#### COMMUNITY INVESTMENT PLAN FOR FISCAL YEARS 2019 TO 2024

ROADS:	2019	2020	2021	2022	2023	2024	Prior Allocation	Balance To Complete	Total Project Cost
Dickenson Road Extended	\$154,000	\$260,000	\$1,077,000	\$0	\$0	\$0	\$0	\$0	\$1,491,000
Highway Safety Improvements	181,000	633,000	34,000	36,000	38,000	40,000	0	0	962,000
Market Street Extended	720,000	0	0	0	0	0	1,271,005	0	1,991,005
North Carroll Salt Storage Facility	1,060,000	0	0	0	0	0	0	0	1,060,000
Pavement Management Program	12,210,000	12,660,000	13,120,000	13,770,000	14,375,000	15,125,000	0	0	81,260,000
Pavement Preservation	1,082,000	1,114,000	1,147,000	1,181,000	1,216,000	1,275,000	0	0	7,015,000
Ramp and Sidewalk Upgrades	75,000	80,000	85,000	90,000	95,000	100,000	0	0	525,000
Ridenour Way Extended	1,750,000	0	0	0	0	0	0	0	1,750,000
Small Drainage Structures	160,000	170,000	180,000	190,000	200,000	210,000	0	0	1,110,000
Storm Drain Rehabilitation	300,000	350,000	400,000	450,000	500,000	550,000	0	0	2,550,000
Transportation/State Projects	0	200,000	200,000	200,000	0	0	800,000	0	1,400,000
Unpaved Roads	850,000	890,000	940,000	100,000	1,050,000	1,100,000	0	0	4,930,000
ROADS TOTAL	\$18,542,000	\$16,357,000	\$17,183,000	\$16,017,000	\$17,474,000	\$18,400,000	\$2,071,005	\$0	\$106,044,005

## **Dickenson Road Extended**

Lynn Karr, Senior Management and Budget Analyst (410) 386-2082

Functional Classification: Urban Local (planned) Average Daily Traffic: TBD

Length: Approximately 660 feet (CIP project)

Limits: West Hemlock Drive west to Long Meadow Drive (total length of approximately 1,750 feet, of which approximately 1,090 feet will be provided by developers)

This project provides funding for the acquisition of land and the design and construction of the County-owned portion of Dickenson Road from the west side of West Hemlock Drive to the east side of Long Meadow Drive. The project is part of a planned major street, Dickenson Road, and will connect from the current terminus of Dickenson Road, located on the east side of West Hemlock Drive north of MD 26 (Liberty Road).

-	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	154,000								154,000
Land Acquisition		260,000							260,000
Site Work			77,000						77,000
Construction			770,000						770,000
Equipment/Furnishings									0
Other			230,000						230,000
EXPENDITURES									
TOTAL	154,000	260,000	1,077,000	0	0	0	0	0	1,491,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

## **Highway Safety Improvements**

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

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. Among the possible improvements are minor changes in intersection geometry, turn lanes, signing additions or upgrades, traffic calming measures, and pavement marking upgrades.

Recent safety improvements: Nicodemus Road Woodbine Road Hoods Mill Road Wine Road Marvin Avenue

	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
-	111)	1120	1121	1122	1125	1124	Thoeuton	complete	110jeet cost
Engineering/Design	150,000								150,000
Land Acquisition									0
Site Work									0
Construction	31,000	633,000	34,000	36,000	38,000	40,000			812,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	181,000	633,000	34,000	36,000	38,000	40,000	0	0	962,000
_									
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

## **Market Street Extended**

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

Functional Classification: Collector Average Daily Traffic: TBD Length: Approximately 1,400 feet Limits: MD 140 to Old Westminster Pike

This project provides funding for the construction of a more direct connection to MD 140 from Old Westminster Pike. This connector will reduce traffic on Old Baltimore Road and the local streets that extend from Old Westminster Pike to Old Baltimore Road, and will provide redundancy in the road network. The connection to MD 140 will be located at the existing traffic signal at Market Street/Old Baltimore Road.

The prior allocation of \$1.3 million was for land acquisition.

-	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition							1,271,005		1,271,005
Site Work	51,000								51,000
Construction	516,000								516,000
Equipment/Furnishings									0
Other	153,000								153,000
EXPENDITURES									
TOTAL	720,000	0	0	0	0	0	1,271,005	0	1,991,005
PROJECTED OPERATING	0	0	0	0	0	0			

# North Carroll Salt Storage Facility

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

This project provides funding to construct a new salt storage facility in the North Carroll area.

Potential operating impacts to be determined as the project develops.

