

2024 Harford County Priority Letter FY25 Request



Robert G. Cassilly
Harford County Executive

ROBERT G. CASSILLY
Harford County Executive



ROBERT S. McCORD
Director of Administration

March 20, 2024

Honorable Paul J. Wiedefeld
Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

RE: Harford County Transportation Priorities – FY 2025

Dear Secretary Wiedefeld:

Harford County has established a list of transportation priorities focusing on projects currently needed for the safe and efficient flow of all modes of transportation on the County's State highways and transit network. These projects are of various forms and are consistent with previous requests, long-term goals of the Maryland Transportation Plan, and regional and local plans. Harford County is a member of the Baltimore Regional Transportation Board (BRTB) and supports regional transportation coordination. The needs of the County's three municipalities have been coordinated and are reflected in these priority projects.

A total of 12 key priority projects are listed and ranked according to their importance to the County's transportation network, our coordination with MDOT SHA District 4, and in which order we request funding from MDOT. Federal, State, or local investment in planning, design and/or construction has been made to move these key projects forward and we request that continued investment be made to move towards implementation.

This list reflects an update of the County's FY 2024 Priority Letter dated March 20, 2023. My administration has worked directly with SHA District 4 Engineer and staff, with SHA Regional Planner, as well as with our state delegation, county council, and the county's three municipalities on the selection of projects listed within this packet. This effort has resulted in a more implementable list of projects.

Lastly, an addendum to our key priorities and a statement on our support for regional priorities is attached to this letter. These projects are listed by specific categories – capacity, safety/operations, transit, bicycle/pedestrian, and economic development. Additional county and municipal priorities will be included in the Regional Long Range Transportation Plan and in the County's master plan.

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Key Priorities

We are committed to working with MDOT to advance projects with Federal, State, and local resources. We are also committed to working with our municipalities to advance key priorities within their borders. These priorities fall under the categories of capacity, safety/operations, transit, bicycle/pedestrian and economic development. Strategic investment in modern transportation facilities produces many long-term benefits. These benefits include traffic congestion relief, improved access to goods and services, better system reliability, increased economic development, and improved air quality. Our specific key priorities are listed below:

1. *MD 22 @ MD 136 and MD 22 @ MD 155 Intersection Improvements:* Originally included in our priority letter in 2007 as a project stretching from MD 543 to APG, this breakout project improves access, mobility, and safety to the MD 22 mainline and intersections from west of MD 136 to east of MD 155 – by implementing the recommendations within the 2012 MD 22 Multimodal Corridor Study. Harford County requests that MDOT SHA program funding for improvements to these intersections and road segment.
2. *MD 23 @ Grafton Shop Road Roundabout:* This project has been included in our priority letter since 2015. Numerous crashes have occurred at this intersection over the years. Therefore, Harford County requests that MDOT SHA program funding to design and construct a roundabout to improve the overall safety at this intersection.
3. *MD 7 @ Stepney Road Roundabout:* In our priority letter since 2015, Harford County recommends that MDOT SHA program funding to acquire right-of-way, design, and construct a roundabout to improve the safety and flow of traffic through this failing intersection. Harford County has over \$300,000 in an escrow account for improvements at this intersection collected from multiple developers. Funds not used will be returned beginning in FY 2027. A roundabout analysis will be done as requested by MDOT SHA.
4. *US 40 Shared Use Path:* A Regional Project led by the Baltimore Metropolitan Council (BMC) was recently completed which evaluated a proposed shared use path adjacent to the US 40 roadway from the Aberdeen Train Station to Erie Street. This project was added to the priority letter in 2021.
5. *US 1 Bypass @ MD 24 Interchange:* Originally included in our priority letter in 2007 as a project to dualize the US 1 Bypass, this breakout project improves the safety of this interchange. Harford County proposes that MDOT SHA program funding to design and construct a second left turn lane onto MD 24 from US 1 Bypass – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study Final Report. Original IJIA funds were applied to this project for the design and construction of this project but were recently pulled. We request that IJIA funds be reapplied for the completion of this important project.
6. *MD 152 @ MD 147:* This project widens northbound and southbound MD 147 and adds through lanes in each direction. This project has been identified by MDOT SHA as one of their System Preservation Projects but has been placed on hold. Harford County requests that MDOT SHA program funding to design, purchase the necessary right-of-way and construct this improvement. This project was added to the priority letter in 2023.

7. *Aberdeen MARC Train Station TOD*: A multimodal facility in Aberdeen has been included in our priority letter since 2007. An existing concrete pedestrian overpass will be removed which is not ADA compliant and creates a physical, socioeconomic, and racial barrier between the eastside of Aberdeen and the rest of the city. Harford County requests that MDOT MTA fund the environmental and engineering analysis of underground conditions for the transition of the existing underpass into the enhanced Station Square. The City of Aberdeen is the recipient of FY 23 Congressionally Directed Spending Funds and included in the FY 23 Appropriations Bill. In addition, Amtrak will be investing between \$30 million and \$50 million in the rail line and station.
8. *Business US 1 @ MD 922/Hays Street Circulation Improvements*: Included in our priority letter since 2016, this improvement eliminates the redundant right turn movement and closes two-way traffic on Business US 1 from MD 922/Hays Street to South Bond Street – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study Final Report. Harford County requests that MDOT SHA program funds for the design and construction of this improvement.
9. *US 40 to Hatem Bridge Congestion*: This concern has been identified in our priority letter since 2010. The confusing geometry of the US 40 @ Otsego Street/Ohio Street intersection was studied by MDOT for BRAC planning in 2008 and improvements have scored very high on the Chapter 30 scoring for several years. The design issues are compounded by congestion on I-95 and the discount toll structure on the Hatem Bridge, which encourages traffic diversions from I-95 to US 40.
 - *US 40 @ Otsego Street/Ohio Street Intersection* – Study improvements which would enhance traffic safety, reduce congestion, and improve capacity as well as enhance air quality, and promote pedestrian and bicyclist safety. Consider designs which provide greater community cohesion and quality of life. Harford County and the City of Havre de Grace request that MDOT evaluate improvements that may be needed to this intersection in tandem with EZ Pass modifications.
 - *I-95 EZ Pass Tydings Bridge*: In our priority letter since 2017, the domino effect of congestion on I-95 spills over onto County and City of Havre de Grace roadways. Improvements would include modifying the toll structure at the Hatem Bridge to primarily address local traffic needs for Harford and Cecil County, as well as assuring access to health facilities for veterans. This could be well accommodated with the new electronic toll structure now in place and would be consistent with “congestion pricing” initiatives that have proven successful on a national level. Harford County and the City of Havre de Grace requests that MdTA program planning and capital funds to study and implement the improvements.
10. *LOTS – Harford Transit New Operations Facility*: Added to the priority letter in 2023, Harford County is requesting funds from MDOT MTA for land acquisition, design, and construction of a new Harford Transit Operations Facility.

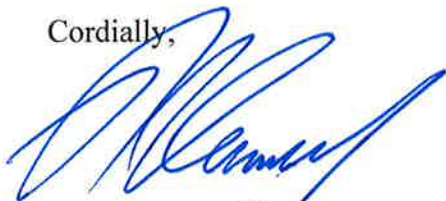
11. *Sidewalk Program:* Harford County is committed to promoting livable communities by connecting neighborhoods and local destinations with sidewalks to enhance the safety and mobility of pedestrians. This project also promotes an active lifestyle. New to the priority letter this year, this project identifies several locations to construct new sidewalks along MDOT SHA roads.

