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MARYLAND ROUTE 30 HAMPSTEAD BYPASS

- **Context**
  - Need for the planned 4.2 mile bypass around the Town of Hampstead to relieve gripping congestion within the town during peak traffic hours. Planning for a bypass begun in the 1960s.
  - Located in Northeastern Carroll County, northwest of the Baltimore Metropolitan Area. Approximately 25 miles from downtown Baltimore.
  - MD 30 is a principle north-south roadway between Reisterstown, MD and Hanover, PA (Home of Utz Potato Chips) .
  - Return the Town of Hampstead to its residents and allow commuter and commercial traffic to bypass the town center.
  - A desire to allow the redevelopment of downtown as a “small town” including traffic calming and establish a more pedestrian friendly environment.
  - Context sensitive design solutions required for environmental features.
  - Total Cost: $50 million.

- **Status**
  - Design & Construction are concurrently underway

- **Main CSS Elements**
  - Environmental accommodation of a Federally Listed Threatened Species
  - Significant Reforestation
  - Biological Assessment Team with all stakeholders
  - Use of roundabouts at the three access points
  - Innovative contracting method

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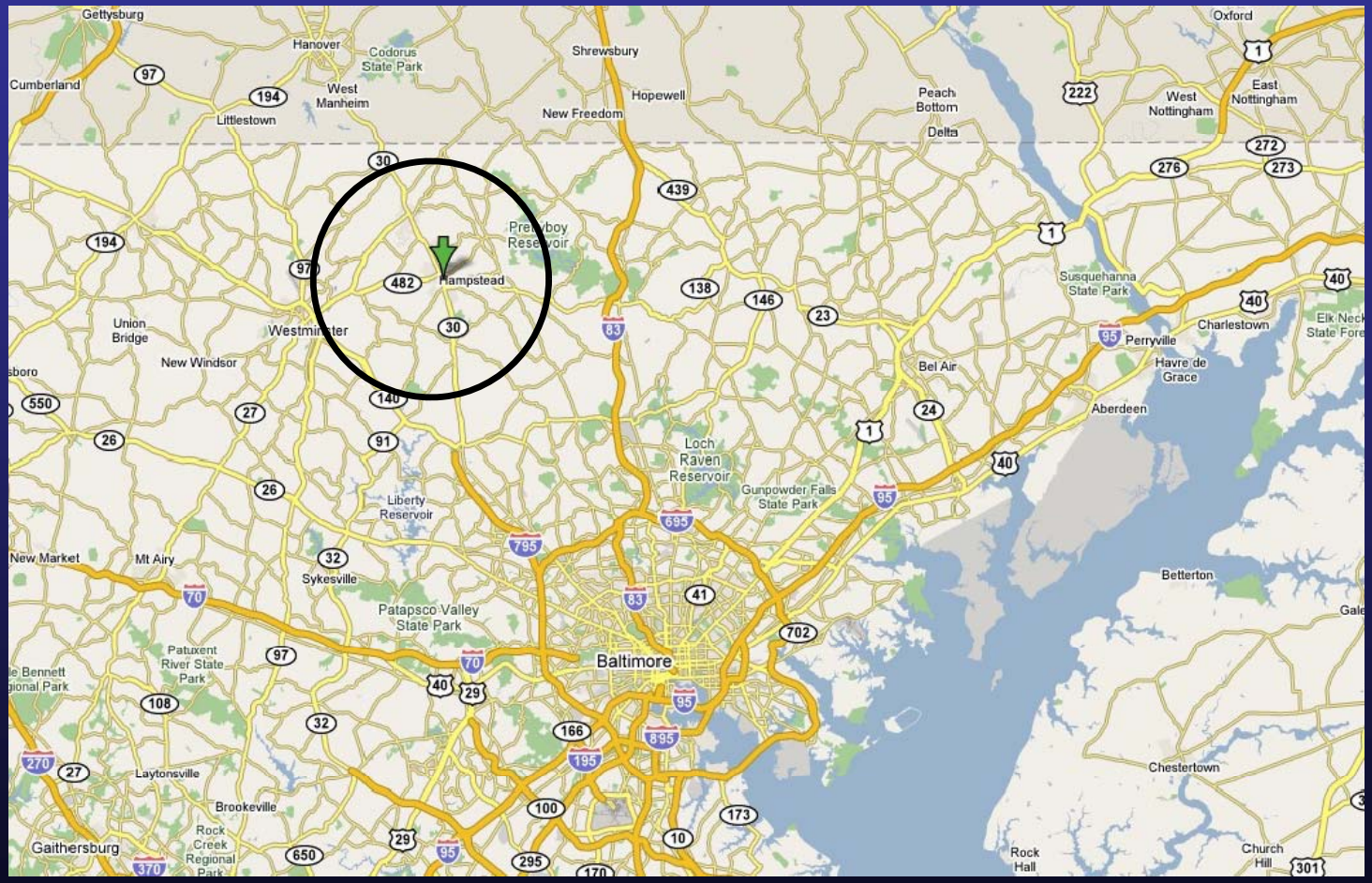
Location Map



