

COMMUNITY INVESTMENT PLAN FOR FISCAL YEARS 2022 TO 2027

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance To Complete	Total Project Cost
ROADS									
Englar Road and Monroe Street Roundabout	\$0	\$0	\$0	\$0	\$0	\$157,500	\$0	\$2,656,500	\$2,814,000
Freedom Avenue Sidewalk	0	465,000	2,374,000	0	0	0	0	0	2,839,000
Georgetown Boulevard Extension	0	0	529,000	1,823,500	0	0	0	0	2,352,500
Highway Safety Improvements	33,000	35,000	37,000	38,000	40,000	42,000	0	0	225,000
Johnsville Road & Caren Drive Sidewalk	0	89,400	554,700	0	0	0	0	0	644,100
Monroe Avenue Extension	0	0	250,000	0	757,000	0	32,240	0	1,039,240
Pavement Management Program	13,286,000	11,293,000	15,525,000	15,878,000	16,673,000	17,510,000	0	0	90,165,000
Pavement Preservation	1,180,000	1,215,000	1,255,000	1,300,000	1,350,000	1,400,000	0	0	7,700,000
Ramp and Sidewalk Upgrades	85,000	88,000	92,000	96,000	103,000	109,000	0	0	573,000
Ridenour Way Extension	0	290,000	0	1,140,000	0	0	20,000	0	1,450,000
Small Drainage Structures	253,000	283,000	313,000	343,500	360,000	378,000	0	0	1,930,500
State Road Projects	100,000	0	0	0	0	0	834,990	0	934,990
Storm Drain Rehabilitation	253,000	283,000	313,000	343,500	360,000	378,000	0	0	1,930,500
Storm Drain Video Inspection	146,000	153,000	161,000	169,000	177,000	186,000	0	0	992,000
ROADS TOTAL	\$15,336,000	\$14,194,400	\$21,403,700	\$21,131,500	\$19,820,000	\$20,160,500	\$887,230	\$2,656,500	\$115,589,830

Englar Road and Monroe Street Roundabout

Commissioner District: 3

Donald England, Management and Budget Analyst (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. Construction plan and estimate were developed to a 30-percent level in the mid-2000s. Including funding will allow for completing the design and contract documents. Land acquisition, utility relocation, and construction funds will be identified in future submissions.

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design						157,500			157,500
Land Acquisition								52,500	52,500
Site Work								262,500	262,500
Construction								2,100,000	2,100,000
Equipment/Furnishings									0
Other								241,500	241,500
EXPENDITURES									
TOTAL	0	0	0	0	0	157,500	0	2,656,500	2,814,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Freedom Avenue Sidewalk

Commissioner District: 5

Donald England, Management and Budget Analyst (410) 386-2082

Proj #

Length: Approximately 4,070 feet (¾ mile)

Limits: Along Freedom Ave from existing sidewalk terminus, south of Erna Dr (approximately 230 feet south of Johnsville Rd) to MD 32.

This project provides funding to design and construct a sidewalk along Freedom Ave for an alternate route to Piney Ridge Elementary.

Project is contingent on State funding.

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design		465,000							465,000
Land Acquisition									0
Site Work									0
Construction			2,374,000						2,374,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	0	465,000	2,374,000	0	0	0	0	0	2,839,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Georgetown Boulevard Extension

Commissioner District: 5

Donald England, 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 will provide an alternative to traveling through the intersection of MD 26 and MD 32. This extension will also provide access to future commercial and residential development located east of the planned extension.

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	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
EXPENDITURES									
TOTAL	0	0	529,000	1,823,500	0	0	0	0	2,352,500
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Highway Safety Improvements

Donald England, Management and Budget Analyst (410) 386-2082

9674

This project provides ongoing funding to address roadway segments and intersections with a history of frequent or severe crashes, and those with a significant potential for crashes. Possible improvements include minor changes in intersection geometry, turn lanes, signing additions or upgrades, traffic calming measures and pavement marking upgrades.

Recently completed improvements include Sunshine Way Traffic Calming, Bartholow Road Pedestrian Crossing and Compton Lane Intersection Evaluation.

