



## **CHAPTER 6**

### *Goal 2: To Provide a Safe and Functional Transportation System*

---

The existing transportation system within the study area consists of a combination of walkways (sidewalks), roadways, and a railway. The transportation planning effort contained herein recognizes the values inherent in the existing transportation network for those citizens traveling within the borders of the Town of Sykesville, Freedom, and Eldersburg areas, as well as for those traveling through the area on their way to destinations outside the Freedom area limits. Later sections in this chapter address ways in which the existing transportation system can be enhanced to improve the functioning and safety of the system for the overall benefit of its users.

The Freedom community transportation element also documents other available transportation-related amenities that serve the citizens of the Freedom area without actually being located in the study area.

#### **A. Summary of the Existing Transportation Network**

The Freedom neighborhoods are constructed along and around two major state highways -- MD 26 and MD 32. These highways intersect in the center of the planning area. The majority of the traffic movements within and through the community utilizes at least segments of this major roadway system. County roads, because of unconnected segments, provide a minimum of alternatives for residents using the highly-traveled street system.

Following is a summary of significant local, county, and state roadways serving the Freedom area. Included in each summary are some facts about the specific roadway, including (where available) lane geometrics, roadway width, posted speed limits, functional classification, average daily traffic (ADT) volume, and any other noteworthy characteristics of the roadway. The Roads Functional Classification map shows the local roadway network which identifies specific classifications for state and local roadways.

##### **State Roadways**

The Freedom community is served primarily by two Maryland State Highway facilities -- MD 32 (Sykesville Road) and MD 26 (Liberty Road).

*MD 32 (Sykesville Road)* is a two-lane, undivided highway connecting Sykesville/Eldersburg to MD 97 and Westminster to the northwest, and I-70 and Howard County to the south. MD 32 serves an average daily traffic (ADT) volume of 22,975 south of Freedom Avenue and is classified by Carroll County as an intermediate arterial roadway. From the Howard County line north, the posted speed limit on MD 32 is 50 mph. Approaching Freedom Avenue, the posted speed limit drops to 40 mph. Residential driveway and local street access increases on MD 32





between Freedom Avenue and the intersection of MD 26. Access is limited to mostly collector roads along MD 32 from Freedom Avenue south to the Howard County line. MD 32 north of Liberty Road currently provides access to numerous commercial and light industrial properties, including Eldersburg Plaza, Bevard Square Business Park, and the Eldersburg Business Center. Continuing north of Bennett Road, MD 32 provides direct access to residential driveways, local roads, and Freedom Elementary School.

*MD 26 (Liberty Road)* connects the Freedom area to Baltimore County to the east and Mt. Airy and Frederick County to the west. MD 26 is classified by Carroll County as a principal arterial with an ADT of 30,825 vehicles east of MD 32. The ADT at the Freedom area's boundaries along MD 26 were 21,425 east of MD 97 and 17,275 at the Baltimore County line to the east. MD 26 provides access to numerous commercial sites along its corridor within the Freedom area, as well as a number of residential driveways. South Carroll Commercial Park, Carrolltowne Mall, Freedom Village Shopping Center, and Eldersburg Plaza are a few of the larger commercial sites. Access to a significant number of smaller commercial sites, strip developments, and residential neighborhoods puts a strain on the traffic that is generated along MD 26.

### **County Roadways**

Following is a summary of the characteristics of several locally-significant county roadways serving the Freedom community:

*Bartholow Road* is a 5-mile collector road, extending from MD 32 to its terminus at MD 97 along the western edge of Freedom. The ADT along the roadway west of MD 32 was 5,685. This street serves as the main access to Liberty High School as well as residential areas west of Johnsville Road, where the road is rural in nature with little or no shoulder. One travel lane in each direction is provided; passing zones are limited due to the rolling topography and sharp curves that are experienced between Johnsville Road and Cherry Tree Lane.

