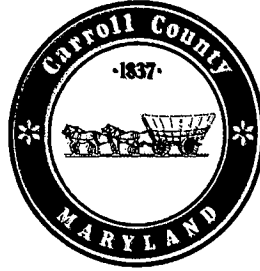


Board of County Commissioners

Doug Howard, *President*
Haven N. Shoemaker, *Vice President*
Robin Bartlett Frazier, *Secretary*
David H. Roush
Richard S. Rothschild



Carroll County Government

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

November 3, 2011

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

RE: FY 2013-2018 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 2013-2018 Consolidated Transportation Program (CTP). We, the undersigned, look forward to reviewing this year's CTP during the Annual MDOT Tour meeting on Thursday, November 3, 2011, at 1:30 p.m. in Room 003 of the County Office Building.

Attached is our prioritized listing of State transportation projects in Carroll County. Our top priority under New Highway Capacity 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 October 5, 2010), Howard County includes this segment of Route 32 as a safety priority. This project remains essential for advancing economic development opportunities already being created in the southeastern portion of the county. Moreover, it is Phase I of a larger effort to enhance safety and quality of life for the many commuters using the MD 32, MD 26, and MD 97 corridors.

Our second priority under New Highway Capacity is the improvement of MD 97 from south of Pleasant Valley Road to MD 140 in Westminster. MD 97 serves a mix of commuters, businesses, and local residents. Heavy traffic volumes and congestion are reducing fuel efficiency and increasing pollution throughout this corridor, which is a major focus of job creation and economic development activity in Westminster.

Carroll's top Highway Safety priorities are the relocation / reconstruction of the intersection of Stone Road and MD 97 in northern Carroll County and the relocation/reconstruction of the intersection of Gorsuch Road and MD 482. Both of these intersections have sight distance issues that, in combination with high traffic volumes, contribute to dangerous conditions for motorists.

Carroll's priority under Neighborhood Conservation is MD 30 – Main Street in Hampstead. With the construction of the Hampstead Bypass (MD 30 Relocated) complete, work can begin on restoring the Town's historic Main Street to an attractive and pedestrian-friendly local roadway. Enhancement of Main Street will encourage community and economic development. Completion of this project will facilitate the transfer of ownership and maintenance of the road from the State to the Town.

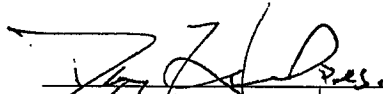
Regarding Carroll's priorities for Design and Engineering, we request that SHA coordinate a joint planning meeting with Carroll County and City of Westminster staff to consider priority breakout projects on the MD 140 Reconstruction project (Sullivan Road to Market Street). By phasing improvements, it is our anticipation that they will be more likely to proceed.

Regionally, we unanimously support transportation system improvements required to accommodate Base Realignment and Closure (BRAC) activities drawing to a close at Fort Meade and Aberdeen. 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.

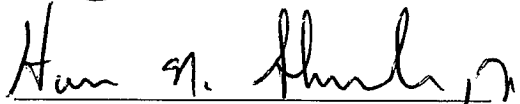
As always, thank you for your positive consideration of Carroll's State transportation projects and priorities.

Very truly yours,

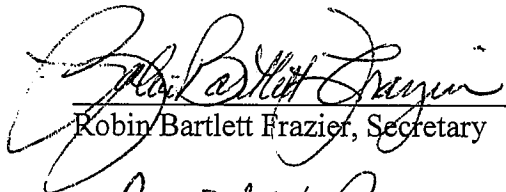
BOARD OF COUNTY COMMISSIONERS



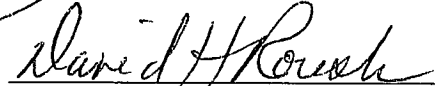
Doug Howard, President



Haven N. Shoemaker, Jr., Vice President



Robin Bartlett Frazier, Secretary

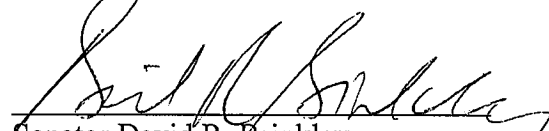


David H. Roush



Richard S. Rothschild

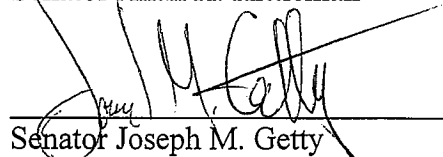
CARROLL COUNTY DELEGATION



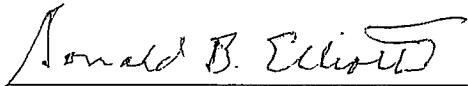
Senator David R. Brinkley



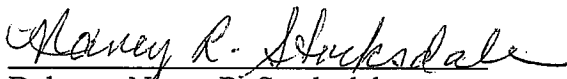
Senator Allan H. Kittleman



Senator Joseph M. Getty



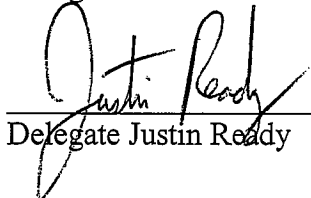
Delegate Donald B. Elliott



Delegate Nancy R. Stocksedale



Delegate Susan Krebs



Delegate Justin Ready

cc: Carroll County City and Town Mayors, Councils
Don Halligan, Director, OPCP, MDOT
Heather Murphy, Deputy Director, OPCP, MDOT
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
Cabinet, Carroll County

Carroll County, Maryland

*2013-2018 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.