12. *MD 24 Northbound Lane:* In our priority letter since 2015, this proposal is to construct a third northbound travel lane on MD 24 from north of the I-95 interchange to north of Plumtree Road. A section of this project from I-95 to north of Singer Road is funded and will be constructed with the MDTA I-95 Northbound ETL project. Construction is anticipated to begin in FY 24. Harford County requests MDOT SHA program development and evaluation funds and future design and construction funds for this project.

We would like to thank MDOT for the continued support they have provided while meeting the transportation needs of the area. Segment 2 of the Ma & Pa Trail is currently under construction. MDTA's I-95 northbound ETL Project is also under construction. The adjustment of signal timing and installation of new signal equipment has been completed at the US 40 @ Wal-Mart access intersection in the City of Aberdeen. Funding is approved for engineering, design, geotechnical and environmental studies, and future land acquisition for the Aberdeen Train Station TOD. Engineering is underway for the MD 24 project through Rocks State Park and for the US 1 Bypass bridge rehabilitation over Winters Run and over Tollgate Road. Design funding has also been approved for the construction of a third northbound MD 24 lane from I-95 to north of Singer Road with the MDTA I-95 ETL Project, and for the MD 24 Shared Use Path (Forest Hill section) through the Bicycle Retrofit Program.

If you have any questions or need any clarifications about our list of priorities, please do not hesitate to contact us.

Cordially,



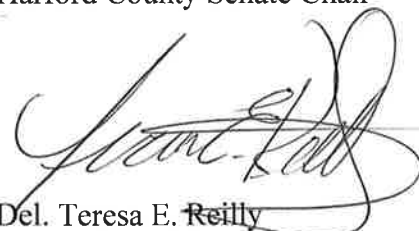
Robert G. Cassilly
Harford County Executive



Senator Jason C. Gallion
Harford County Senate Chair



Patrick S. Vincenti
Harford County Council President



Del. Teresa E. Reilly
Harford County Delegation Chair

CC: Honorable Mary-Dulany James
Honorable J.B. Jennings
Honorable Lauren R. Arian
Honorable Andre V. Johnson Jr.
Honorable Steven C. Johnson
Honorable Susan K. McComas
Honorable Michael Griffith
Honorable Dion F. Guthrie, District A
Honorable Aaron D. Penman, District B
Honorable Tony "G" Giangiordano, District C
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Sam Kahl, Transportation Liaison, Department of Public Works
Jim Ports, Transportation Liaison, Department of Public Works
Shane Grimm, AICP, Director, Department of Planning and Zoning
Moe Davenport, Deputy Director, Department of Planning and Zoning
Alex Rawls, Chief, Long-Range Planning, Department of Planning and Zoning
Gary R. Blazinsky, Administrator, Harford Transit LINK
Phyllis Grover, Director of Planning and Community Development, City of Aberdeen
Tim Bourcier, AICP, Director of Planning, City of Havre de Grace
Kevin Small, AICP, Director of Planning, Town of Bel Air

KEY PRIORITIES

2024 Ranking	Project	Improvement	2023 Ranking	Initial Year in Priority Letter	Category	Cost Estimate
1	MD 22 @ MD 136 and MD 22 @ MD 155 Intersection	2 nd travel lane on MD 22 in each direction	1	2007	Capacity (Key)	\$30,000,000
2	MD 23 @ Grafton Shop Road Roundabout	Roundabout	2	2015	Safety / Operations (Key)	\$4,000,000
3	MD 7 @ Stepney Road Roundabout	Roundabout	6	2015	Safety / Operations (Key)	\$5,000,000
4	US 40 Shared Use Path	Shared Use Path from Aberdeen Train Station to Erie Street	Addendum	2021	Bicycle / Pedestrian (Key)	\$1,731,939 / mile
5	US 1 Bypass @ MD 24 Interchange	2 nd left turn lane from US 1 southbound onto MD 24	3	2007	Capacity (Key)	\$4,800,000
6	MD 152 @ MD 147 Intersection	2 nd travel lane on MD 147 in each direction	4	2023	Capacity (Key)	\$6,500,000
7	Aberdeen MARC Train Station	Engineering and environmental analysis for future TOD – Station Square	5	2007	Transit (Key)	\$5,000,000
8	Business US 1 @ Hays Street (Bel Air Circulation Improvements)	Double right from Hays Street onto Business US 1	7	2015	Safety / Operations (Key)	\$2,500,000
9	US 40 @ Otsego Street	Safety and capacity improvements to the intersection and study improvements that may be required with EZ Pass changes	9	2016	Safety / Operations (Key)	\$3,000,000
10	Harford Transit New Operations Facility	Land acquisition, design and construct new operations facility	8	2023	Transit (Key)	\$85,000,000
11	Sidewalk Program	Install sidewalk along 4 sections of roadways	N/A	2024	Bicycle / Pedestrian (Key)	\$2,600,000
12	MD 24 Northbound Lane	3 rd northbound MD 24 lane	Addendum	2015	Capacity (Key)	\$5,000,000