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	33,000	35,000	37,000	38,000	40,000	42,000			225,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	33,000	35,000	37,000	38,000	40,000	42,000	0	0	225,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Johnsville Road & Caren Drive Sidewalk

Commissioner District: 5

Donald England, Management and Budget Analyst (410) 386-2082

Proj #

Length: Approximately 2,955 feet (½ mile)

Limits: Along Johnsville Rd from existing walking path terminus (approximately 255 feet north of Caren Dr) to Caren Dr along Caren Dr from existing sidewalk terminus (approximately 445 feet east of Mayfair Way) to Johnsville Rd.

This project provides funding to design and construct a sidewalk along Johnsville Rd and Caren Dr for an alternate route to Eldersburg Elementary.

Project is contingent on State funding.

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design		89,400							89,400
Land Acquisition									0
Site Work									0
Construction			554,700						554,700
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	0	89,400	554,700	0	0	0	0	0	644,100
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Monroe Avenue Extension

Commissioner District: 5

Donald England, Management and Budget Analyst (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 22	FY 23	FY 24	FY 25	FY 26	FY 27	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
EXPENDITURES									
TOTAL	0	0	250,000	0	757,000	0	32,240	0	1,039,240
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Pavement Management Program

Donald England, Management and Budget Analyst (410) 386-2082

Proj #

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.

During the FY 20 budget process, funding over FY 21 - 23 was reduced by \$4.7M.

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	125,000	125,000	125,000	128,000	135,000	142,000			780,000
Land Acquisition									0
Site Work									0
Construction	12,250,000	10,225,000	14,300,000	15,000,000	15,750,000	16,540,000			84,065,000
Equipment/Furnishings									0
Other	911,000	943,000	1,100,000	750,000	788,000	828,000			5,320,000
EXPENDITURES									
TOTAL	13,286,000	11,293,000	15,525,000	15,878,000	16,673,000	17,510,000	0	0	90,165,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Pavement Preservation

Donald England, Management and Budget Analyst (410) 386-2082

Proj #

This project provides ongoing funding to place a 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.

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

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	1,180,000	1,215,000	1,255,000	1,300,000	1,350,000	1,400,000			7,700,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	1,180,000	1,215,000	1,255,000	1,300,000	1,350,000	1,400,000	0	0	7,700,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Ramp and Sidewalk Upgrades

Donald England, Management and Budget Analyst (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.

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work	8,500	8,500	9,000	9,000	9,500	10,000			54,500
Construction	69,000	72,000	75,000	79,000	85,000	90,000			470,000
Equipment/Furnishings									0
Other	7,500	7,500	8,000	8,000	8,500	9,000			48,500
EXPENDITURES									
TOTAL	85,000	88,000	92,000	96,000	103,000	109,000	0	0	573,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Ridenour Way Extension

Commissioner District: 5

Donald England, Management and Budget Analyst (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 22	FY 23	FY 24	FY 25	FY 26	FY 27	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
EXPENDITURES									
TOTAL	0	290,000	0	1,140,000	0	0	20,000	0	1,450,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Small Drainage Structures

Donald England, Management and Budget Analyst (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 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	253,000	283,000	313,000	343,500	360,000	378,000			1,930,500
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	253,000	283,000	313,000	343,500	360,000	378,000	0	0	1,930,500
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

State Road Projects

Donald England, Management and Budget Analyst (410) 386-2082

8629

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

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	100,000						834,990		934,990
Land Acquisition									0
Site Work									0
Construction									0
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	100,000	0	0	0	0	0	834,990	0	934,990
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Storm Drain Rehabilitation

Donald England, Management and Budget Analyst (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 (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.

	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	253,000	283,000	313,000	343,500	360,000	378,000			1,930,500
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	253,000	283,000	313,000	343,500	360,000	378,000	0	0	1,930,500
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Storm Drain Video Inspection

Donald England, Management and Budget Analyst (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 repaired through 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 22	FY 23	FY 24	FY 25	FY 26	FY 27	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	146,000	153,000	161,000	169,000	177,000	186,000			992,000
Land Acquisition									0
Site Work									0
Construction									0
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	146,000	153,000	161,000	169,000	177,000	186,000	0	0	992,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			