PROJECT CATEGORY	DESCRIPTION	MARYLAND TRANSPORTATION PLAN GOALS
-------------------------	--------------------	---

A. New Highway Capacity Priorities

Project Planning

- | | | |
|--|--|--|
| 1. MD 32 Multi-lane Reconstruction – I-70 (Howard County) to MD 26 | Phase I of an improved north-south commuter route (see number 5 below); alternatives analysis; traffic and pedestrian safety enhancements; system preservation; extension of State primary road classification; economic development benefits (BRAC) | X Quality of Service
X System Preservation & Performance
X Connectivity for Daily Life
X Safety & Security
X Environmental Stewardship |
| 2. MD 97 (north) | MD 140 to Pleasant Valley Road. Multi-lane reconstruction; economic development benefits; coordination with development-related roadway improvements; improved access to CC Regional Airport; traffic and pedestrian safety enhancements; side-street access control and consolidation | X Quality of Service
X System Preservation & Performance
X Connectivity for Daily Life
X Safety & Security |

MARYLAND TRANSPORTATION PLAN GOALS

DESCRIPTION

PROJECT CATEGORY

- X Quality of Service
- X System Preservation & Performance
- X Connectivity for Daily Life
- X Safety & Security
- X Environmental Stewardship

Long-term heavy truck relief for Baltimore Street; historic community revitalization; economic development benefits; traffic and pedestrian safety enhancements

3. MD 140 Relocated – Taneytown

- X Quality of Service
- X System Preservation & Performance
- X Connectivity for Daily Life
- X Safety & Security
- X Environmental Stewardship

Relief facility for historic town; community revitalization; traffic and pedestrian safety enhancements; facilitate interstate travel; economic development benefits

4. MD 30 Relocated – Manchester

- X Quality of Service
- X System Preservation & Performance
- X Connectivity for Daily Life
- X Safety & Security
- X Environmental Stewardship

Phase II of an improved north-south commuter route; system preservation; establish access controls; traffic and pedestrian safety enhancements

5. MD 26 Multi-lane Reconstruction – MD 32 to MD 97

B. Highway Safety Priorities

- X Quality of Service
- X System Preservation & Performance
- X Safety & Security

Traffic safety improvement; intersection relocation / reconstruction

1. MD 97 & Stone Road

- X Quality of Service
- X System Preservation & Performance
- X Safety & Security

Traffic safety improvement; intersection relocation / reconstruction

2. MD 482 & Gorsuch Road

C. Neighborhood Conservation Priorities

- X Quality of Service
- X System Preservation & Performance

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

1. MD 30 – Hampstead Main Street Revitalization

MARYLAND TRANSPORTATION PLAN

GOALS

- X Connectivity for Daily Life
- X Safety & Security
- X Environmental Stewardship
- X Quality of Service
- X System Preservation & Performance
- X Connectivity for Daily Life
- X Safety & Security
- X Environmental Stewardship
- X Quality of Service
- X System Preservation & Performance
- X Connectivity for Daily Life
- X Safety & Security
- X Environmental Stewardship
- X Quality of Service
- X System Preservation & Performance
- X Connectivity for Daily Life
- X Safety & Security
- X Environmental Stewardship
- X Quality of Service
- X System Preservation & Performance
- X Connectivity for Daily Life
- X Safety & Security
- X Environmental Stewardship

DESCRIPTION

- system preservation; coordination with water & sewer infrastructure improvements
- Community enhancement features; sidewalks; streetscape improvements; pedestrian crossings; system preservation; coordination with water & sewer infrastructure improvements
- Community enhancement features; sidewalks; streetscape improvements; pedestrian crossings; system preservation; coordination with water & sewer infrastructure improvements
- Community enhancement features; sidewalks; streetscape improvements; pedestrian crossings; system preservation
- Interchange and intersection improvement consideration at MD 91; safety improvements; system preservation; community revitalization; aesthetic/functional improvements; establish access controls; gateway priority
- 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.

PROJECT CATEGORY

- 2. MD 851 – Sykesville Main Street/Springfield Avenue
- 3. MD 31 – New Windsor Main Street/High Street Revitalization
- 4. MD 140 Corridor Improvements – Carroll/Baltimore County line to Kays Mill Road
- 5. MD 75/MD 77 Truck Route Study – Union Bridge – Keymar – Detour Communities

D. Design and Engineering Priorities

Preliminary Engineering

- 1. MD 140 Reconstruction – Sullivan
- Project planning phase complete; consider priority
- X Quality of Service

PROJECT CATEGORY	DESCRIPTION	MARYLAND TRANSPORTATION PLAN GOALS
Road to Market Street	"break-out" projects; long-term capacity improvements; system preservation; traffic and pedestrian safety enhancements; economic development benefits	<ul style="list-style-type: none"> X System Preservation & Performance X Connectivity for Daily Life X Safety & Security
<u>Final Engineering/Right-of-Way Acquisition</u>	1. MD 26 Corridor Improvement Plan -- MD 32 to Carroll Highlands Road	<ul style="list-style-type: none"> X Quality of Service X System Preservation & Performance X Connectivity for Daily Life X Safety & Security