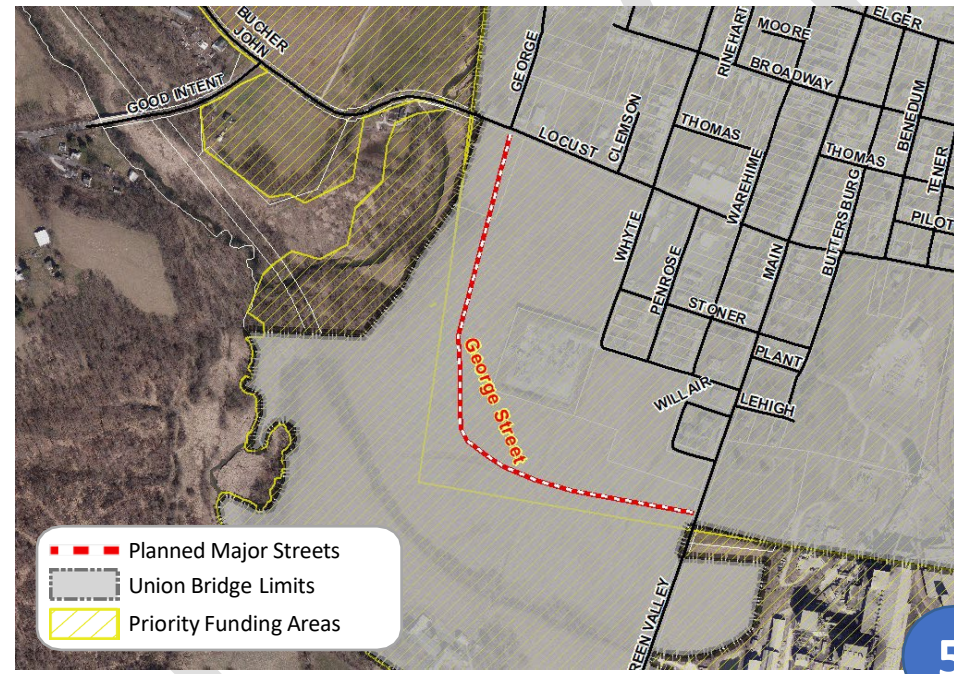
George Street Extended

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

Functional Classification: Local Roadway Urban

Length: 2,566 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



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.

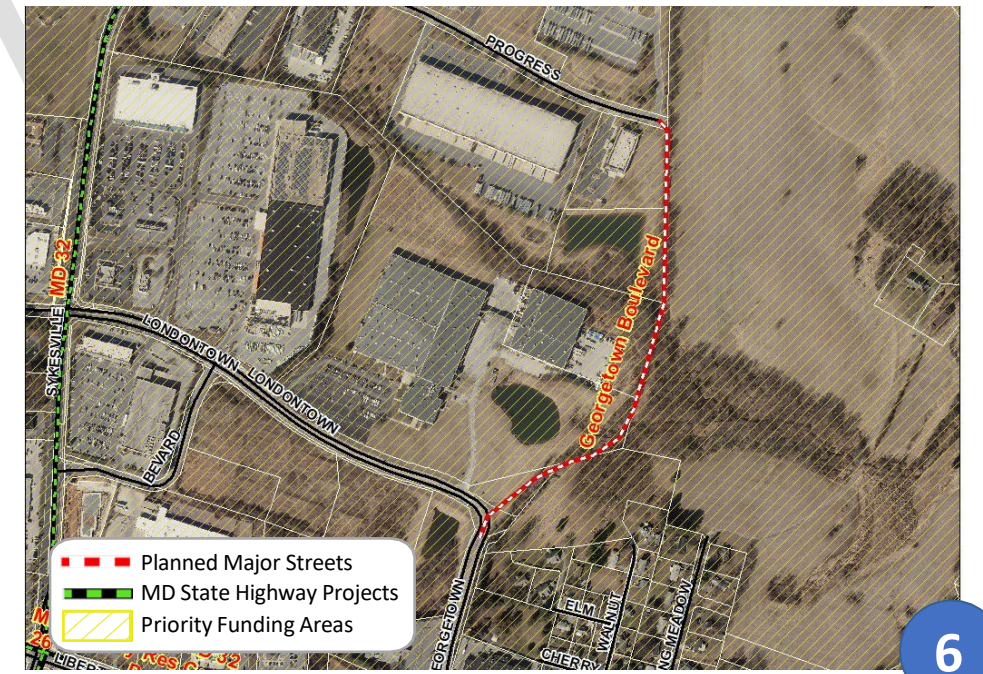
Georgetown Boulevard Extended

Extension of Georgetown Boulevard to Progress Way

Functional Classification: Minor Collector Urban

Length: 2,355 Feet

Right-of-Way Status: Portion of ROW secured; remainder to be developer dedicated



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 CIP to extend Georgetown Boulevard to Progress Way.

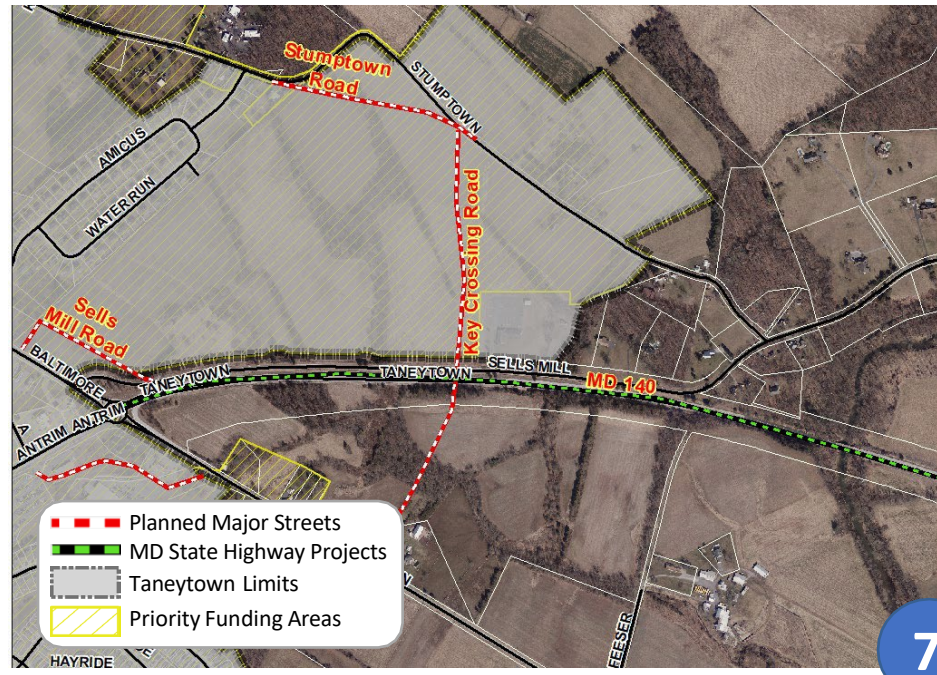
Key Crossing Road

A new road from relocated Stumptown Road to Old Taneytown Road

Functional Classification: Unclassified

Length: 2,820 Feet

Right-of-Way Status: No ROW secured



PURPOSE: This road is associated with new development through which the alignment is proposed. It will provide connectivity to the development, as well as be part of an overall roadway network providing alternative routes for local vehicular traffic.

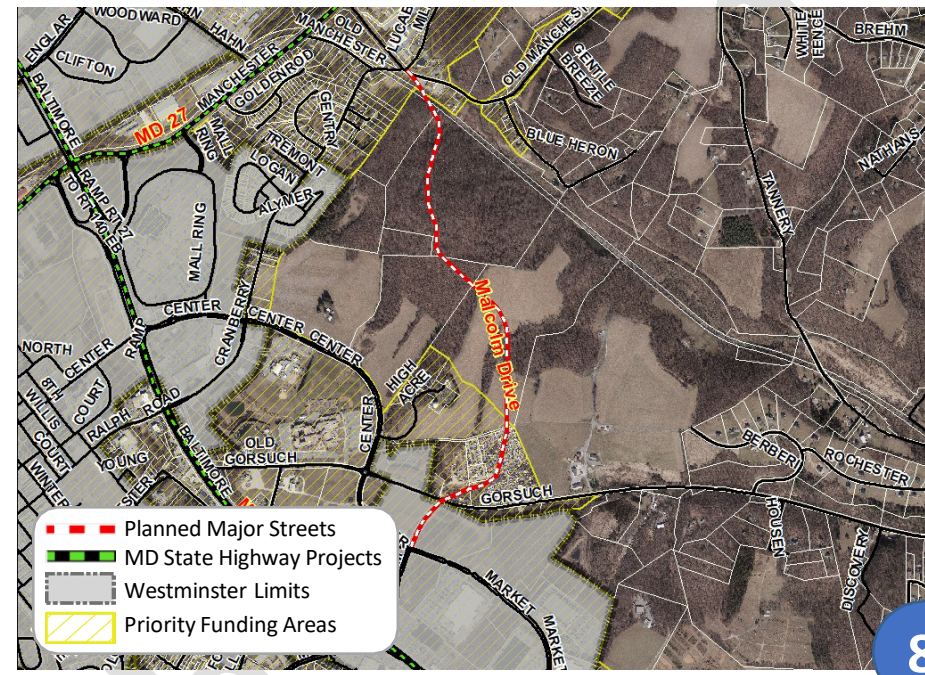
Malcolm Drive Extended

Extension of Malcolm Drive from Market Street to Old Manchester Road

Functional Classification: Major Collector Urban

Length: 7,136 Feet

Right-of-Way Status: Portion of ROW secured



PURPOSE: Constructing Malcolm Drive in its entirety will provide a major connection between MD 140 and MD 27, improving access and circulation to the northeast portion of the Westminster community.

