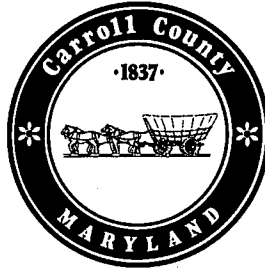


**Board of County Commissioners**

Julia W. Gouge, President  
Dean L. Minnich, Vice President  
Michael D. Zimmer, Secretary



**Carroll County Government**

225 North Center Street  
Westminster, Maryland 21157  
410-386-2043; 1-888-302-8978  
fax 410-386-2485  
MD Relay service 7-1-1/800-735-2258

November 4, 2010

The Honorable Beverley K. Swaim-Staley  
Office of the Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

RE: FY 2011-2016 Consolidated  
Transportation Program  
Carroll County, Maryland

Dear Secretary Swaim-Staley:

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) FY 2011-2016 Consolidated Transportation Program (CTP). We, the undersigned, look forward to reviewing this year's CTP during the Annual MDOT Tour meeting on Thursday, November 4, 2010, at 2:30 p.m. in Room 003 of the County Office Building.

Attached is our prioritized listing of State transportation projects in Carroll County. Carroll's New Highway Capacity priority continues to be a multi-lane reconstruction of MD 32 between MD 26 in Eldersburg and I-70 in West Friendship (Howard County). As noted in Howard County Executive Ulman's priority letter from last year (dated 8/21/09), Howard includes this segment of Route 32 as a safety priority.

Carroll's Highway Safety priority is a roadway segment along MD 97 in northern Carroll County. Phase I of the improvement extends between Old Hanover Road and MD 496 (Bachman's Valley Road). Phase II continues on MD 97, south of MD 496, to MD 140 in Westminster. MD 97 serves a mix of commuters, businesses, and local residents. Steep grades, sight distance limitations, and heavy traffic volumes combine to create unsafe travel conditions throughout this corridor.

**CARROLL COUNTY**

*a great place to live, a great place to work, a great place to play*

Carroll's priority under Neighborhood Conservation remains MD 140 in the Finksburg community. Improvements to MD 140, west of the County line to Kays Mill Road, would complement our efforts to improve our gateway, establish access controls, facilitate corridor redevelopment, and improve safety. Carroll has also applied for a Tiger II grant in an effort to partner with MDOT on an intersection improvement analysis at the MD 140 and MD 91 crossing.

Regarding Carroll's priorities for Design and Engineering, we request that SHA coordinate a joint planning meeting with Carroll County and City of Westminster staff to consider priority breakout projects on the MD 140 Reconstruction project (Sullivan Road to Market Street). Phased improvements are more likely to proceed while the City, County, and State wait for the revenue situation to improve.

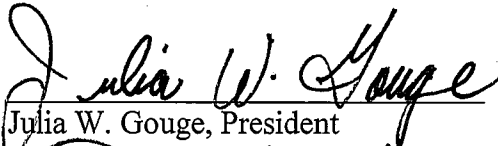
Carroll's local transit provider, CATS (Carroll Area Transit Service), benefitted from last year's Capital Grant Awards, and American Recovery and Reinvestment funds, in a number of ways: routing and scheduling software was purchased and activated; older vehicles were replaced with new buses and hybrid automobiles; and technology upgrades, such as on-board wireless facilities and vehicle location tools, improved system efficiency and convenience for passengers. Carroll continues to move forward with plans to construct a new transportation services building which will provide the local transit system with a more permanent location from which to operate starting in the spring of next year. We appreciate MTA's efforts to maintain last year's (FY2010) operating and capital budgets for FY2011.

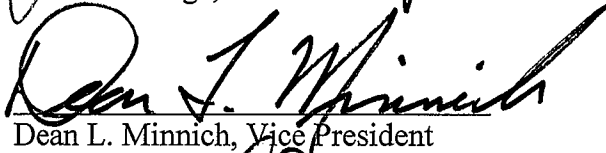
Regionally, we unanimously support transportation system improvements required to accommodate Base Realignment and Closure (BRAC) activities currently underway at Fort Meade and Aberdeen. In addition, we continue to support the implementation of regional congestion management strategies as described in the Maryland Strategic Highway Safety Plan. Increased levels of coordination between the Baltimore Metropolitan Council (BMC), the Baltimore Regional Transportation Board (BRTB), MDOT representatives, and local governments would result in better utilization of Congestion Management and Air Quality (CMAQ) funding for a variety of regional highway operational improvements and efficiencies.

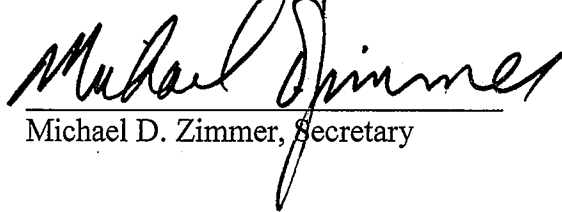
As always, thank you for your positive consideration of Carroll's State transportation projects and priorities.