*Bennett Road* is a 1.3-mile collector roadway extending from Oklahoma Road at its eastern terminus to MD 32 at the signalized intersection of Johnsville Road. The ADT east of MD 32 was 3,108, and west of Oklahoma the count was 1,976 ADT. This street provides direct access to MD 32 for the residential areas in the northeast portion of the CPA.

*Freedom Avenue* is classified as a local road by Carroll County. East of Johnsville Road, Freedom Avenue has an ADT count of 4,180, increasing to 4,368 ADT north of MD 32. Freedom Avenue provides direct access to the Piney Ridge Elementary School, numerous residential driveways, and the neighborhoods of Flohrville and Piney Ridge.

*Johnsville Road* is a 2-mile major collector road with 2,773 ADT south of Bartholow Road and 5,774 south of MD 26. Johnsville Road currently provides direct access to two arterial roadways in the area, MD 26 and MD 32. With the completion of the Johnsville Road extension to its southern terminus at MD 32, Johnsville Road will provide a facility to ease some of the congestion on MD 26 and MD 32 as well as Freedom Avenue. Eldersburg Elementary has direct





FREEDOM COMMUNITY COMPREHENSIVE PLAN:  
A COMMUNITY OF NEIGHBORHOODS



access to Johnsville Road, while Piney Ridge Elementary and Liberty High School are less than one-quarter mile off of Johnsville Road. With the proximity to the schools and the number of residential areas accessing Johnsville Road, significant potential exists for pedestrian traffic as well as relatively-high automotive traffic to be generated.

*Macbeth Way* is classified by Carroll County as a minor collector with an ADT count of 3,315 east of Slacks Road. This street serves the residential neighborhoods of Bonnie Brae, Carrolltowne, and Hilltop. Direct driveway access is provided to residences approximately every 25 feet as well as other local roads feeding onto Macbeth Way. Sidewalks are provided on one side of the street. Macbeth Way currently runs from Brangles Road at the eastern end to just south of Glasgow Circle. The road picks up again around Georgetown Boulevard and extends to MD 32 at its western terminus. With the completion of the residential development in Hunters Crossing, a complete connection will be provided from Brangles Road to MD 32, approximately 3.25 miles in length. This connection will ease some of the traffic on MD 26 east of MD 32 generated by the residential areas behind Carrolltowne Mall and along Macbeth Way.

*Obrecht Road* extends west from Third Avenue in Sykesville to its western terminus at MD 97. The ADT on Obrecht Road east of Gaither was 4,347, east of White Rock Road 3,026, and east of MD 97 just 1,632. The counts showed a definite traffic movement from the residential areas along Gaither Road and White Rock Road heading east to access MD 32, with this section of the road being classified as a major collector. Obrecht Road west of White Rock is classified as a minor collector by Carroll County. Although MD 97 does provide access to I-70, it also has sharp curves that limit site lines as well as an at-grade railroad crossing that slows the speeds down, making MD 32 the alternative of choice.

*Oklahoma Road* is classified as a major collector street. With a count of 1,831 ADT west of Mineral Hill at its northern end, traffic increases to 5,252 north of MD 26. Oklahoma Road provides direct access to MD 26 for the neighborhoods of Oklahoma, Heritage Heights, Rolling View, and the residential area along Mineral Hill Road. Oklahoma Road Middle School is accessed by Oklahoma Road one-half mile north of MD 26.

*Ridge Road* is the continuation of Oklahoma Road south of MD 26. The collector roadway extends eastward past Marriottsville Road #2 and ends at Marriottsville Road just north of the Carroll/Howard County line in the Patapsco Valley State Park. Classified as major collector from MD 26 to Marriottsville Road #2, Ridge Road had an ADT of 8,595 south of MD 26, an ADT of 5,771 south of Slacks Road, and 4,048 west of Marriottsville Road #2. This section of Ridge Road provides direct access to MD 26 for numerous neighborhoods including Carroll Highlands, Harvest Farms, Hilltop, and Carrolltowne. Carrolltowne Elementary School, as well as Carrolltowne Mall, have access directly onto Ridge Road. Direct driveway access approximately every 50 feet onto Ridge Road is a result of residential development in the area. East of Marriottsville Road #2, the ADT on Ridge Road dropped to just 444 as the road surface is reduced to gravel.