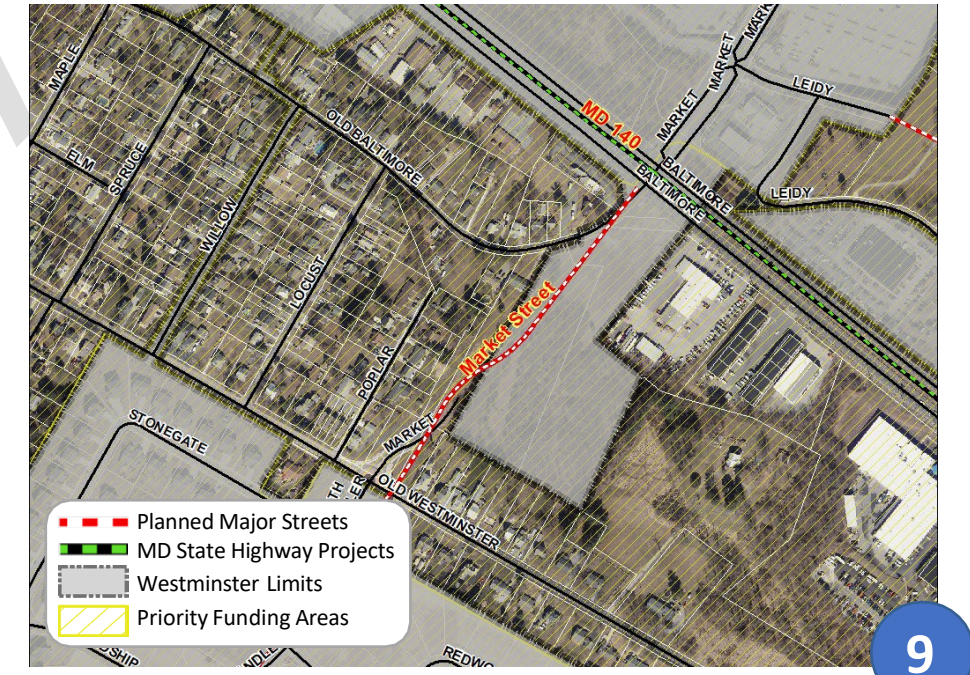
Market Street Extended

Extension of Market Street from MD 140 to Old Westminster Pike

Functional Classification: Major Collector Urban

Length: 1,244 Feet

Right-of-Way Status: Portion of ROW secured



PURPOSE: Constructing this segment will provide an additional route between a heavily travelled County roadway and MD 140. Currently, a large amount of traffic uses neighborhood streets as cut-through access to MD 140. These streets are not suited to handle large volumes of traffic.

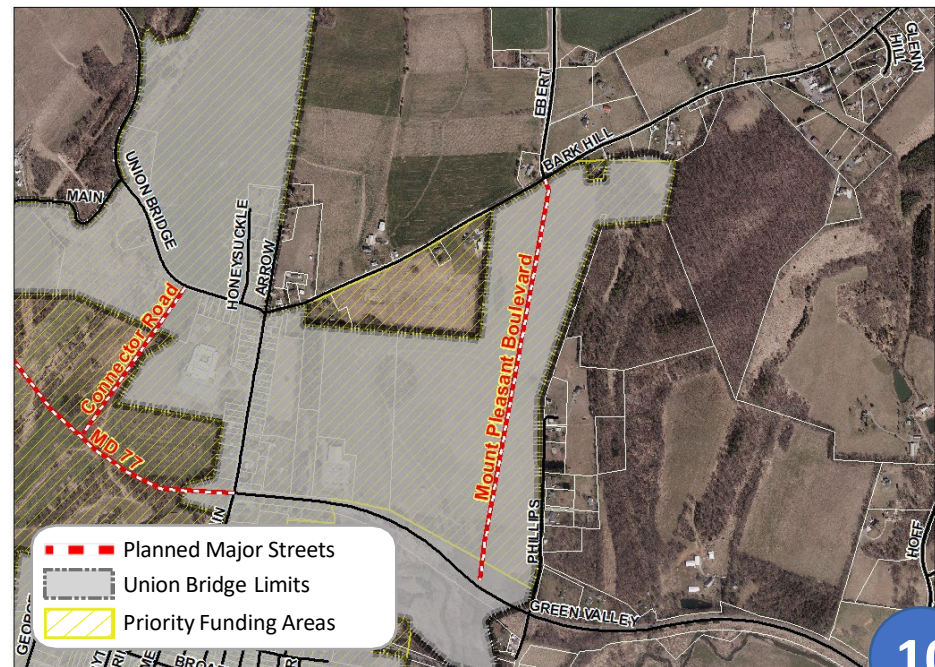
Mount Pleasant Boulevard

Mount Pleasant Boulevard from Bark Hill Road to MD 75

Functional Classification: Unclassified

Length: 3,844 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: Connecting Mount Pleasant Boulevard in its entirety will provide a direct connection between Bark Hill Road and MD 75. This roadway is intended to be part of an overall roadway network providing alternative routes for local vehicular traffic.

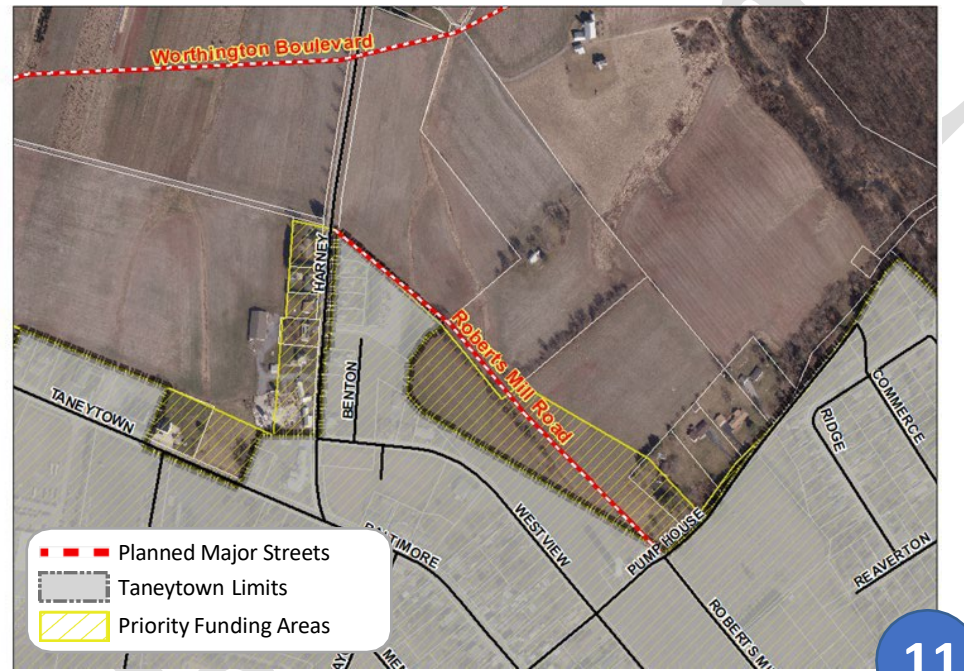
Robert's Mill Road Extended

Extension of Roberts Mill Road to Harney Road

Functional Classification: Minor Collector Urban

Length: 1,811 Feet

Right-of-Way Status: No ROW secured, will be developer dedicated



PURPOSE: The primary purpose of this extended road is to provide access to development of the adjacent property. It will additionally provide an alternative east/west connection between MD 194 and Harney Road parallel to Westview Drive.