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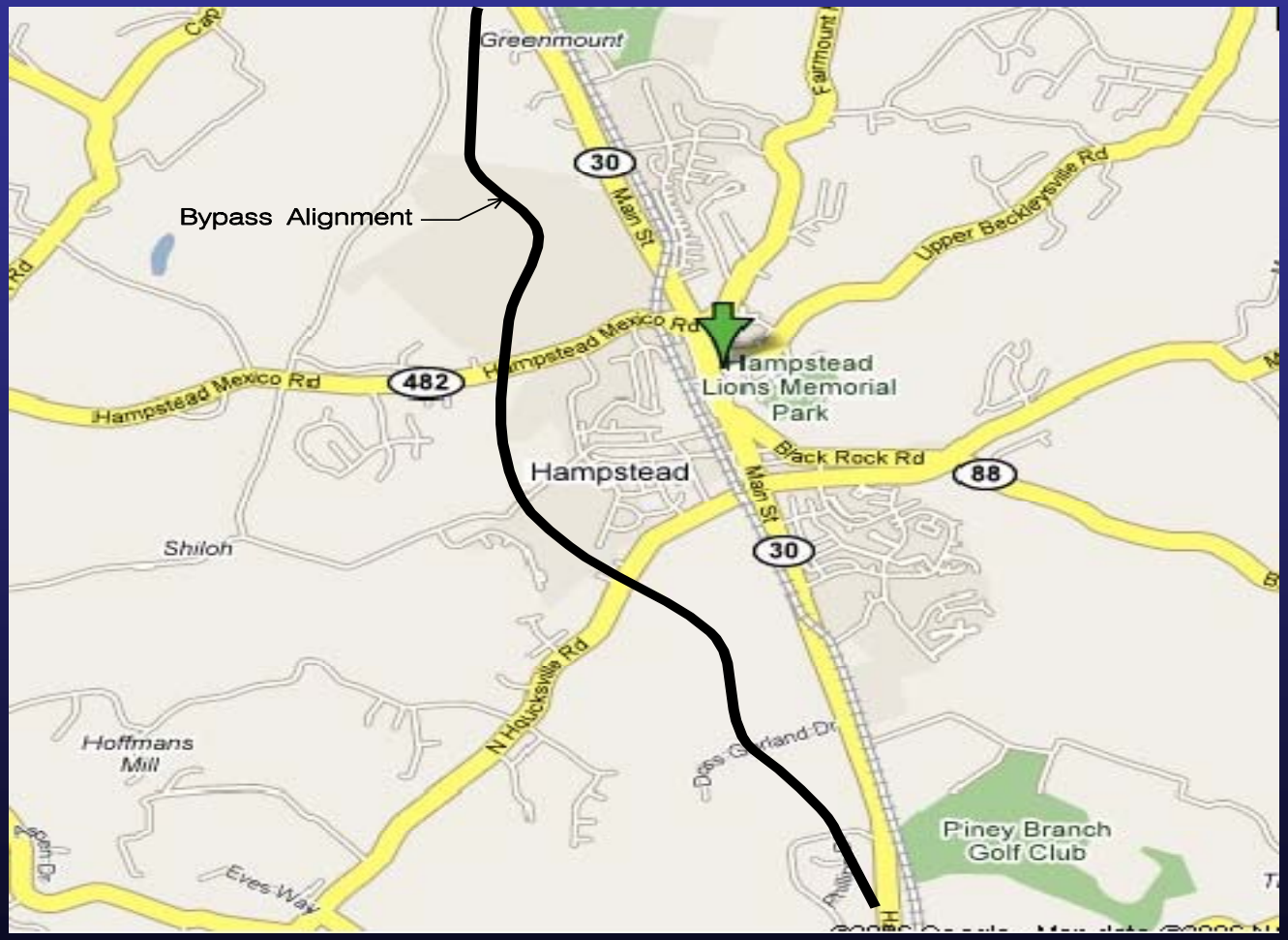