*White Rock Road* is a 2.5-mile stretch of roadway extending from Obrecht Road northward to MD 26 at the intersection of Linton Road. Classified by Carroll County as a minor collector, the ADT count was 2,316 north of Obrecht Road and 3,048 south of MD 26. White Rock Road provides the only access to Piney Run Park via Martz Road. Residential areas served by White Rock Road are Brass Eagle Estates, Candlewick, Rolling Hills, and the residences along Streaker Road.

### **Pedestrian Facilities**

Pedestrian facilities are limited in the Freedom community. The main streets of Liberty Road and MD 32 have no sidewalks or provisions for pedestrian movements. An inventory of sidewalk facilities documented pedestrian walkways as existing on one side or both sides of a street. Most of the older subdivisions in the community have no sidewalks, while the majority of the newer subdivisions contain sidewalks on only one side of the local streets.

### **Other Transportation Opportunities**

A variety of transportation opportunities are available to citizens of the Freedom community, including several options that exist outside the Freedom area. Following is a brief summary of a few of these alternatives:

*Park and Ride Lots* are available at Dorsey Crossroads (MD 97 @ Old Liberty Road); Eldersburg (MD 32 @ Circle Drive); and Sykesville (MD 32 @ MD 851).

*Carpooling/Vanpooling opportunities* are available through an MTA-sponsored program, and the contact number for the Regional Rideshare Program is 1-800-492-3757.

*Countywide transit* services are provided by the Westminster-based Carroll Transit System. The system operates from 7:00 a.m. to 5:00 p.m., Monday through Friday, and primarily serves senior citizens, persons with disabilities, and transportation-disadvantaged citizens (phone: 410-876-7433 or 410-876-RIDE). Carroll Transit, however, is available to all county citizens. It is not a fixed-route service. Rather, service is provided on demand.

There are also a variety of private taxi cab companies, charter bus services, and small airports available to citizens of the Freedom community.

## **B. Adequacy of the Existing Transportation Network**

Intersections along MD 32 and the key study area intersection of MD 26 and MD 32 were approaching or had reached capacity. In addition, accident experience was increasing as the number of vehicular conflict points grows as a result of higher traffic volumes and roadside development. A commercialized section of MD 26 was identified by the Maryland State Highway Administration as a high-accident roadway segment. As business redevelops to larger facilities generating greater turning movements, the accident experience will worsen without



roadway improvements. A lack of pedestrian pathways and sidewalks contributes to the confusion by limiting the community's opportunities to move around except by automobile.

A moderate five-year development scenario with existing zoning constraints combined with regional traffic growth will cause intersections along MD 32, including MD 26 and MD 32, to fail if roadway improvements such as connection of proposed road systems, completion of service roads, and construction of alternate routes are not implemented.

Several new roads identified in the 1977 Freedom Comprehensive "Mini" Plan must be pursued, with some modifications, to minimize the projected impacts, to provide route diversion, and to reduce traffic demand on the primary routes. However, even with construction of an aggressive local road network, the key state routes of MD 32 and MD 26 and the MD 26 and MD 32 intersection will require major improvements to accommodate near- and long-term development.

### **Accident Analyses**

A review of the accident history for the most recent three-year period available from the State Highway Administration indicates two specific areas of concern. Following is a summary of accident patterns and contributing factors at these locations.

*High-Accident Intersections* ☆ The accident analysis indicates that the intersection of MD 26 and Oklahoma/Ridge Roads qualifies as a state-recognized high-accident intersection (HAI). The accident experience can be attributed to poor sight distance for vehicles traveling northbound along Ridge Road due to the horizontal curvature (curve) on Ridge Road at MD 26, poor visibility of the signals, and congestion within the intersection causing drivers to accept inappropriate gaps in traffic while attempting turning movements.