Rockland Road Extended

Extension of Rockland Road to MD 140 opposite Hughes Shop Road

Functional Classification: Local Roadway Rural

Length: 2,107 Feet

Right-of-Way Status: No ROW secured



PURPOSE: The completion of this segment will provide a substantial north/south connection linking Uniontown Road with MD 140. Currently, Royer Road and MD 31 are the only roadways directly linking a large block of residential communities on the west side of Westminster with MD 140.

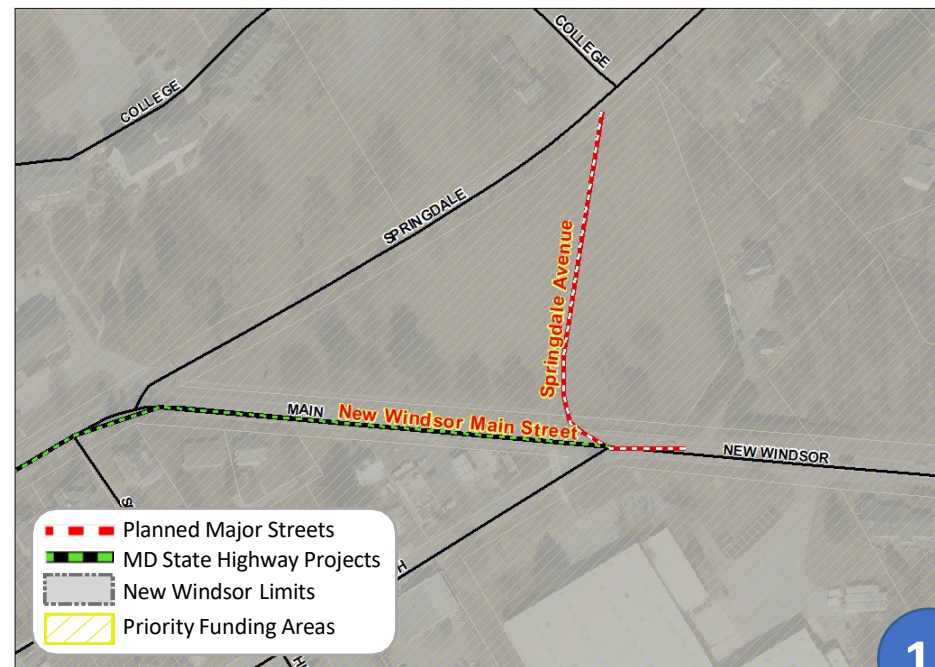
Springdale Avenue Relocated

Realignment of Springdale Avenue with New Windsor Road

Functional Classification: Local Roadway Rural

Length: 549 Feet

Right-of-Way Status: No ROW secured



13

PURPOSE: This realignment will replace the current intersection of Springdale Avenue and MD 31. It will create improved geometry and better traffic flow at the primary gateway on the east side of town. The improvement will help with the safety of the overall roadway network.

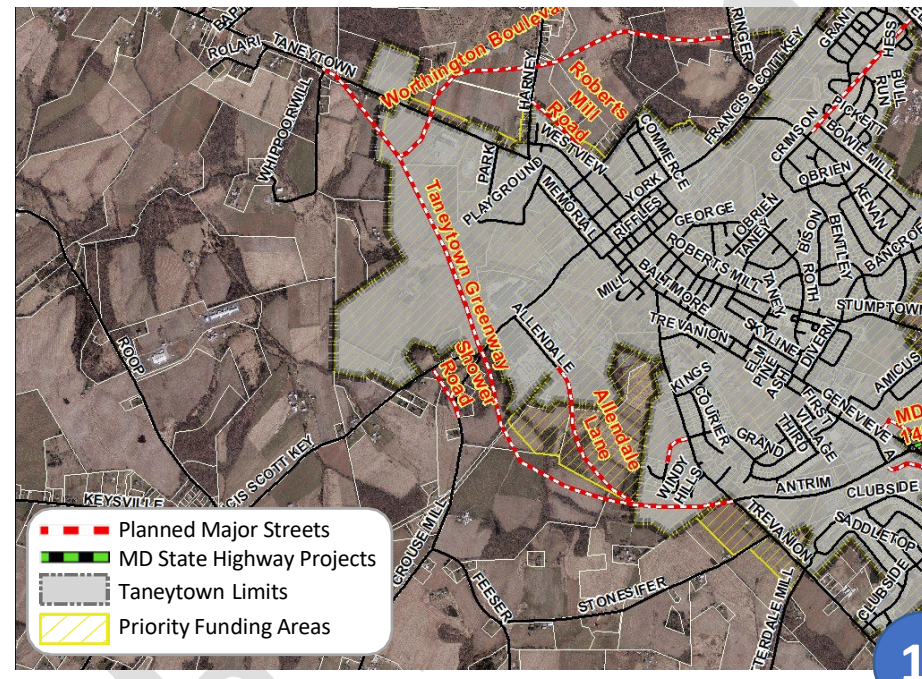
Taneytown Greenway

Extension of Taneytown Greenway (Antrim Boulevard) to MD 140

Functional Classification: Unclassified

Length: 13,190 Feet

Right-of-Way Status: Portion of ROW secured



14

PURPOSE: This project will redirect a significant amount of truck traffic and through traffic away from the downtown area of Taneytown and the intersection of MD 140 and MD 194. It will also provide redundancy in the network, improving access and connectivity to a large amount of undeveloped industrial land south and southwest of town.

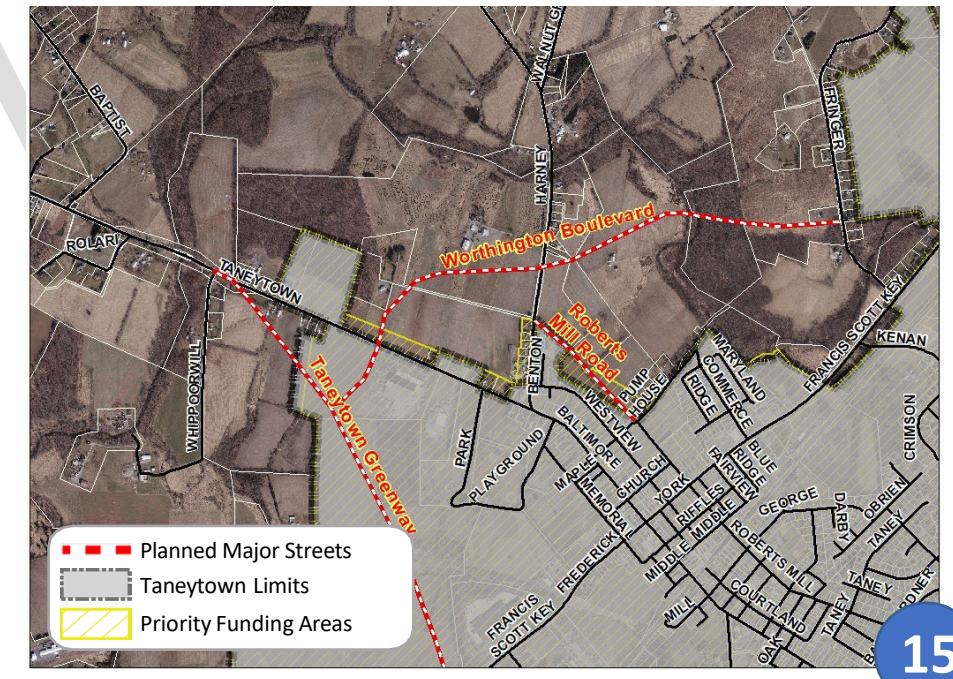
Worthington Boulevard

Worthington Boulevard from Fringer Road to proposed Taneytown Bypass

Functional Classification: Unclassified

Length: 7,612 Feet

Right-of-Way Status: No ROW secured



15

PURPOSE: Worthington Boulevard is proposed to be a collector road for future development on the northwest side of Taneytown. It is intended to be part of an overall roadway network providing alternate routes for local vehicular traffic.

Planned Neighborhood Connections

Aileron Court Extended

Extension of Aileron Court to Old Meadow Branch Road

Functional Classification: Local Roadway Urban

Length: 257 Feet

Right-of-Way Status: Portion of ROW secured



PURPOSE: The Airport Business Park (west) currently only has one public roadway point at MD 97, Airport Drive. The construction of this segment will provide a second access point for existing and future businesses within the park.

