

COMMUNITY INVESTMENT PLAN FOR FISCAL YEARS 2017 TO 2022

	2017	2018	2019	2020	2021	2022	Prior Allocation	Balance to Complete	Total Project Cost
ROADS:									
Dickenson Road Extension	\$0	\$0	\$0	\$0	\$0	\$280,000	\$0	\$0	\$280,000
Highway Safety Improvements	40,000	40,000	50,000	50,000	59,000	59,000	0	0	298,000
Johnsville Road Sidewalk	290,565	0	0	0	0	0	29,200	0	319,765
Market Street Extended	63,000	0	861,900	0	0	0	1,208,005	0	2,132,905
Meadow Branch Road Extended (MD 97 to Sullivan Road)	10,000	10,000	10,000	10,000	358,700	3,650,500	485,000	0	4,534,200
Pavement Management Program	11,183,000	11,685,000	12,217,000	12,658,000	13,115,000	13,765,000	0	0	74,623,000
Pavement Preservation	1,110,000	1,150,000	1,220,000	1,300,000	1,350,000	1,400,000	0	0	7,530,000
Ramp and Sidewalk Upgrades	120,000	120,000	144,000	144,000	144,000	179,000	0	0	851,000
Small Drainage Structures	84,000	87,000	90,000	93,000	95,000	98,000	0	0	547,000
Storm Drain Rehabilitation	0	0	180,000	180,000	180,000	300,000	0	0	840,000
Traffic Calming	20,000	20,000	22,000	22,000	24,000	24,000	0	0	132,000
ROADS TOTAL	\$12,920,565	\$13,112,000	\$14,794,900	\$14,457,000	\$15,325,700	\$19,755,500	\$1,722,205	\$0	\$92,087,870

Dickenson Road Extension

District Location: 5

Sheree Lima, Management and Budget Project Coordinator (410) 386-2082

Proj #

Area: 0.35 acre

Location: West side of West Hemlock Drive, approximately 240 feet north of MD 26 (Liberty Road)

The project provides planned funding to acquire a small improved lot located in the alignment of a planned major street. Acquisition of this property is necessary as a first step in the eventual construction of Dickenson Road.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition						280,000			280,000
Site Work									0
Construction									0
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	0	0	0	0	0	280,000	0	0	280,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Highway Safety Improvements

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

9674

This project provides ongoing funding to address roads and road intersections with a history of frequent or severe accidents, significant potential for accidents, or sites with inadequate levels of service. Improvements may include minor changes in intersection geometry, turn lanes, signing additions or upgrades, and pavement marking upgrades.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	30,000	30,000	38,000	38,000	45,000	45,000			226,000
Equipment/Furnishings									0
Other	10,000	10,000	12,000	12,000	14,000	14,000			72,000
EXPENDITURES									
TOTAL	40,000	40,000	50,000	50,000	59,000	59,000	0	0	298,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			0

Johnsville Road Sidewalk

District Location: 5

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

8587

Length: Approximately 790 feet

Limits: Opposite Victor Drive to Bartholow Road

This project provides funding for construction of a sidewalk along Johnsville Road in Freedom to connect Eldersburg Elementary School, Liberty High School, residential neighborhoods, and the commercial corridor along MD 32 (Sykesville Road) via Bartholow Road. Eighty (80) percent of design and construction costs are being funded by the Safe Routes to School Program that is administered by the Maryland Department of Transportation.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	20,200						29,200		49,400
Land Acquisition									0
Site Work	128,800								128,800
Construction	125,000								125,000
Equipment/Furnishings									0
Other	16,565								16,565
EXPENDITURES									
TOTAL	290,565	0	0	0	0	0	29,200	0	319,765
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Market Street Extended

District Location: 3

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

8318

Functional Classification: Collector
 Average Daily Traffic: TBD
 Length: Approximately 1,400 ft
 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, focusing on the goal of creating a safe, efficient roadway network. By providing a more direct access route 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. The connection to MD 140 will be located at the existing traffic signal at Market Street/Old Baltimore Road.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition	63,000						1,208,005		1,271,005
Site Work			66,300						66,300
Construction			663,000						663,000
Equipment/Furnishings									0
Other			132,600						132,600
EXPENDITURES									
TOTAL	63,000	0	861,900	0	0	0	1,208,005	0	2,132,905
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			0

Meadow Branch Road Extended (MD 97 to Sullivan Road)

District Location: 3

Sheree Lima, Management and Budget Project Coordinator (410) 386-2082

Proj #

Functional Classification: Urban Major Collector (planned)

Average Daily Traffic: N/A

Length: Approximately 4,000 feet total

Limits: MD 97 (Littlestown Pike) to Sullivan Road (County portion: MD 97 to roundabout)

This project provides funding for the design and construction of the extension of Meadow Branch Road from MD 97 (Littlestown Pike) to a proposed roundabout west of Sullivan Road. The planned extension of Meadow Branch Road (MD 97 to Sullivan Road) comprises a segment of a planned continuous roadway that will extend to MD 27 (Manchester Road.)