_	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	160,000								160,000
Land Acquisition									0
Site Work	200,000								200,000
Construction	650,000								650,000
Equipment/Furnishings									0
Other	50,000								50,000
EXPENDITURES									
TOTAL	1,060,000	0	0	0	0	0	0	0	1,060,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

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## **Pavement Management Program**

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

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 repaired, replaced, or added where necessary. Sidewalk accessibility will also be evaluated and included if upgrades are due.

Maintaining a road network condition of Satisfactory is one of the Department's goals. While addressing roads that are near failure is important, maintaining those roads in Fair and Satisfactory condition is important as well. It is more cost effective to address roads while the amount of repair work is minimal than to wait until a more costly repair is needed. This provides a balanced approach to keeping the network in Satisfactory condition.

-	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	110,000	115,000	120,000	125,000	125,000	125,000			720,000
Land Acquisition									0
Site Work									0
Construction	11,550,000	11,970,000	12,400,000	13,020,000	13,600,000	14,300,000			76,840,000
Equipment/Furnishings									0
Other	550,000	575,000	600,000	625,000	650,000	700,000			3,700,000
EXPENDITURES									
TOTAL	12,210,000	12,660,000	13,120,000	13,770,000	14,375,000	15,125,000	0	0	81,260,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

## **Pavement Preservation**

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

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

The upcoming project list is generated in the spring in preparation for the summer construction season.

-	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	1,082,000	1,114,000	1,147,000	1,181,000	1,216,000	1,275,000			7,015,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	1,082,000	1,114,000	1,147,000	1,181,000	1,216,000	1,275,000	0	0	7,015,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

## **Ramp and Sidewalk Upgrades**

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

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. As part of this process, a Self-Evaluation of Pedestrian Facilities within County rights-of-way has been completed and is being used to develop a prioritized plan to address deficiencies. Funding in this project will address non-compliant curb ramps at various intersections and sidewalk network deficiencies.

	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work	7,500	7,500	7,500	7,500	7,500	7,500			45,000
Construction	60,000	65,000	70,000	75,000	80,000	85,000			435,000
Equipment/Furnishings									0
Other	7,500	7,500	7,500	7,500	7,500	7,500			45,000
EXPENDITURES									
TOTAL	75,000	80,000	85,000	90,000	95,000	100,000	0	0	525,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

## **Ridenour Way Extended**

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

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 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 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	250,000								250,000
Land Acquisition									0
Site Work	210,000								210,000
Construction	885,000								885,000
Equipment/Furnishings									0
Other	405,000								405,000
EXPENDITURES									
TOTAL	1,750,000	0	0	0	0	0	0	0	1,750,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

District Location: 5
8308

## **Small Drainage Structures**

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

This project provides ongoing funding to repair or replace deteriorated drainage structures including culvert headwalls, and ancillary drainage features. Recently completed project sites include Carroll Warehime Road culvert rehabilitation, and Lineboro Road and Dr. Stitely Road pipe culvert replacements.

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

	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	160,000	170,000	180,000	190,000	200,000	210,000			1,110,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	160,000	170,000	180,000	190,000	200,000	210,000	0	0	1,110,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

## **Storm Drain Rehabilitation**

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

This project provides ongoing funding to gather video inspection data of existing storm drain pipes and to maintain the storm drainage system through rehabilitation and replacement. Video inspections will assess condition to determine if repairs or replacements are needed.

The County maintains about 180 miles (or 950,000 feet) of storm drain infrastructure, primarily located in neighborhoods where curbing, inlet, and manholes exist. Many of these storm drainage systems were constructed in the late 1960s and 1970s with corrugated metal pipe. It is likely that many of these systems are nearing the end of their expected service life.



Photograph of deteriorated metal pipe

-	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	135,000	135,000	135,000	135,000	135,000	135,000			810,000
Land Acquisition									0
Site Work									0
Construction	165,000	215,000	265,000	315000	365,000	415,000			1,740,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
-									
TOTAL	300,000	350,000	400,000	450,000	500,000	550,000	0	0	2,550,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

# **Transportation/State Projects**

Lynn Karr, Senior Management and Budget Analyst (410) 386-2082

This project provides planned funding to support State road projects in Carroll County. Contributing County funding to State projects may encourage the planning process and the construction of State roads in Carroll County.

_	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design		200,000	200,000	200,000			800,000		1,400,000
Land Acquisition									0
Site Work									0
Construction									0
Equipment/Furnishings									0
Other									0
EXPENDITURES									
F									1
TOTAL	0	200,000	200,000	200,000	0	0	800,000	0	1,400,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

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

This project provides ongoing funding for improvements to County unpaved roads.

-	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	850,000	890,000	940,000	100,000	1,050,000	1,100,000			4,930,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	850,000	890,000	940,000	100,000	1,050,000	1,100,000	0	0	4,930,000
PROJECTED OPERATING									
IMPACTS	0	0	0	0	0	0			

8507