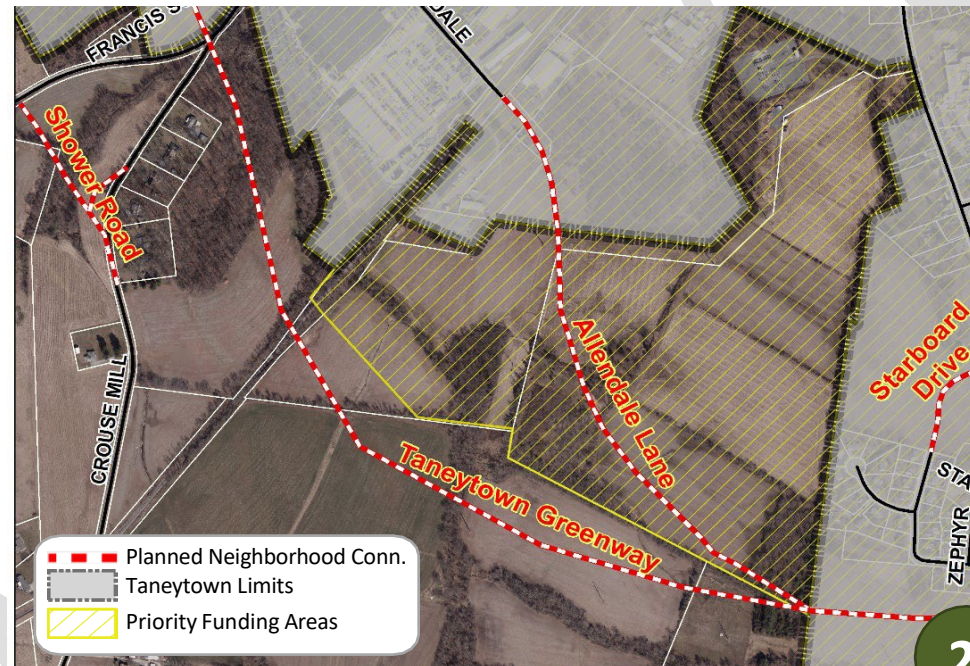
Allendale Lane Extended

Extension of Allendale Lane to Future Taneytown Greenway

Functional Classification: Local Roadway Urban

Length: 3,298 Feet

Right-of-Way Status: Unclear from deed/plat research



PURPOSE: The proposed Taneytown Greenway will make the connection between MD 140 and MD 194, improving the flow of traffic through the area. This extension will provide an additional connection, as well as providing access for development of the industrial property. The exact alignment has not been determined.

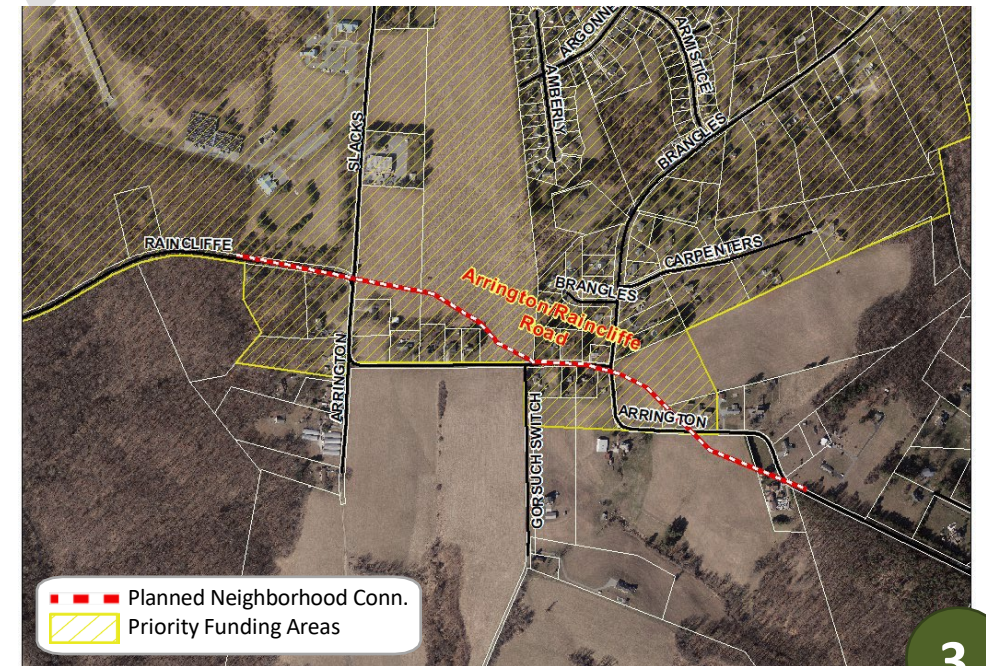
Arrington/Raincliffe Realignment

Realignment of Arrington/Raincliffe Road

Functional Classification: Minor Collector Urban

Length: 3,886 Feet

Right-of-Way Status: Unclear from deed/plat research



PURPOSE: Reconstructing this segment of Arrington/Raincliffe will eliminate sharp curves in the road, improving the geometry of the roadway for both through traffic and local roads. A portion of the road will be constructed by the developer of Freedom's Grant.

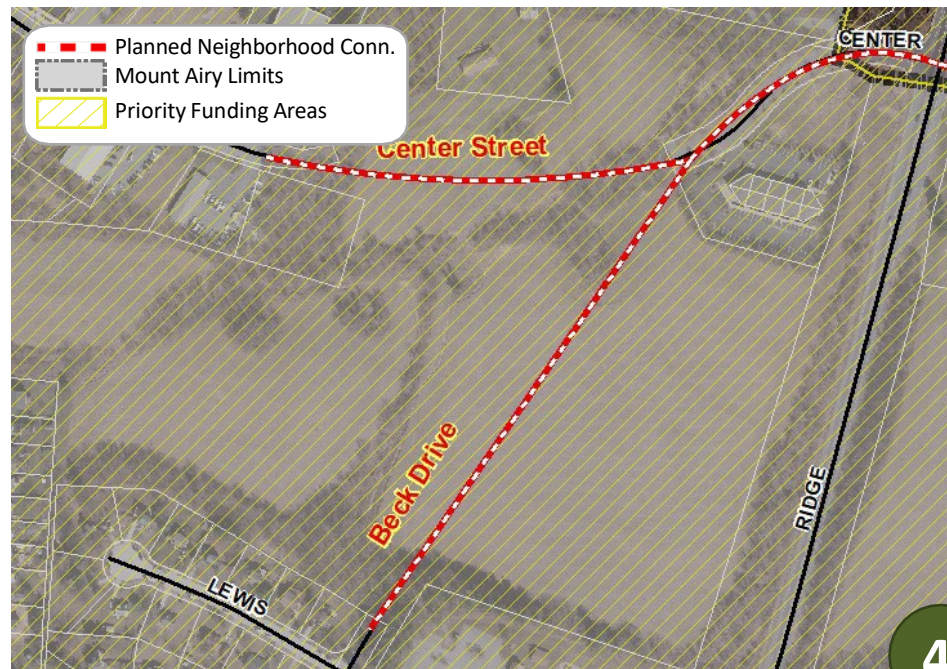
Beck Drive Extended

Extension of Beck Drive extended to Center Street

Functional Classification: Local Roadway Urban

Length: 1,290 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: Constructing this segment of Beck Drive will complete the connection between two major collector streets within the town roadway system, improving access, connectivity, and circulation in the northern portion of the town in an area of future residential and commercial development.

Bethel Road Realignment

Realignment of Bethel Road

Functional Classification: Minor Collector Rural

Length: 738 Feet

Right-of-Way Status: Status unknown



PURPOSE: This current segment of Bethel Road is substandard. Constructing new Bethel Road south of the current roadway will provide better geometry and a more direct route to the MD 140/Bethel Road intersection, in addition to straightening a sharp curve.

Boxwood Drive Extended

Extension Of Boxwood Drive from Roberts Field to Trenton Mill

Functional Classification: Local Roadway Urban

Length: 1,406 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: An existing section exists from Hillock Lane north to Dogwood Drive. This road extension is part of a larger project to extend Boxwood Drive to Upper Beckleysville. It will provide a major north-south alternate route, redundancy in the road network, and improved access, connectivity and circulation in the southeast portion of Hampstead in an area of future residential and public use development.