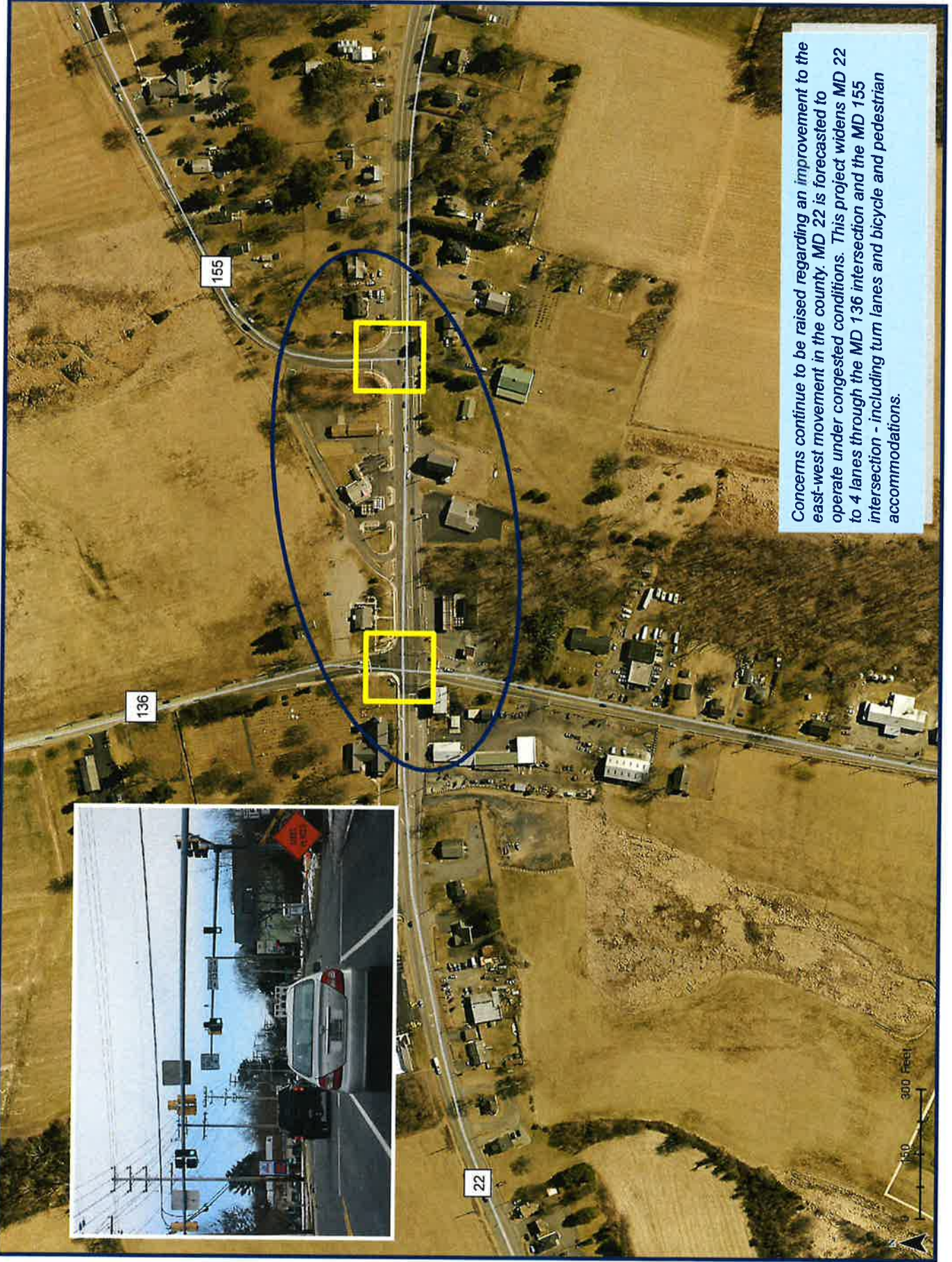


PRIORITY # 1

MD 22 @ MD 136 & MD 22 @ MD 155 INTERSECTIONS

CATEGORY - CAPACITY (KEY)

ESTIMATED CONSTRUCTION COST - \$30,000,000



Concerns continue to be raised regarding an improvement to the east-west movement in the county. MD 22 is forecasted to operate under congested conditions. This project widens MD 22 to 4 lanes through the MD 136 intersection and the MD 155 intersection - including turn lanes and bicycle and pedestrian accommodations.

150
300 Feet

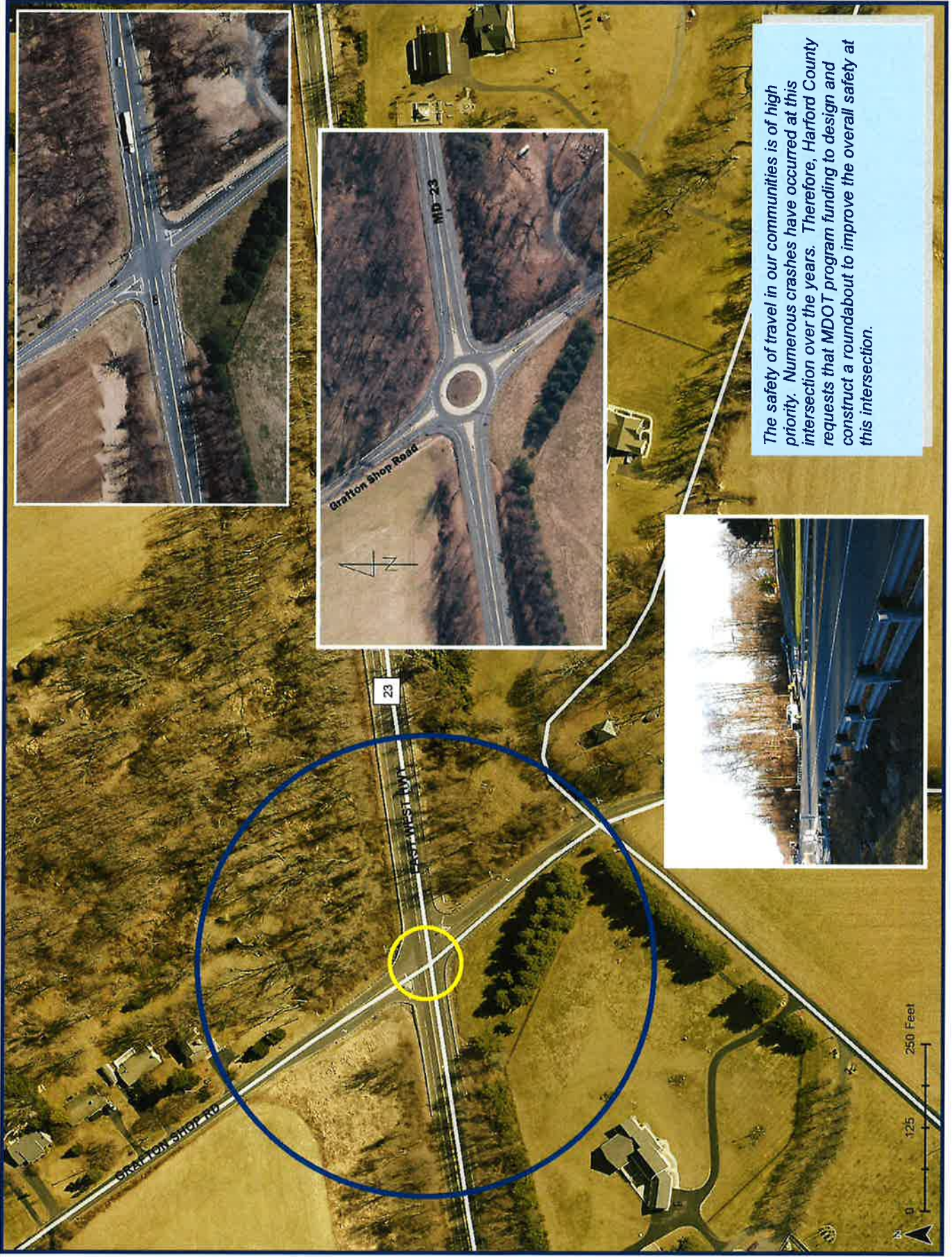


PRIORITY # 2

MD 23 @ GRAFTON SHOP ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS (KEY)

ESTIMATED CONSTRUCTION COST - \$4,000,000



The safety of travel in our communities is of high priority. Numerous crashes have occurred at this intersection over the years. Therefore, Harford County requests that MDOT program funding to design and construct a roundabout to improve the overall safety at this intersection.



PRIORITY # 3

MD 7 @ STEPNEY ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS (KEY)

ESTIMATED CONSTRUCTION COST - \$5,000,000



As development continues to occur in the vicinity of the MD 7 corridor, between I-95 and the Perryman Peninsula, the level of service (LOS) at unsignalized intersections continue to worsen. Improvements to this intersection have been identified in several plan approval letters and include extension of turn lanes and installation of a traffic signal when warrants are met. Harford County recommends that MDTOT program funding to acquire right-of-way, design, and construct a roundabout to improve the safety and flow of traffic through this intersection.