*High-Accident Segments* ☆ A high-accident roadway segment existed along MD 26 between Bonnie Brae Road and MD 32. The predominant accident pattern involved traffic on MD 26 colliding with vehicles entering or exiting the local businesses fronting on MD 26. An apparent contributing factor to the accidents was the lack of access control and consolidation which creates numerous conflict points for drivers on this stretch of road.

### **Freedom Area Transportation Study**

A professional traffic engineering firm undertook a comprehensive transportation planning effort in the Freedom area. The report was finalized in February of 1998. The final report, entitled "Freedom Area Transportation Study", reviewed the major signalized and unsignalized intersections throughout Freedom for level of service ratings and identification of congestion trouble spots. The report also included an analysis of intersections and road segments for accident activity.

Level of service (LOS) is a means of quantifying traffic flow by assigning letter grades AA@ through AF@ to a given location based on the traffic volume. Level of service AA@ is ideal; LOS AD@, though not optimal, is considered a minimum range of operations drivers will accept. Operations with unacceptable delays and queuing are indicative of LOS AE@ or AF@.



While the Freedom Area Transportation Study found that, for the most part, the existing transportation system was functioning adequately at the time of the study, the results indicated several areas of concern. The tables below represent the results of the signalized and unsignalized intersection analyses.

The following table indicates that, of the signalized intersections analyzed, MD 32 and Raincliffe Road was operating at an unacceptable level of service (LOS E during both the morning and evening rush-hour time periods). The analysis also indicated trouble spots on certain approaches to other intersections. For example, while the overall functioning of the MD 26 and MD 32 intersection was adequate, the eastbound and westbound approaches on MD 26 were failing due to the high number of turning movements. (See the end of the chapter for maps which graphically represent the intersections analyzed and their respective levels of service.)

**Level of Service Summary on Existing Conditions of Signalized Intersections  
Freedom Area**

Intersection	Level of Service				Level of Service				Critical Lane	
	NB	SB	EB	WB	NB	SB	EB	WB	AM	PM
MD 26/MD 32	B	B	F	F	D	B	D	F	B	D
MD 32/Raincliffe Rd	B	A	C	F	A	B	D	F	E	E
MD 26/White Rock Rd	B	B	A	A	B	B	A	A	C	B
MD 26/Johnsville Rd	C	C	B	B	F	C	B	B	A	B
MD 26/Oakland Mill Rd	%	%	%	%	C	C	F	C	C	D
MD 26/Georgetown Blvd	C	C	%	B	D	C	%	%	A	B
MD 26/Hemlock Dr	C	C	B	B	D	C	B	B	A	A
MD 26/Ridge Rd/Oklahoma Rd	C	C	B	B	F	C	B	B	A	A
MD 26/Monroe Ave	D	C	A	A	D	B	A	A	A	A
MD 32/Johnsville Rd (north)	D	%	A	A	E	%	A	A	A	B

Source: Freedom Area Transportation Study, 1998

The table below indicates that, of the unsignalized intersections analyzed, essentially all were operating at adequate levels of service. However, a few approach lanes to the intersections of MD 26 and Carroll Highlands Road, MD 32 and Freedom Avenue, and MD 32 and Piney Ridge Parkway were experiencing unacceptable levels of service.

**Level of Service Summary on Existing Conditions of Unsignalized Intersections  
Freedom Area**

Intersection	Level of Service				Level of Service				Critical Lane	
	NB	SB	EB	WB	NB	SB	EB	WB	AM	PM
MD 26/Carroll Highlands Rd	C	D	A	B	F	C	B	A	A	A
MD 32/Freedom Ave	B	-	D	-	B	-	F	-	A	C
MD 32/Piney Ridge Pkwy	B	A	D	F	A	C	F	D	A	A
Ramp from/to MD 97 at MD 26	A	-	-	A	A	-	-	A	A	A
MD 97 at Ramp from/to MD 26	A	-	A	-	A	-	A	-	A	A
MD 97/Ramp from MD 26	-	-	-	A	-	-	-	B	A	A
MD 97/Obrecht Rd	A	-	B	-	A	-	A	-	A	A
Bartholow Rd/Johnsville Rd	-	A	-	B	-	A	-	B	A	A
Monroe Dr/Ridge Rd	A	A	A	A	A	A	A	A	A	A
Johnsville Rd/Freedom Ave	-	A	-	B	-	A	-	B	A	A
Georgetown Blvd/Lee Ln	A	A	A	C	A	A	A	C	A	A
Carroll Highlands Rd/Harvest	A	A	A	A	A	A	A	A	A	A
Marriottsville Rd/Ridge Rd	A	A	B	A	B	A	A	A	A	A
Marriottsville Rd/Arrington Rd	A	-	A	-	A	-	B	-	A	A