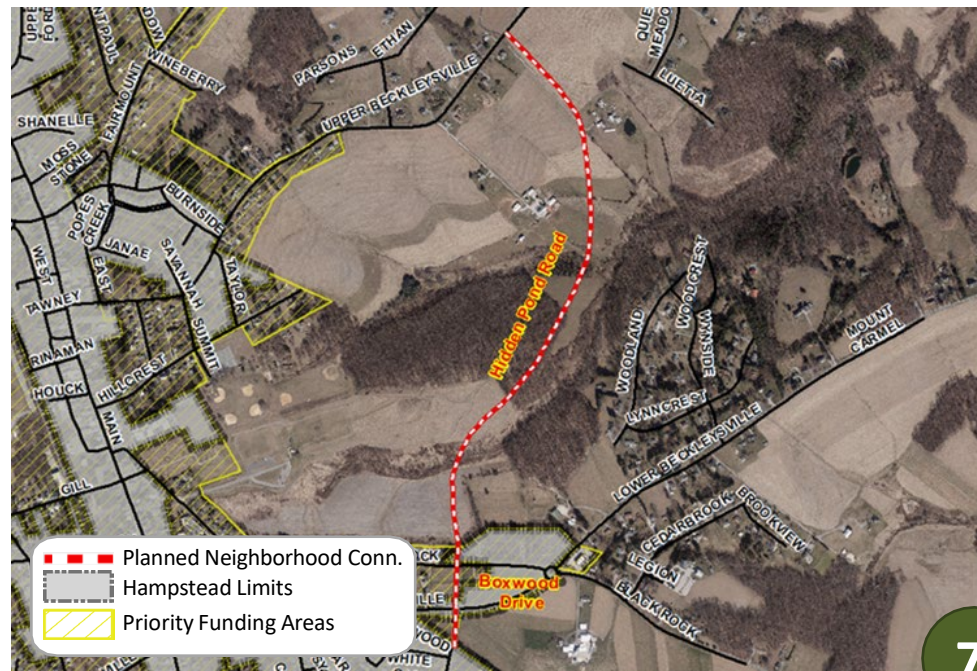
Boxwood Drive Extended (Hidden Pond Road)

Extension of MD 88 north to Upper Beckleysville Road

Functional Classification: Local Roadway Urban

Length: 6,430 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: Constructing this segment will provide a major north-south alternate route, redundancy in the road network, and improved access, connectivity, and circulation in the southeast portion of Hampstead in an area of future residential and public use development.

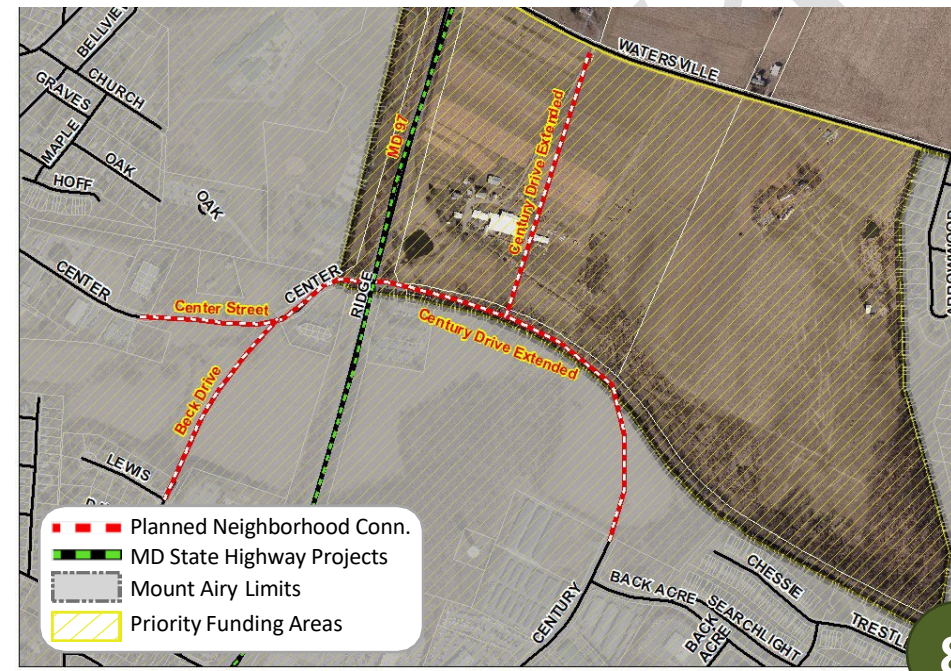
Century Drive Extended

Extension of Century Drive to Watersville Road

Functional Classification: Minor Collector Urban

Length: 4,215 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: This extension will connect a future portion of Center Street with Watersville Road. It will ultimately be part of additional access points between two major collector streets within the Town of Mount Airy roadway system, improving access and connectivity in the northern portion of the town in an area of future residential and commercial development.

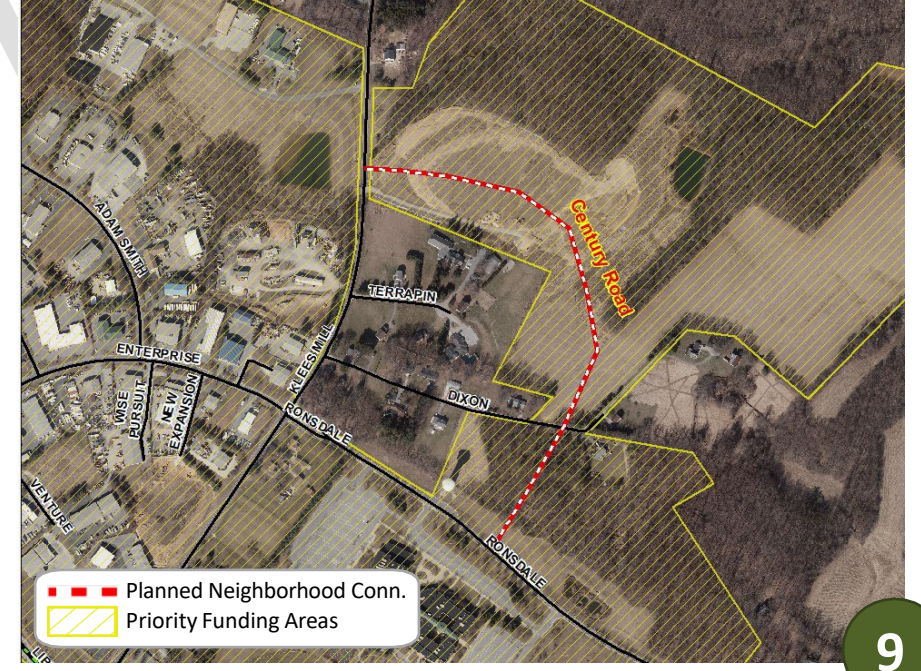
Century Road

New road connecting Ronsdale Road to Klees Mill Road

Functional Classification: Local Roadway Urban

Length: 2,697 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: This new road was added in the 2018 FCCP. It provides a necessary connection through the newly designated employment campus area and creates an opportunity for local traffic to avoid the MD 26 and MD 32 corridors.

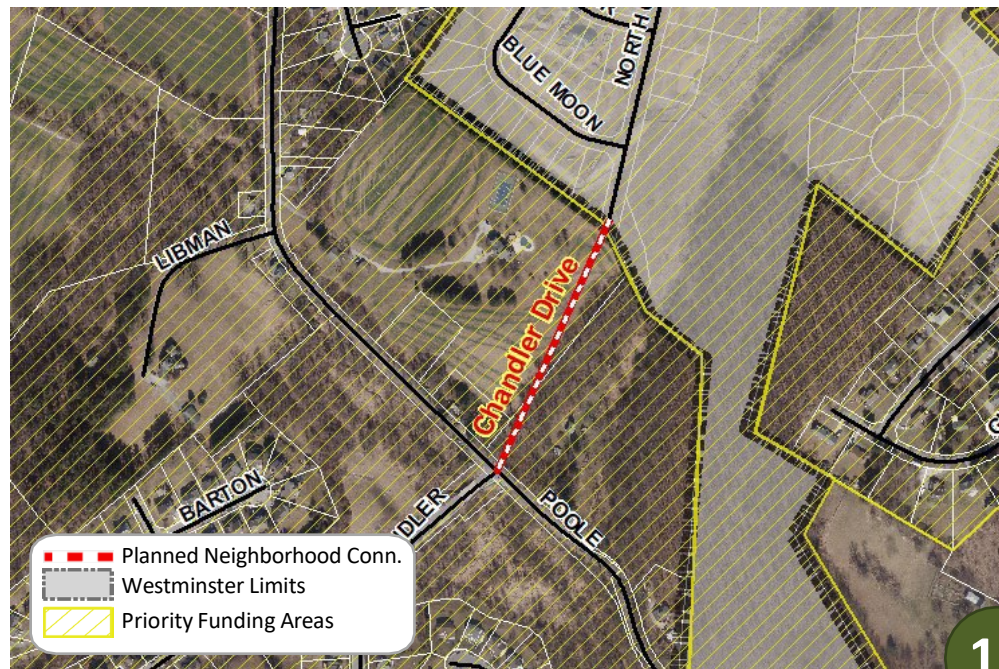
Chandler Drive Extended

Extension of North Chandler Drive to Old Westminster Pike

Functional Classification: Local Roadway Urban

Length: 3,914 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: This extension will provide a connection between Poole Road and Old Westminster Pike. It will provide redundancy in the network, and improve access, connectivity, and mobility in the southeast portion of the Westminster environs area.