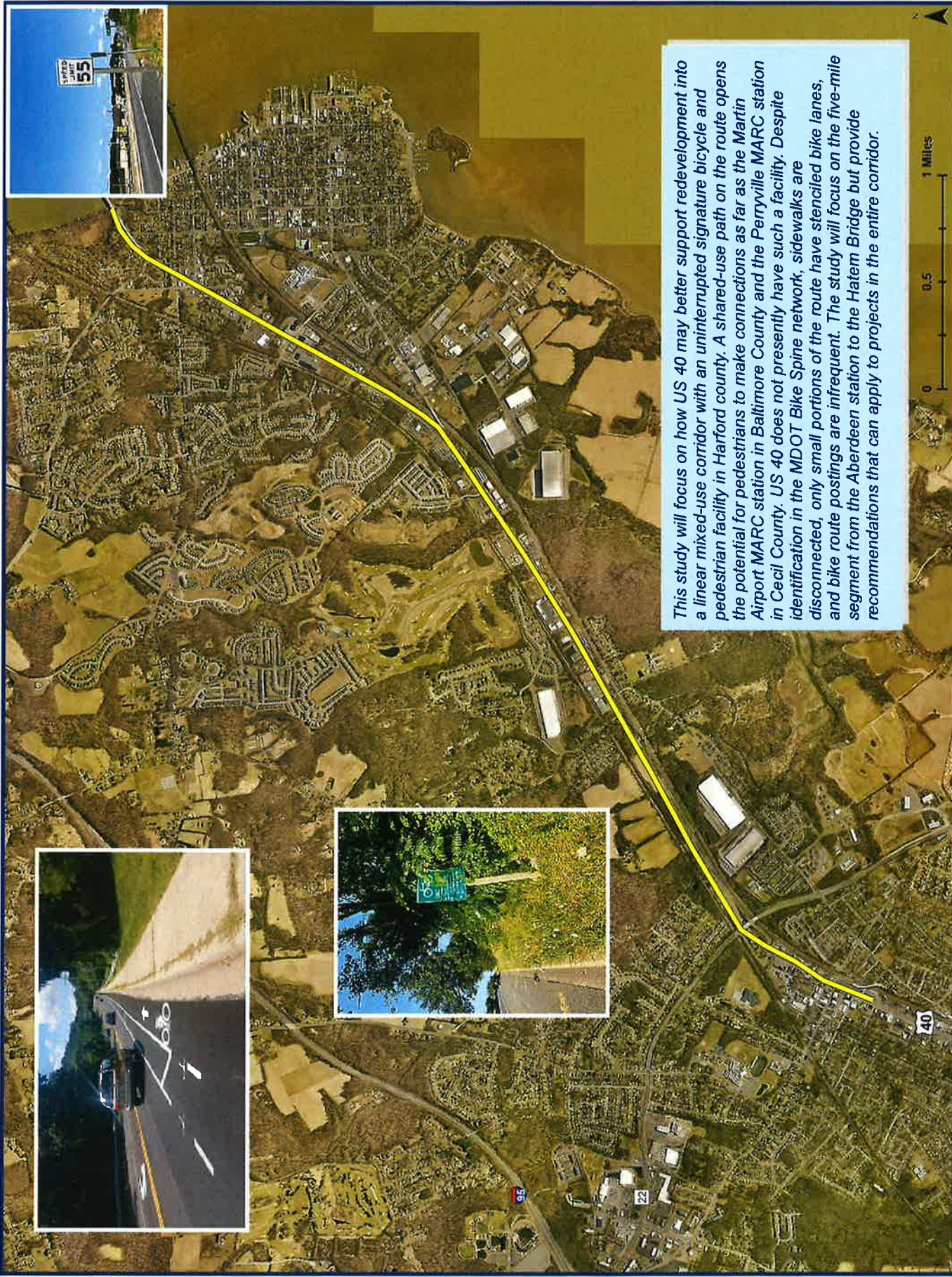


PRIORITY # 4

US 40 @ SHARED USE PATH

CATEGORY - BICYCLE/PEDESTRIAN (KEY)

ESTIMATED CONSTRUCTION COST - \$1,731,939 (per mile)



This study will focus on how US 40 may better support redevelopment into a linear mixed-use corridor with an uninterrupted signature bicycle and pedestrian facility in Harford county. A shared-use path on the route opens the potential for pedestrians to make connections as far as the Martin Airport MARC station in Baltimore County and the Perryville MARC station in Cecil County. US 40 does not presently have such a facility. Despite identification in the MDOT Bike Spine network, sidewalks are disconnected, only small portions of the route have stenciled bike lanes, and bike route postings are infrequent. The study will focus on the five-mile segment from the Aberdeen station to the Hatem Bridge but provide recommendations that can apply to projects in the entire corridor.

1 Miles

0.5

0

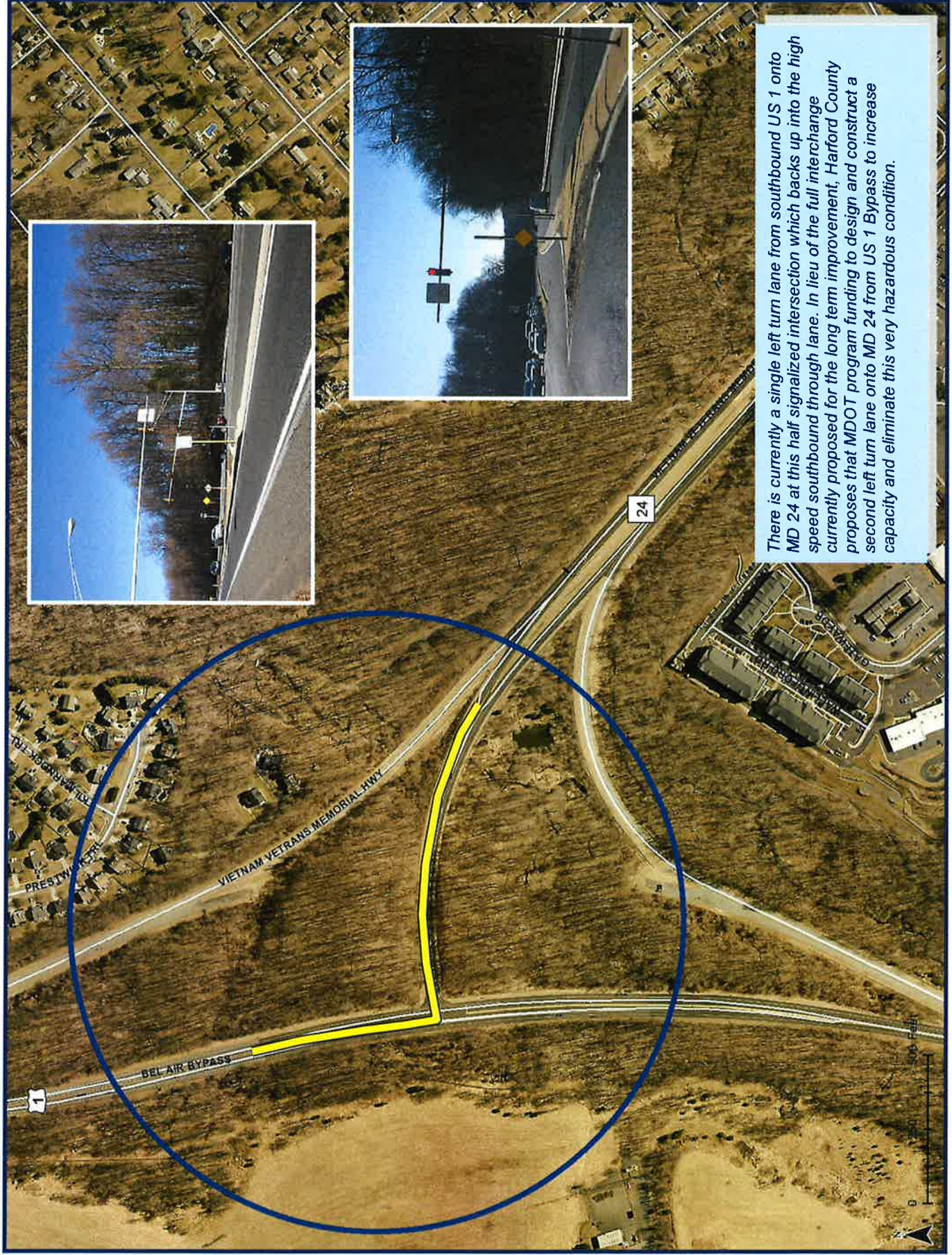


PRIORITY # 5

US 1 BYPASS @ MD 24 INTERCHANGE

CATEGORY - CAPACITY (KEY)

ESTIMATED CONSTRUCTION COST - \$4,800,000



There is currently a single left turn lane from southbound US 1 onto MD 24 at this half signalized intersection which backs up into the high speed southbound through lane. In lieu of the full interchange currently proposed for the long term improvement, Harford County proposes that MDT program funding to design and construct a second left turn lane onto MD 24 from US 1 Bypass to increase capacity and eliminate this very hazardous condition.