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CSS Approach

- Began as a traditional project as far back as the 1960's.
- The process has been a continuously evolving process as the political winds changed, funding was established and new environmental issues arose.
- The project was supported by the public.
- Biological Assessment Team formed to implement environmental stewardship as the approach towards integrating highway and environmental issues.
- Used an innovative contracting approach to pre-qualify Design Build Teams based on their past performance, including areas of environmental compliance.

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Transportation Need

- Being a very desirable small town in Carroll County, residential development increased.
- Towns in Southern York and Adams County in PA have become quite attractive as well due to lower housing prices.
- This has resulted in increased commuter traffic toward the Baltimore/ Washington D.C. region.
- Virtual gridlock through the town of Hampstead during peak rush hours.

Compatibility with Natural Environment

- **Environmental Needs**
  - Avoid & Minimize Wetland/Stream Impacts
  - Desire to preserve or replace impacted forests.
  - Necessity to protect and preserve the threatened Bog Turtle species.
- **Major Issues**
  - Create an alignment within the western bypass corridor that would avoid impacts to the Bog Turtle Habitat & Wetlands.
- **Resolution Methods**
  - Research effort to understand Bog Turtle habitat.
  - Establishment of a interdisciplinary working group.
  - Educate people to establish buy in and ownership.

Compatibility with Human Environment

- **Community Needs**

  Relief from traffic congestion

  Pursuit of “Main Street Revitalization Plan”

- **Major Issues**

  Identify and resolve environmental issues to enable the project to be permitted, funded and move forward.

- **Resolution Methods**

  Establishment of a Biological Assessment Team

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Stakeholder Involvement

Transportation
Federal Highway Administration
Maryland State Highway Administration
Civil Engineering & Environmental Consultants

Environmental Regulatory Agencies
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency
MD. Department of Natural Resources
MD. Department of the Environment

County/Local Government
Carroll County Government
Carroll County Office of Economic Development
Town of Hampstead

Private Interest/Landowners
Independent Development Authority
Carroll County Hospital
Individual Property Owners
Various Developers
Nature Conservancy

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Stakeholder Involvement

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Project Vision

- To accommodate safely and efficiently, and in an environmentally responsible manner, existing and projected traffic volumes in the Hampstead area while returning the Town of Hampstead to it's residents. Create a project that could actually complement and enhance the environmental concerns in the area.

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Transportation Success

- The project was a viable candidate for Design-Build using the CSP process.
- The Design-Build procurement method allowed the project to advance to construction just sixteen (16) months after receipt of Environmental approval.
- Partial construction is underway after only four (4) months of engineering.

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Transportation Success

Facility as a Community Asset

- **Importance of Facility to Community**
  - **Regional**
    Improvements to traffic circulation and significant reduction in congestion and travel time.
  - **Local**
    The case was made that this new facility will actually help secure the long term viability of the Bog Turtle Habitat and stabilize the wetlands. Property that may have been used for future development has been used for reforestation and protection of the Bog Turtle Habitat. The Town will be free of hours of congestion that used to clog it's neighborhoods restoring the sense of small town back to Hampstead.

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Accomplishments & Shortcomings

- The use of Innovative Contracting (Design-Build CSP)
- The use of an full time Independent Environmental Monitor
- Design & implement a Habitat Management Plan to protect and enhance healthy turtle populations
- Shortcomings?

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One of the components of the Habitat Management Plan

-Grazing Management-

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Other

- Design Storm Water Management facilities for ecosystem protection
- Purchase and protect sufficient property to insure continued viability of the turtle population
- Public outreach and education
- Provide fencing to prevent turtle movements onto the new bypass
- Identified need to accommodate future bicycle trail

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The End

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Contact Information

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