Crossbridge Drive Extended

Extension of Crossbridge Drive to Tahoma Farm Road

Functional Classification: Local Roadway Urban

Length: 1,687 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: This extension will provide a connection from Windsor Drive to Tahoma Farm Road. It will improve access and connectivity in the southwest portion of the city in an area of potential future commercial development.

Crouse Mill Road Realignment

Realignment and termination of Crouse Mill Road

Functional Classification: Local Roadway Rural

Length: 316 Feet

Right-of-Way Status: No ROW secured



PURPOSE: This realignment will allow for the suitable intersection of Crouse Mill Road with the proposed Shower Road and will also include the termination of Crouse Mill at a cul-de-sac away from the bypass, MD 194 Intersection.

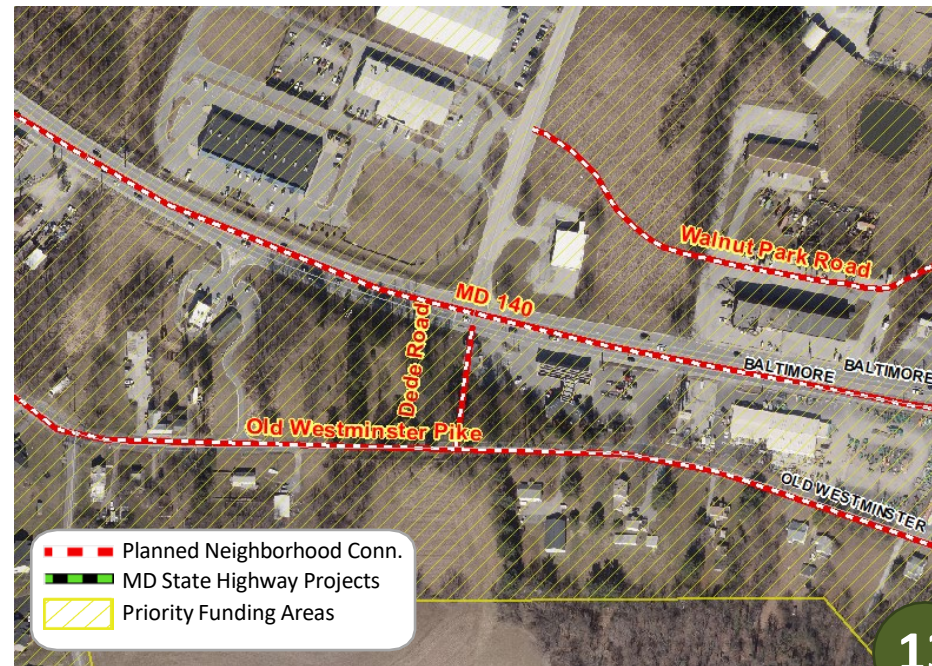
Dede Road Extended

Extension of Dede Road from Old Westminster Pike to MD 140

Functional Classification: Minor Collector Urban

Length: 262 Feet

Right-of-Way Status: No ROW secured



PURPOSE: This extension will connect MD 140 and Old Westminster Pike at the existing signalized intersection of Dede Road and MD 140. Currently, the only connections between these two roads in this area are unsignalized. This connection will improve roadway geometry, traffic circulation, and improve redundancy in the network. It will also provide access to the properties along the south side of MD 140.

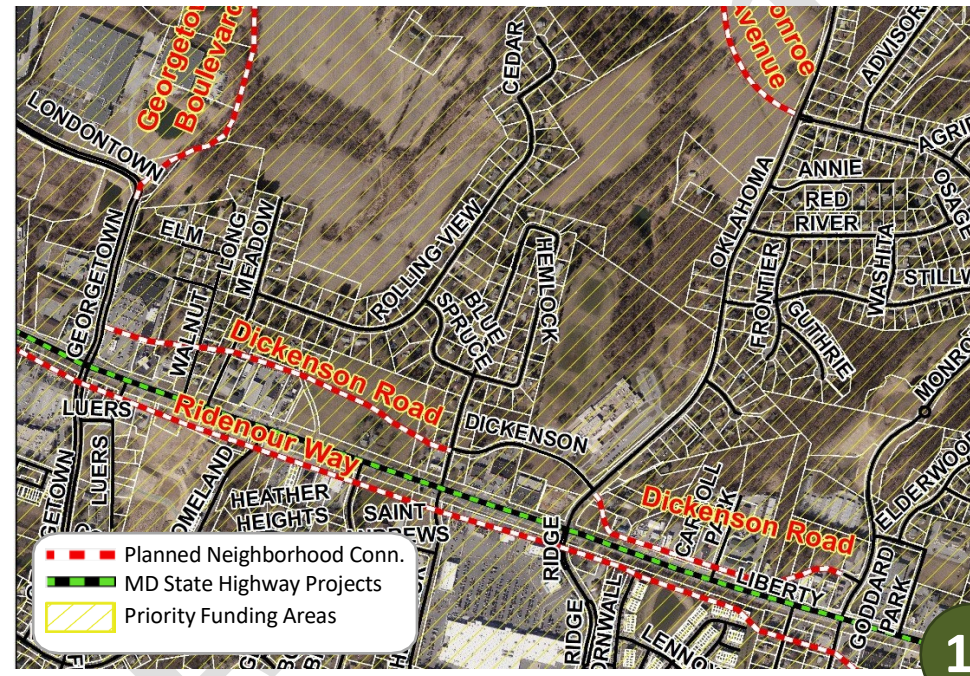
Dickenson Road Extended

Construction of parallel road north of Liberty Road from Monroe Avenue to Georgetown Boulevard

Functional Classification: Local Roadway Urban

Length: 4,751 Feet

Right-of-Way Status: Portion of ROW secured



PURPOSE: Dickenson Road, which is partially built, is a planned access road running parallel to MD 26. It will serve as a service road that will create redundancy in the roadway network, providing an alternate route for local vehicular traffic. In its entirety, it will provide access to area businesses while eliminating several points of ingress and egress directly off MD 26.

Diehl Road Relocated

Realignment of Diehl Road

Functional Classification: Local Roadway Rural

Length: 1,965 Feet

Right-of-Way Status: No ROW secured



PURPOSE: The existing road contains a sharp bend just south of the intersection with Angell Road. This realignment will create improved geometry at Angell Road and thereby better traffic flow. With continued development in the northeast portion of Taneytown, this improvement will help with the safety of the overall roadway network.

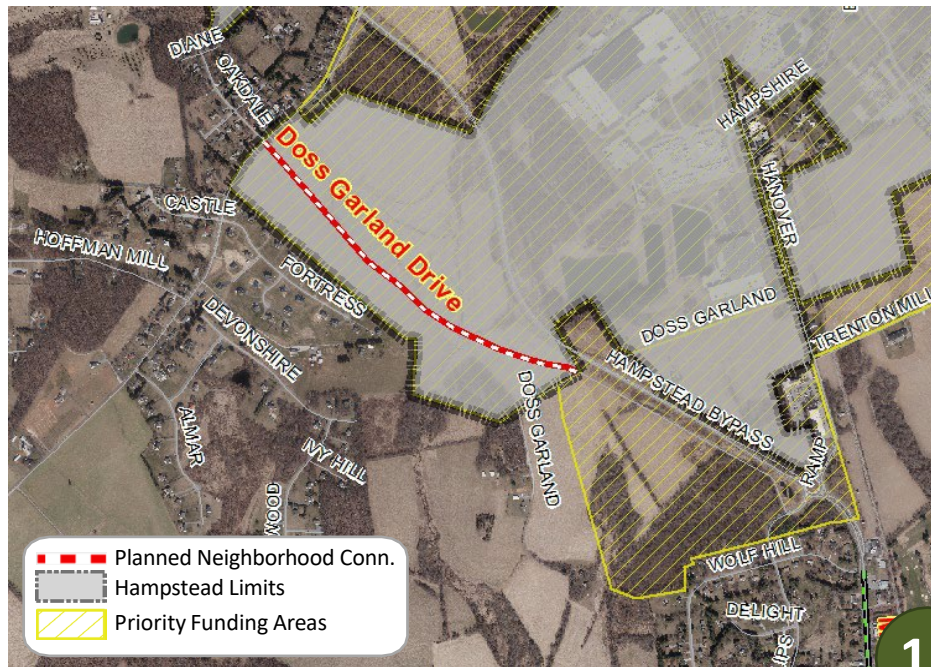
Doss Garland Drive Extended

Extension of Doss Garland Drive to Houkesville Road

Functional Classification: Local Roadway Urban

Length: 3,986 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: This extension will provide direct access to a mostly undeveloped residentially designated area in the southwest area of town.