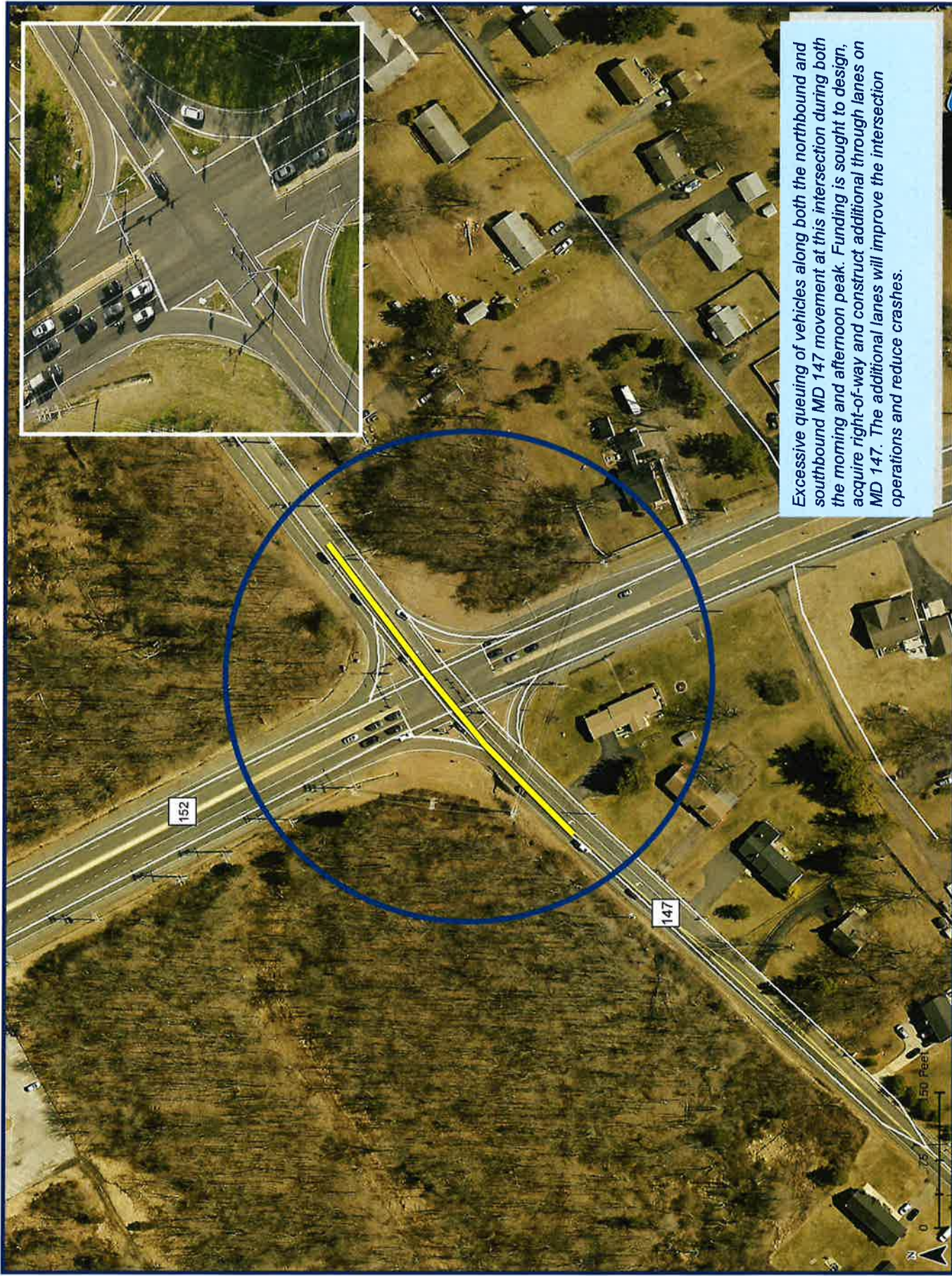


PRIORITY # 6

MD 152 @ MD 147

CATEGORY - CAPACITY (KEY)

ESTIMATED CONSTRUCTION COST - \$6,500,000



Excessive queuing of vehicles along both the northbound and southbound MD 147 movement at this intersection during both the morning and afternoon peak. Funding is sought to design, acquire right-of-way and construct additional through lanes on MD 147. The additional lanes will improve the intersection operations and reduce crashes.

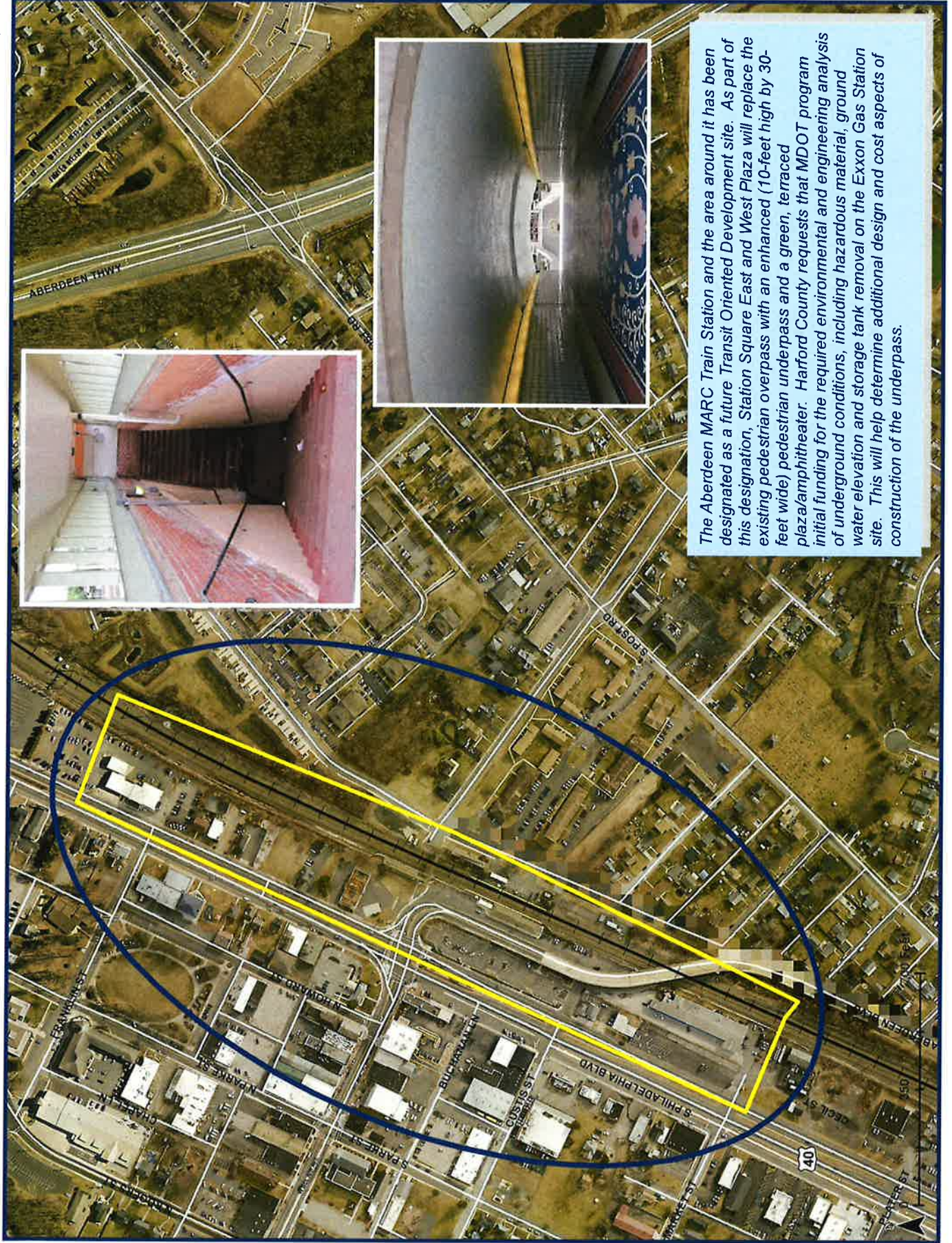


PRIORITY #7

ABERDEEN MARG TRAIN STATION

CATEGORY - TRANSIT (KEY)