Source: Freedom Area Transportation Study, 1998  
A-A means approach not included in analysis

### C. Forecasted Impacts of Future Growth on the Transportation System

The previously-mentioned Freedom Area Transportation Study forecasted future traffic volumes on the local roadway network in the near-term (2002) and the long-term (2020). Projected traffic volumes were determined by adding anticipated growth in “background traffic” (vehicle trips through Freedom to destinations beyond the community) to estimated trips generated by existing and future land uses. Once the traffic forecasts were set, network analyses were performed to determine the adequacy of the roadway network by the 2002 and 2020 timeframes.

The most notable deteriorations throughout the roadway network in the near-term analysis were expected to occur at the MD 26 and MD 32 intersection (LOS E/F) and the MD 32 and Freedom Avenue intersection (LOS D/E). The MD 32 and Raincliffe Road intersection was expected to continue operating at an unacceptable level of service in 2002 (LOS F/F) without intersection improvements.

For the 2020 analysis, a series of development and roadway improvement scenarios were developed. Scenarios had to be developed based on assumptions, trends, and development patterns. The Freedom Area Transportation Study details the methodologies used to develop and analyze the long-term development scenarios. It is safe to assume, however, based on any of the scenarios, that the primary intersections along MD 32 and MD 26 will be operating at unacceptable levels of service without significant investment and upgrades to the roadway system as it existed at the time of this study. The adequacy of the roadway network in the long-term, particularly congested intersections along MD 32, will be improved with a future dualization of the highway.

## **D. Transportation Network Improvements**

The improvements needed to maintain the envisioned safe and functional transportation system depend largely on the timing and rate of future growth. While there are improvements that are needed immediately, such as several locally-significant roadway connections, other improvements may not be necessary until the 2002 timeframe and beyond.

Other needs of the transportation system involve the provision of a community-wide trail system which connects neighborhoods, parks, places of worship, etc. through a series of interconnected sidewalks, trails, bikeways, and greenways.

### **Freedom Major Street Plan**

The principal tool used to implement the needed roadway connections and future new roadways is the Major Street Plan. While the Major Street Plan does not identify the need for additional turn lanes or traffic signal synchronization, it does delineate the location of new roads to be built that assist in the efficient and safe circulation of vehicular traffic within the limits of the Freedom area.

The Proposed Roadway Network map indicates the location of the roadways proposed for construction in Freedom. While several are carried forth from the original Freedom Plan in 1977, a few new roadways were added in an attempt to create more opportunities for local traffic to avoid the congested MD 26 corridor and the MD 26 and MD 32 intersection.

While every roadway segment within the overall roadway network is important, there are several which deserve immediate attention due to the critical nature of the demand for more road capacity and the overriding concern that future development could permanently preclude construction of the routes. The following roadways were given top priority for construction as part of the local network.

- Piney Ridge Parkway between MD 32 and MD 26
- Connection between Hodges Road and Strawbridge Terrace
- Monroe Avenue extension between MD 32 and Oklahoma Road
- Macbeth Way connection east of MD 32
- MD 26 parallel service roads

### **Bicycle and Pedestrian Facilities Plan**

In addition to roadway network improvements, pedestrian facilities are also part of the overall transportation system in Freedom. The Bicycle and Pedestrian Facilities map at the end of the chapter identifies existing sidewalks throughout the neighborhoods of Freedom while also recommending the most appropriate sidewalk connections in the community. Support for sidewalks and pedestrian corridors was reflected by the survey that was conducted in the Freedom area. The survey revealed that 42 percent of the respondents strongly encouraged sidewalks and pedestrian corridors in the Freedom area.