Feeser Road Relocated

Realignment of Feeser Road

Functional Classification: Local Roadway Rural

Length: 1,854 Feet

Right-of-Way Status: No ROW secured



PURPOSE: Feeser Road goes through a series of sharp bends to the east of the intersection with Otterdale Mill Road. Reconstructing this segment of the road will create improved geometry for both through traffic and local residents.

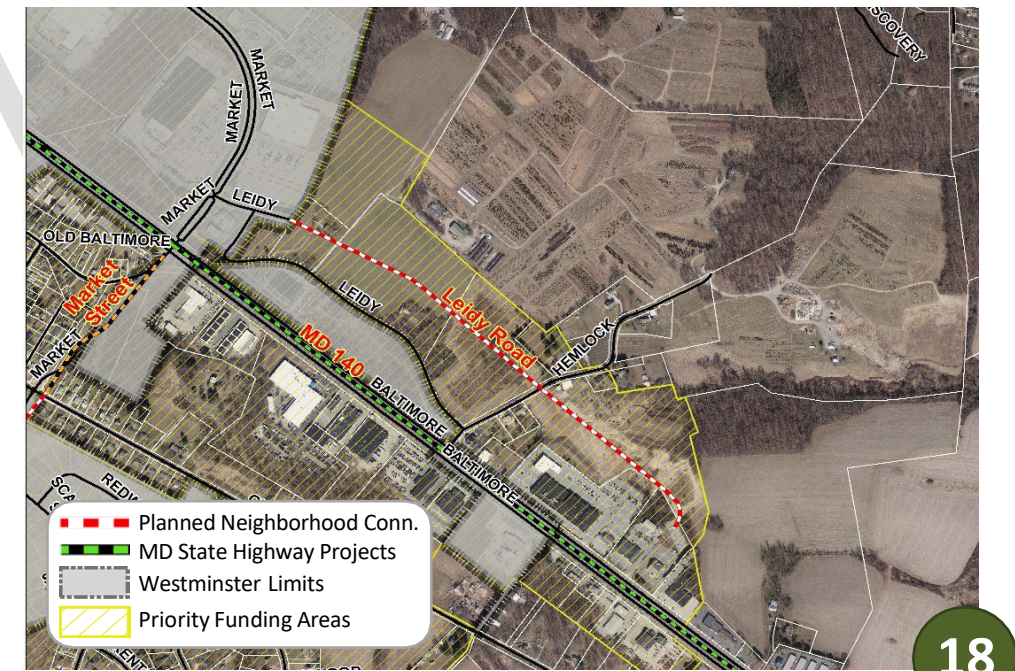
Leidy Road Extended

Realignment and extension of Leidy Road

Functional Classification: Local Roadway Urban

Length: 3,387 Feet

Right-of-Way Status: Status unknown



PURPOSE: Existing Leidy Road is a substandard road from Market Street to Hemlock Lane. Constructing a new road will provide better geometric and consolidated access to both current and future development and allow for the elimination of many individual access points along the north side of MD 140. It will also provide an additional means of access to school and commercial destinations north of MD 140.

Monroe Avenue Extended

Monroe Avenue Extended to Oklahoma Road

Functional Classification: Minor Collector Urban

Length: 1,699 Feet

Right-of-Way Status: Portion of ROW secured; remainder will be developer dedicated



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.

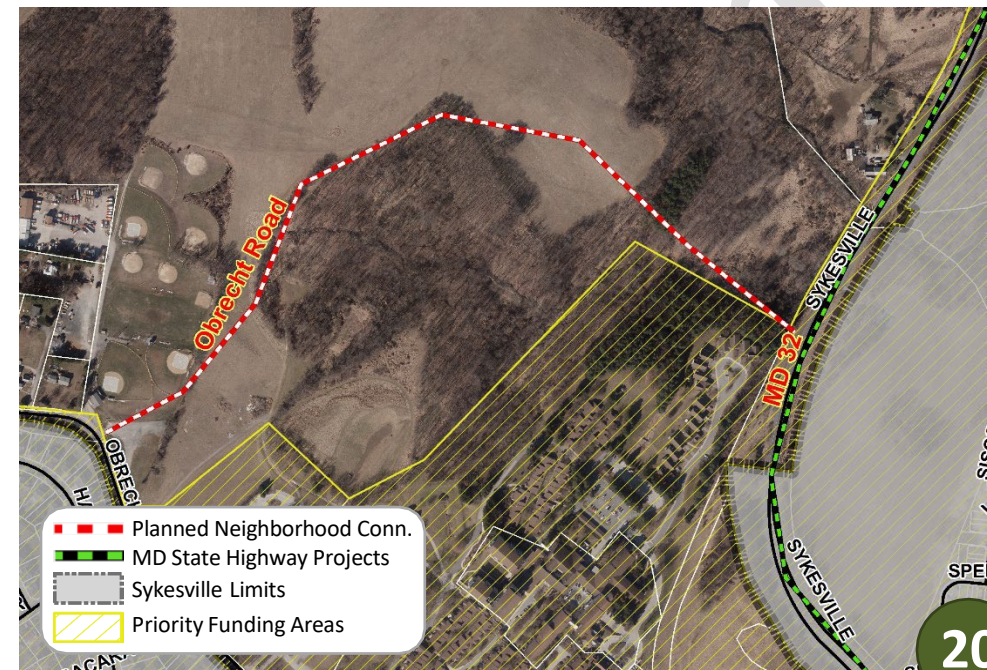
Obrecht Road Extended

Extension of Obrecht Road to MD 32

Functional Classification: Major Collector Urban

Length: 3,741 Feet

Right-of-Way Status: No ROW secured



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 secured



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.

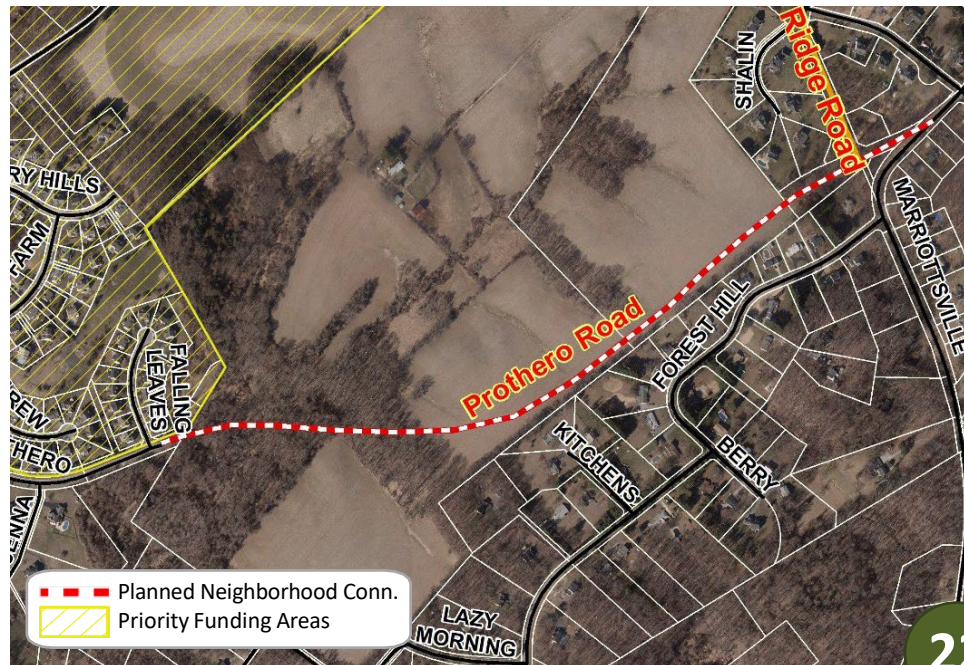
Prothero Road Extended

Extension of Prothero Road east to Ridge Road and Marriottsville Road

Functional Classification: Minor Collector

Length: 4,166 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



22

PURPOSE: This extension will provide redundancy in the network, as well as to improve access, connectivity, and circulation in the southeast part of the Freedom Community in a residential area. A re-examination of the proposed alignment is recommended as development of the property progresses.