ESTIMATED COST - \$5,000,000



The Aberdeen MARG Train Station and the area around it has been designated as a future Transit Oriented Development site. As part of this designation, Station Square East and West Plaza will replace the existing pedestrian overpass with an enhanced (10-foot high by 30-foot wide) pedestrian overpass with a green, terraced plaza/amphitheater. Harford County requests that MDOT program initial funding for the required environmental and engineering analysis of underground conditions, including hazardous material, ground water elevation and storage tank removal on the Exxon Gas Station site. This will help determine additional design and cost aspects of construction of the underpass.

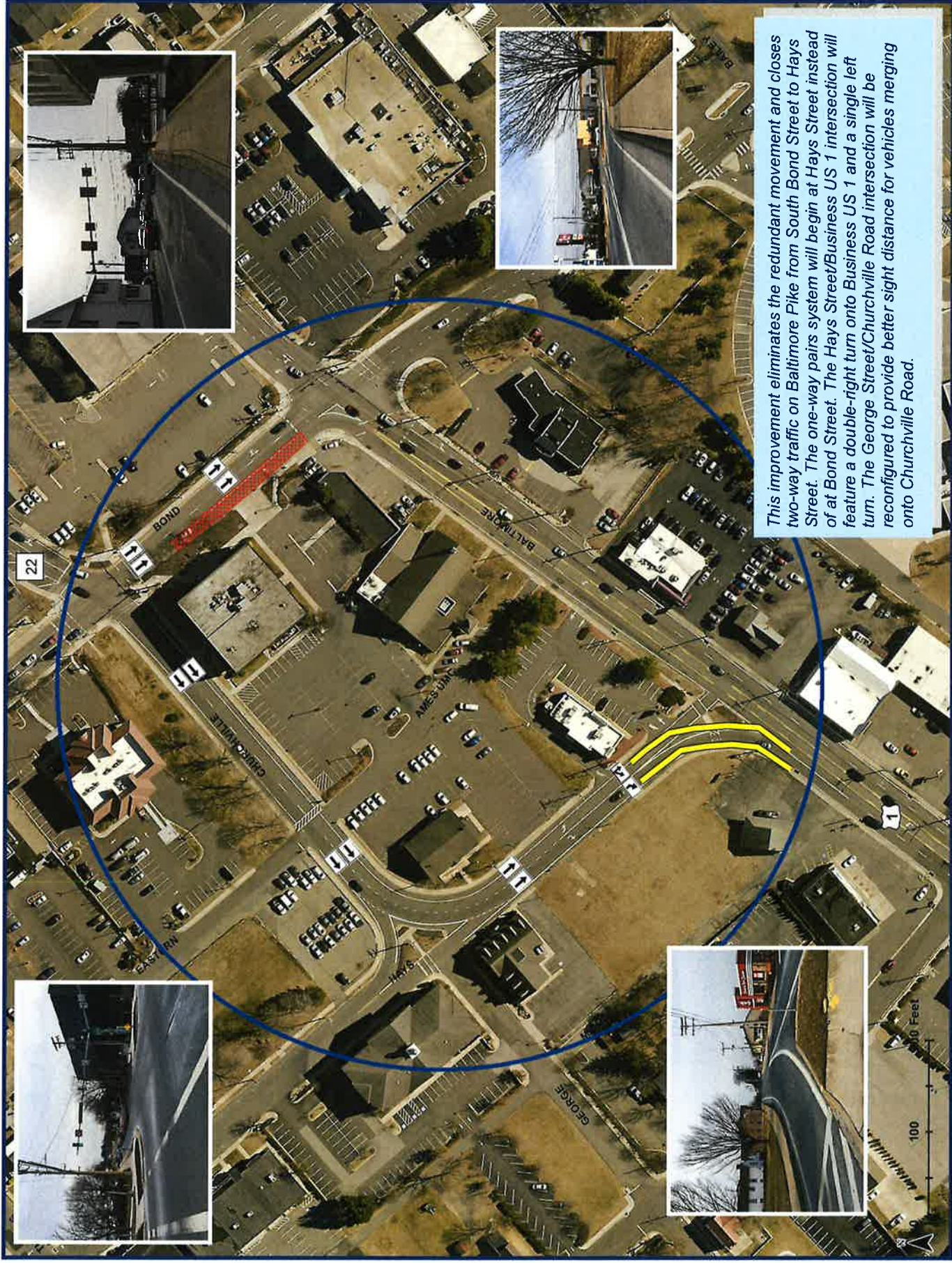


PRIORITY # 8

BEL AIR CIRCULATION IMPROVEMENTS

CATEGORY - SAFETY/OPERATIONS (KEY)

ESTIMATED CONSTRUCTION COST - \$2,500,000



This improvement eliminates the redundant movement and closes two-way traffic on Baltimore Pike from South Bond Street to Hays Street. The one-way hays system will begin at Hays Street instead of at Bond Street. The Hays Street/Business US 1 intersection will feature a double-right turn onto Business US 1 and a single left turn. The George Street/Churchville Road intersection will be reconfigured to provide better sight distance for vehicles merging onto Churchville Road.

100 Feet

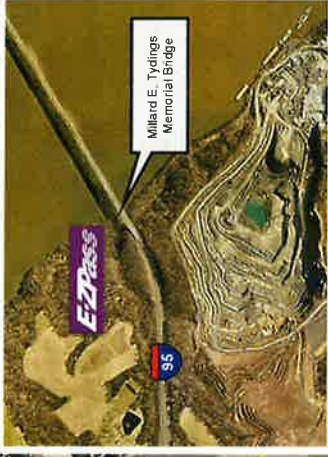
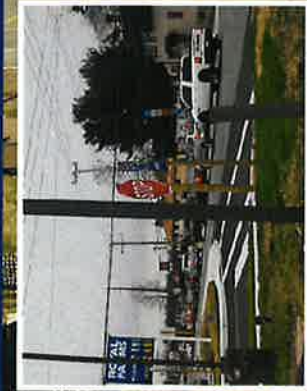


PRIORITY # 9

US 40 @ OTSEGO STREET

CATEGORY - SAFETY/OPERATIONS (KEY)

ESTIMATED CONSTRUCTION COST - \$12,000,000



Millard E. Tydings Memorial Bridge



The current configuration of this intersection poses unique problems of recognition, decision making and reaction for the average driver. This intersection is significantly impacted by the domino effect of congestion on I-95, as well as the discount toll structure on the Hatem Bridge which encourages traffic diversions from I-95 to US 40. The impact is especially prevalent during peak hours, on a daily basis. A range of proposed improvements to be considered would improve traffic safety, reduce congestion, improve capacity, enhance air quality, pedestrian, and bicyclist safety, and provide greater community cohesion and quality of life. Improvements would include modifying the toll structure at the Hatem Bridge to primarily address local traffic needs for Harford and Cecil County, as well as assuring access to health facilities for veterans. This could be well accommodated with the new electronic toll structure now in place and would be consistent with "congestion pricing" initiatives that have proven successful on a national level. Harford County request that MDOT program funding for the design, acquisition of right-of-way if needed and construct the reconfiguration of this intersection and increase the capacity. In addition, funds are requested for the design and installation of Commuter E-Z Pass equipment.