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design					253,900				253,900
Land Acquisition					84,800		485,000		569,800
Site Work	10,000	10,000	10,000	10,000	20,000				60,000
Construction						3,269,600			3,269,600
Equipment/Furnishings									0
Other						380,900			380,900
EXPENDITURES									
TOTAL	10,000	10,000	10,000	10,000	358,700	3,650,500	485,000	0	4,534,200
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			0

Pavement Management Program

Heidi K. Pepin, Senior 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 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 will be replaced or added where necessary.

Approximately thirty-five percent of the County's road network is considered mainline or collector and arterial roads. These roads typically carry a higher traffic volume. Sixty-five percent are lower volume roads, including neighborhood roads.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design	85,000	85,000	90,000	90,000	95,000	95,000			540,000
Land Acquisition									0
Site Work									0
Construction	10,570,000	11,050,000	11,550,000	11,970,000	12,400,000	13,020,000			70,560,000
Equipment/Furnishings									0
Other	528,000	550,000	577,000	598,000	620,000	650,000			3,523,000
EXPENDITURES									
TOTAL	11,183,000	11,685,000	12,217,000	12,658,000	13,115,000	13,765,000	0	0	74,623,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Pavement Preservation

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

Proj #

This project provides ongoing funding to place a maintenance seal coat, such as microsurface, on various 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.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	1,110,000	1,150,000	1,220,000	1,300,000	1,350,000	1,400,000			7,530,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	1,110,000	1,150,000	1,220,000	1,300,000	1,350,000	1,400,000	0	0	7,530,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			0

Ramp and Sidewalk Upgrades

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

Proj #

This project provides funding to upgrade or replace noncompliant sidewalks for ADA accessibility. Noncompliant ramps and sidewalks are also addressed as part of the Pavement Management project. This funding allows for acceleration of the replacement and upgrade process.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work	10,000	10,000	12,000	12,000	12,000	14,000			70,000
Construction	100,000	100,000	120,000	120,000	120,000	150,000			710,000
Equipment/Furnishings									0
Other	10,000	10,000	12,000	12,000	12,000	15,000			71,000
EXPENDITURES									
TOTAL	120,000	120,000	144,000	144,000	144,000	179,000	0	0	851,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Small Drainage Structures

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

9847

This project provides ongoing funding to repair or replace deteriorated drainage structures including culvert pipes, headwalls, and ancillary drainage features. Some recently completed project sites include Salem Bottom Road pipe culvert replacement, Piney Run Court drainage system, and White Rock Road culvert replacement/repairs.

The Department of Public Works is working towards including 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 in replacing and repairing these drainage structures.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	84,000	87,000	90,000	93,000	95,000	98,000			547,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	84,000	87,000	90,000	93,000	95,000	98,000	0	0	547,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			0

Storm Drain Rehabilitation

Heidi K. Pepin, Senior Budget Analyst (410) 386-2082

Proj #

This project provides planned funding to gather video camera data of the older metal storm drain pipes to assess the condition and determine if repairs or replacement are needed. Funding is included in FY 22 to begin needed repairs or replacement of existing storm drain pipes and structures.

The County maintains about 180 miles (or 950,000 feet) of storm drain infrastructure, mostly located in neighborhoods where curbing and inlets exist. Many of the storm drain systems were constructed in the late 1960s and 1970s and may be reaching the end of their useful life.



Photograph of a deteriorated metal pipe.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design			180,000	180,000	180,000	50,000			590,000
Land Acquisition									0
Site Work									0
Construction						250,000			250,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	0	0	180,000	180,000	180,000	300,000	0	0	840,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			

Traffic Calming

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Proj #

This project provides ongoing funding for traffic calming for the use of various measures to alter driver behavior and improve safety conditions for street users. Traffic calming solutions may include the use of roundabouts, traffic circles, speed bumps, and median barriers. These projects are requested as part of the traffic calming citizen request process which involves extensive public involvement.

	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Prior Allocation	Balance to Complete	Total Project Cost
Engineering/Design									0
Land Acquisition									0
Site Work									0
Construction	20,000	20,000	22,000	22,000	24,000	24,000			132,000
Equipment/Furnishings									0
Other									0
EXPENDITURES									
TOTAL	20,000	20,000	22,000	22,000	24,000	24,000	0	0	132,000
PROJECTED OPERATING IMPACTS	0	0	0	0	0	0			