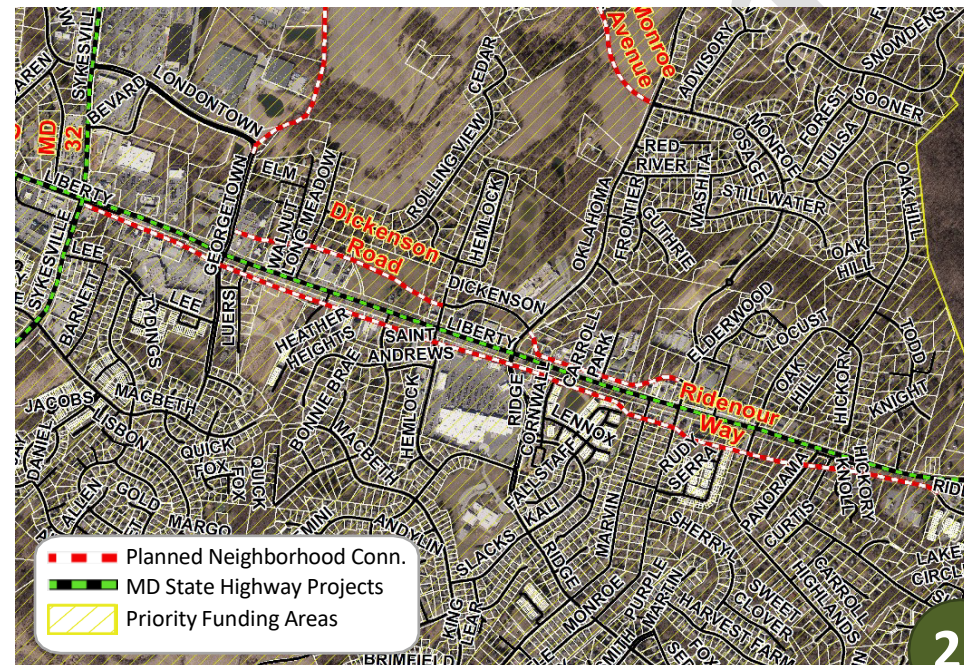
Ridenour Way Extended

Ridenour Way (parallel road to the south of MD 26)

Functional Classification: Local Roadway Urban

Length: 10,870 Feet

Right-of-Way Status: Portion of ROW secured



23

PURPOSE: This planned service road will create redundancy in the network and provide access to area businesses. It will increase the safety and efficiency of MD 26 by reducing direct access points. It is intended to be part of an overall roadway network providing alternative routes for local vehicular traffic. Several portions of this road have been built by developers.

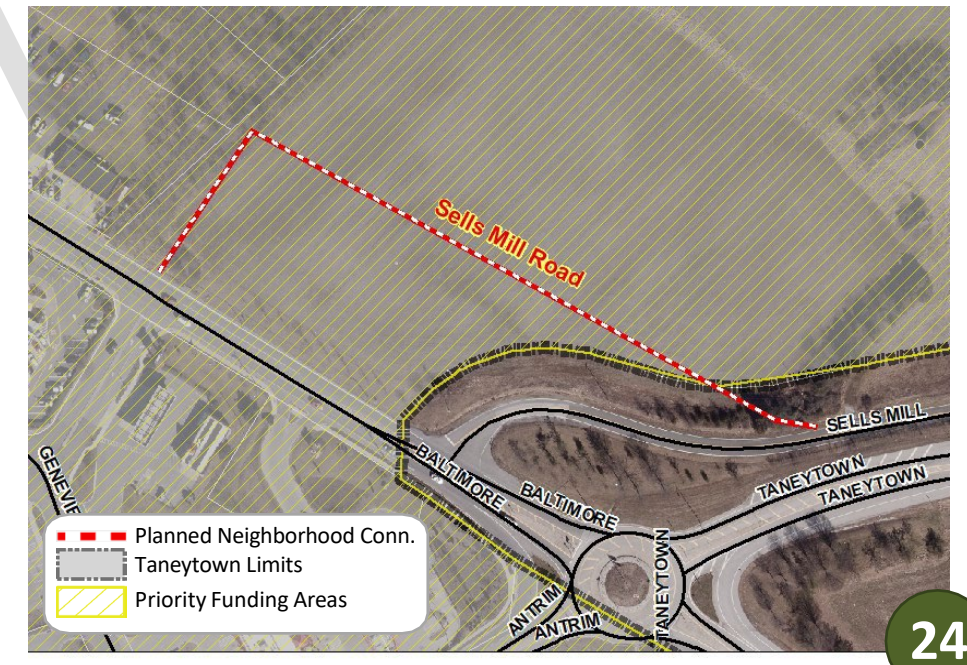
Sells Mill Road Relocated

Realignment of Sells Mill Road

Functional Classification: Local Roadway Urban

Length: 1,005 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



24

PURPOSE: This project will provide access for development of property adjacent to the roadway. It will eliminate the current Sells Mill Road intersection close to the roundabout and move it westward, providing a safer traffic situation.

Shower Road Connection

Shower Road connection to MD 194

Functional Classification: Unclassified

Length: 1,082 Feet

Right-of-Way Status: No ROW secured



PURPOSE: This project will provide access from Crouse Mill Road to MD 194 once the current intersection with MD 194 in the area of the Taneytown Greenway is removed. This intersection relocation is to be done in conjunction with construction of the Taneytown Greenway.

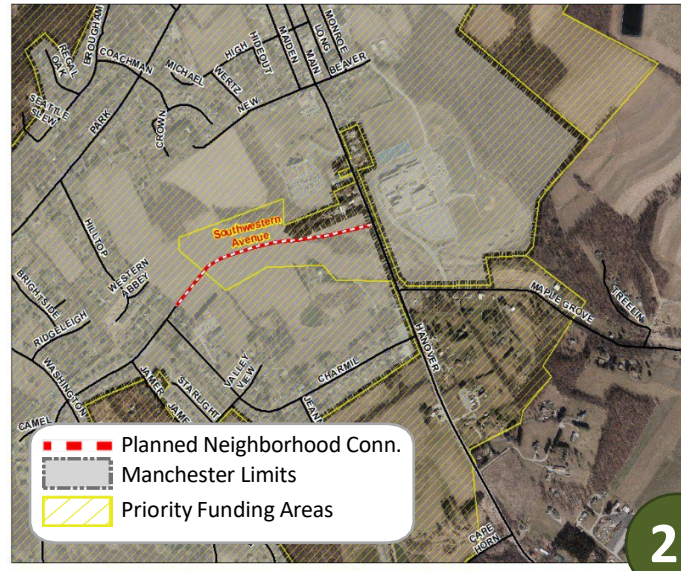
Southwestern Avenue Extended

Extension of Southwestern Avenue to Hanover Pike

Functional Classification: Local Roadway Urban

Length: 2,346 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: Extending this roadway will provide an additional route for area residents, creating an access point at MD 30 for both current and future development in the area. It will connect numerous residential developments in the southern portion of the town, where the roadway network is currently highly fragmented.

Starboard Drive Extended

Extension of Starboard Drive to Trevanion Road

Functional Classification: Local Roadway Urban

Length: 697 Feet

Right-of-Way Status: No ROW secured; will be developer dedicated



PURPOSE: Starboard Drive will provide new residential access to Trevanion Road. It also will provide a second access location for the local neighborhood, which currently only has access via Windy Hills Drive.

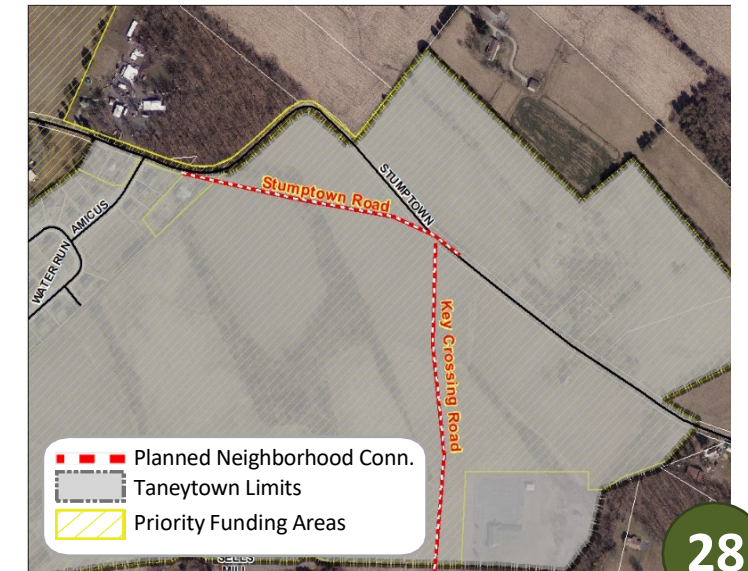
Stumptown Road Relocated

Realignment of Stumptown Road

Functional Classification: Local Roadway Urban

Length: 1,335 Feet

Right-of-Way Status: No ROW secured



PURPOSE: This project realigns Stumptown Road to eliminate a 90-degree bend. Reconstructing this segment of Stumptown Road will improve geometry and provide better traffic flow in an area proposed for future residential development.