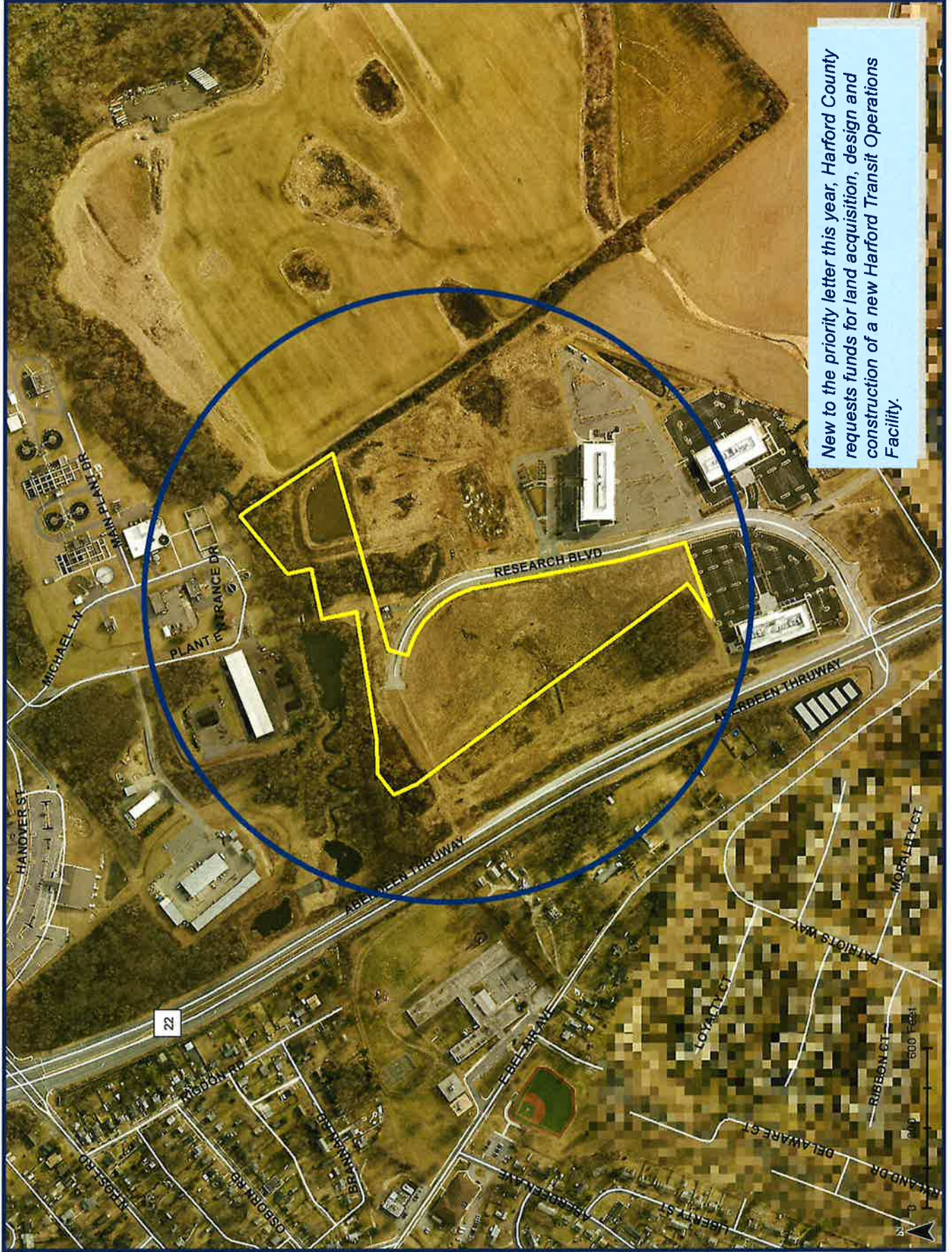


PRIORITY # 10

HARFORD TRANSIT NEW OPERATIONS FACILITY

CATEGORY - TRANSIT (KEY)

ESTIMATED COST - \$85,000,000



New to the priority letter this year, Harford County requests funds for land acquisition, design and construction of a new Harford Transit Operations Facility.

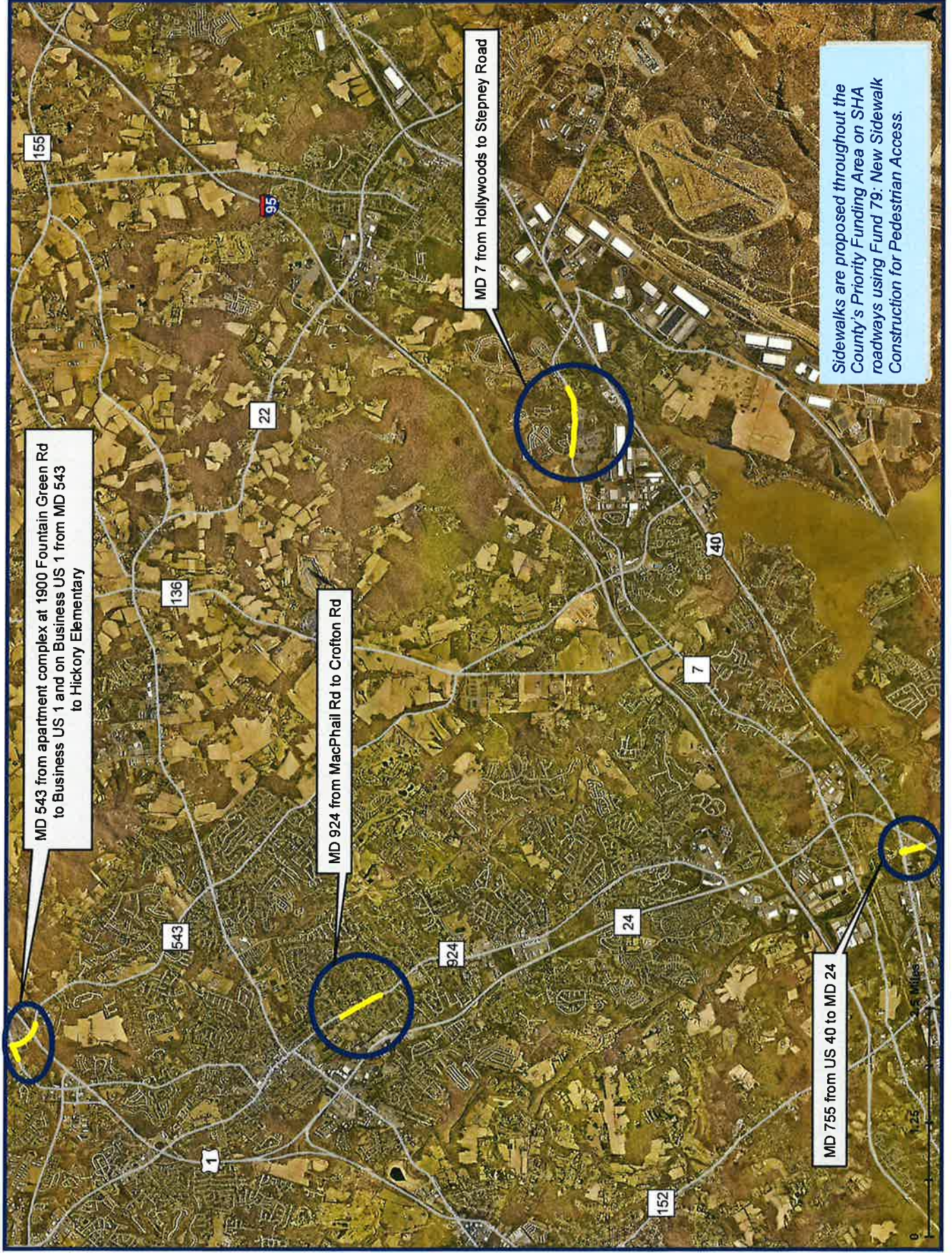


PRIORITY # 11

SIDEWALK PROGRAM

CATEGORY - BICYCLE/PEDESTRIAN (KEY)