Also recommended are interconnected greenways, trails, and bicycle facilities that create recreational and transportation choices for the citizens of the area. A trail system, consistent with the type of system envisioned in the 1994 Greenways, Bicycle and Pedestrian Facilities Technical Report and included in the 1999 Carroll County Land Preservation and Recreation Plan, should be constructed in the area to connect the neighborhoods, parks, shopping areas, and points of interest in the community. A 1,500-linear-foot trail in the Town of Sykesville was completed, and the town is actively pursuing land acquisition measures in order to complete connection of the town trail leading to Piney Run Park.

## **E. Recommendations to Provide a Safe and Functional Transportation System**

In addition to the implementation of a Major Street Plan and a Bicycle and Pedestrian Facilities Plan, the following recommendations would assist in the long-term provision of an adequate transportation system in Freedom.

### ***Develop and implement an access control policy***

Develop and implement an access control policy that eliminates unnecessary and detrimental impacts on MD 32 and MD 26. The successful realization of a comprehensive access control policy improves safety, minimizes accident opportunities, and decreases vehicle delays on the arterial roadways.

### ***Implement traffic calming options at appropriate locations on local roadways***

Develop a comprehensive policy on the approval, placement, and design of community-based traffic calming options. Among other things, roadway traffic volume, functional classification, speed, and design should be considered when preparing the policy. The benefits of this action include speed control, pedestrian safety, and improved community design.



***Acquire land for the development and construction of a community-wide trail system***

Acquire land for the eventual construction of an interconnected community trail system. Methods of acquiring the land include easement, land dedication, land purchase, fee-in-lieu, and private property donation.

***Provide sidewalks on both sides of the street***

Currently, county regulations require developers to install sidewalks on only one side of the street. The exception is when the development is within walking distance to schools, in which case sidewalks are required to be provided on both sides of the street. The recommendation is to require the construction of sidewalks on both sides of the street in all developments.

***Develop and implement a Bicycle and Pedestrian Facilities Plan that contains sidewalk connections and a local trail system***

A Bicycle and Pedestrian Facilities Plan involves the connection of points of interest throughout Freedom via sidewalks, trails, bikeways, and greenways. The system would provide pedestrian access to parks, schools, shopping areas, and other destinations. The goal of the trail system would be to improve community circulation while giving local citizens the opportunity to enjoy amenities and conveniences without having to drive their cars. Future expansion of the trail system could tie into a larger countywide network of trails, stream valleys, and roadways that would provide bicycle tours or nature appreciation opportunities.

***Pursue federal funds to develop a plan for bike trails that identifies dedicated bike lanes on major roads to ensure safety of cyclists***

Federal funding for bike lanes on major roads is available through highway enhancement programs such as the Transportation Efficiency Act (TEA-21). These funding sources need to be fully explored.

***Program capital resources to complete various road segments***

Until now, the policy of the county has been to wait until developers construct planned major streets through various developments. This has led to the construction of incomplete road segments throughout the Freedom area. The county's current policy of funding roads is not based on relieving congestion but rather on maintaining existing road systems. Completion of the Freedom area proposed roadway network should be a priority in order to facilitate the easy flow of traffic. A portion of the county's CIP should be designated for new roadway construction projects.

***Identify mechanisms to forward fund roadway construction***

Some jurisdictions in the State of Maryland forward fund road construction through general funds, excise taxes, and impact fees. These jurisdictions later charge developers for the completed road segments during the actual construction of various projects. Similarly, the county needs to explore options to forward fund roadway construction. Various federal and



state grants and loans available for road construction could be identified and pursued to help with this funding.