Very truly yours,

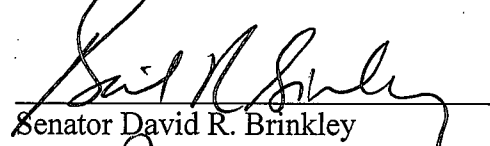
BOARD OF COUNTY COMMISSIONERS

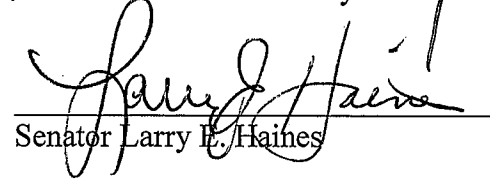
  
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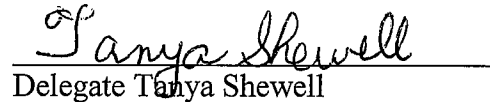
  
Michael D. Zimmer, Secretary

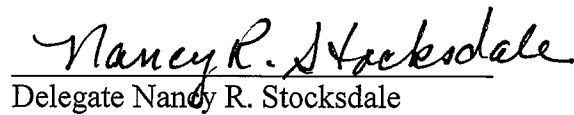
CARROLL COUNTY DELEGATION

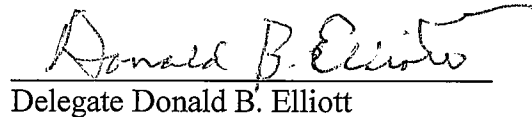
  
Senator David R. Brinkley

  
Senator Larry E. Haines

\_\_\_\_\_  
Senator Allan H. Kittleman

  
Delegate Tanya Shewell

  
Delegate Nancy R. Stocksedale

  
Delegate Donald B. Elliott

  
Delegate Susan Krebs

- cc: Carroll County City and Town Mayors, Councils  
Don Halligan, Director, OPCP, MDOT  
Heather Murphy, Deputy Director, OPCP, MDOT  
Neil Pedersen, Administrator, SHA  
Doug Simmons, Deputy Administrator, SHA  
Greg Slater, Director, OPPE, SHA  
Dave Coyne, District Engineer, District 7, SHA  
Mary Deitz, Chief, Regional and Intermodal Planning, SHA  
Ralign Wells, Administrator, MTA  
Henry Kay, Deputy Administrator, Planning and Engineering, MTA  
Diane Ratcliff, Director, Planning and Programming, MTA  
Beth Kreider, Director, Local Transit Support, MTA  
Marsha McLaughlin, Director, Planning and Zoning, Howard County  
Todd Lang, Director of Transportation, BMC  
Commissioners Special Assistants  
Cabinet, Carroll County

## Carroll County, Maryland

### *2011-2016 State Transportation Project Priority Listing Maryland Department of Transportation (MDOT)*

#### Introduction

The Project Priority Listing is intended to provide MDOT and the Modal Administrations with Carroll County's consensus recommendations regarding State transportation system improvements and programs. These priorities are presented in a strategic effort to facilitate the most benefit for the citizens of Carroll County while also providing for improved safety, travel conditions, and economic development opportunities within Carroll's borders.

#### A. New Highway Capacity Priorities

##### Project Planning

- |   |  |
|---|--|
| 1. MD 32 Multi-lane Reconstruction –<br>I-70 (Howard County) to MD 26 | Phase I of an improved north-south commuter route (see number 4 below); alternatives analysis; traffic and pedestrian safety enhancements; system preservation; extension of State primary road classification; economic development benefits (BRAC) |
| 2. MD 140 Relocated – Taneytown                                       | Long-term heavy truck relief for Baltimore Street; historic community revitalization; economic development benefits; traffic and pedestrian safety enhancements  |
| 3. MD 30 Relocated – Manchester                                       | Relief facility for historic town; community revitalization; traffic and pedestrian safety enhancements; facilitate interstate travel; economic development benefits   |
| 4. MD 26 Multi-lane Reconstruction –<br>MD 32 to MD 97                | Phase II of an improved north-south commuter route; system preservation; establish access controls; traffic and pedestrian safety enhancements   |

**B. Highway Safety Priorities**

1. MD 97 (north)

Phase I – Old Hanover Road to MD 496 (Bachman’s Valley Road);  
Phase II – MD 496 to MD 140.  
Access controls; traffic and pedestrian safety improvements; system preservation; **priority break-out project: MD 97 & Stone Road; relocation/reconstruction**

2. MD 482 & Gorsuch Road

Traffic safety improvement; relocation/reconstruction

**C. Neighborhood Conservation Priorities**

1. MD 140 Corridor Improvements – Carroll/Baltimore County line to Kays Mill Road

Interchange and intersection improvement consideration at MD 91; safety improvements; system preservation; community revitalization; aesthetic/functional improvements; establish access controls; gateway priority

2. MD 31 – New Windsor Main Street/High Street Revitalization

Community enhancement features; sidewalks; streetscape improvements; pedestrian crossings; system preservation

3. MD 30 – Hampstead Main Street Revitalization

Community enhancement features; sidewalks; streetscape improvements; pedestrian crossings; system preservation

4. MD 75/MD 77 Truck Route Study – Union Bridge – Keymar – Detour Communities

Route study to determine viable options to safely and efficiently move heavy truck traffic in and around these communities; functional improvements to existing roadway network; system preservation.

**D. Design and Engineering Priorities**

Preliminary Engineering

1. MD 140 Reconstruction – Sullivan Road to Market Street

Project planning phase complete; consider priority “break-out” projects; long-term capacity improvements; system preservation; traffic and pedestrian safety enhancements; economic development benefits

Final Engineering/Right-of-Way Acquisition

1. MD 26 Corridor Improvement Plan – MD 32 to Carroll Highlands Road

Project Planning phase complete; location/design approval obtained; system preservation; safety enhancements; aesthetic/functional improvements