***Construct local and state roadway system improvements in a timely manner***

- Coordinate with SHA on a review of signal timing, traffic control devices, and county approach road modifications at state and local intersections in the area, particularly at the intersection of MD 26 and Oklahoma Road. Removal of the permissive left-turn signal phase on the mainline, an increase in amber or all red-clearance times, and geometric modifications to improve the horizontal geometry of the northbound approach are required to reduce the high accident rate.
- Pursue planning studies and land acquisition to implement access consolidation and a frontage road system in the MD 26 commercial corridor.
- Prioritize with the SHA widening of MD 32 to a four-lane section from MD 26 to the county line. At a minimum, pursue the construction of a four-lane section with left-turn lanes at the MD 32/Raincliffe Road intersection.
- Coordinate with site developers to ensure that planned major streets are included in preparing site layouts.
- Restructure development in the area of influence of the MD 32 and MD 26 intersection to right-in/right-out access only with significant setbacks from the roadway to accommodate the eventual widening of the intersection and construction of barriers.
- Create a “road club” among developers to aid in funding required roadway upgrades in the Freedom community.
- Construct the remaining sections of Macbeth Way and Piney Ridge Parkway.
- Construct double left-turn lanes at the MD 32 and MD 26 intersection.
- The following table provides a prioritized listing of the overall new roadway construction and connections of various road segments in the Freedom area. All these projects should be considered for inclusion in the CIP and should be funded during different years based on each project’s priority ranking.



FREEDOM COMMUNITY COMPREHENSIVE PLAN:  
A COMMUNITY OF NEIGHBORHOODS



**Prioritization of New Roadway Construction  
and Connections in the Freedom Area**

Road Name	Included	
	Freedom Plan	CIP
<i>Priority 1</i>		
Dickenson Ln (parallel road north of Liberty Rd)	✓	✓
- Georgetown Blvd to Long Meadow Dr		FY 2000
- Long Meadow Dr to Oklahoma Rd		FY 2001
- Oklahoma Rd to Monroe Ave		FY 2000
Hodges Rd & Strawbridge Terr Connection	✓	
Lee Lane	✓	
Macbeth Way Connection (east of MD 32)	✓	✓
		FY 2000
Macbeth Way Extension (Brangles Rd to Marriottsville Rd)	✓	
Obrecht Rd (MD 97 to MD 32)		✓
- White Rock Rd to Gaither Rd		FY2002
- Gaither Rd to MD 32		FY 2003
Piney Ridge Pkwy (between MD 32 and MD 26)	✓	✓
		FY 2002
Ridenour Way (parallel road to the south of Liberty Rd)	✓	
MD 32 dualization	✓	
<i>Priority 2</i>		
Arrington/Raincliffe Rd - Alignment Improvements	✓	
Conan Doyle Way	✓	
Georgetown Blvd	✓	✓
		FY 2004
Monroe Ave	✓	✓
- Oklahoma Rd to Bennett Rd		FY 2002
- Monroe Avenue Extended to MD 32		FY 2005
Raincliffe Rd (extended to Brangles Rd)	✓	
<i>Priority 3</i>		
Johnsville Rd extension into Springfield Hospital	✓	





## F. Fiscal Impacts

The realization of a complete transportation network in the Freedom community, including the successful implementation of the Major Street Plan, an interconnected trail system, and major improvements to MD 32 and MD 26 as recently proposed would be very costly.

If the public sector were to construct the Major Street Plan, which includes a combination of state and county roadway projects, it would exceed a total estimated construction cost of \$85 million. Local roadways would cost roughly \$15 million to construct. The improvements to these roadways may be partially funded by new development.

A community-wide trail system, containing a combination of greenways and sidewalks, would cost over \$4.6 million to construct. The 51-mile system (43 miles of greenways, nature trails, hiking trails, and 8 miles of new sidewalks) would provide for improved connectivity within the community. Based on a \$90,000 per mile cost for greenways, as supplied by the State Greenways Commission, the greenways system in Freedom would cost roughly \$3.8 million (not including land acquisition costs). Sidewalk construction costs, assuming a 4- to 5-foot wide walkway at \$4.00 per square foot, would cost approximately \$800,000.

Although the costs outlined above are significant, it is safe to assume that the overall burden borne by the county would be somewhat less due to grant funds and developer investments.