ESTIMATED CONSTRUCTION COST - \$2,600,000



MD 543 from apartment complex at 1900 Fountain Green Rd to Business US 1 and on Business US 1 from MD 543 to Hickory Elementary

MD 924 from MacPhail Rd to Crofton Rd

MD 7 from Hollywoods to Stepney Road

MD 755 from US 40 to MD 24

Sidewalks are proposed throughout the County's Priority Funding Area on SHA roadways using Fund 79: New Sidewalk Construction for Pedestrian Access.

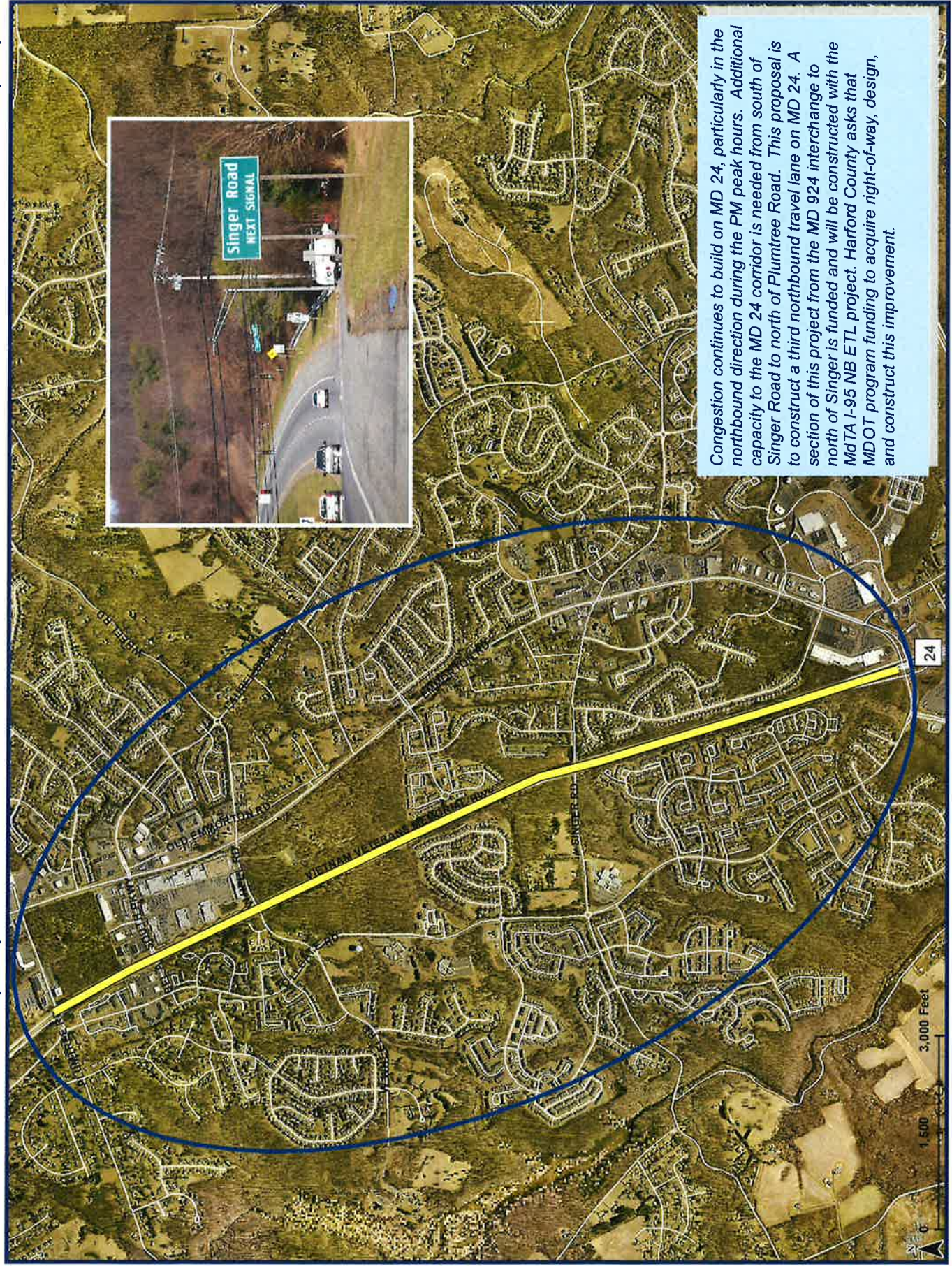


PRIORITY # 12

MD 24 NORTHBOUND LANE

CATEGORY - CAPACITY (KEY)

ESTIMATED CONSTRUCTION COST - \$5,000,000



Congestion continues to build on MD 24, particularly in the northbound direction during the PM peak hours. Additional capacity to the MD 24 corridor is needed from south of Singer Road to north of Plumtree Road. This proposal is to construct a third northbound travel lane on MD 24. A section of this project from the MD 924 interchange to north of Singer is funded and will be constructed with the MdTA I-95 NB ETL project. Harford County asks that MDOT program funding to acquire right-of-way, design, and construct this improvement.

Addendum to the 2024 Harford County
Priority Letter
FY25 Request



Robert G. Cassilly

Harford County Executive

Addendum to Transportation Priorities

As a supplement to the key priorities, Harford County lists additional priorities based on the subcategories of capacity, safety, transit, bicycle and pedestrian, and economic development. These projects are listed in the sections that follow.

Capacity

Roadway improvements are important for the reduction of congestion. Congested corridors lead to higher accident rates, reduce the efficiency of the road network, and negatively impact the economy. Strategic investment in modern transportation facilities produces many long-term benefits. These benefits include traffic congestion relief, improved access to goods and services, better system reliability, increased economic development and improved air quality. Our specific Capacity projects are listed below:

- *MD 23 @ MD 146/Madonna Road Roundabout*: In our priority letter since 2015, Harford County requests that MDOT SHA program funding to acquire right-of-way, design, and construct a roundabout at this 4-way stop intersection.
- *Oakington Peninsula Access (US 40 @ MD 132/Oakington Road and Old Post Road @ Oakington Road)*: New to the list of priorities, this request is for MDOT SHA to program funds to study the access and distribution of traffic accessing the Oakington Peninsula and to recommend improvements to intersections and road segments.
- *MD 24 from APG to I-95*: New to the priority letter this year, this project addresses the capacity issues on MD 24 northbound between the APG gate and the I-95 ramps. Harford County requests that MDOT SHA programs funds to study the construction of a third northbound lane along this stretch of MD 24 and any associated intersection improvements to the MD 755 intersection, the MD 7 intersection, and the Edgewood Road intersection.

Safety/Operations

Harford County is committed to enhancing the safety and operations on our roadways and intersections. The benefits of improved safety and operations include better flow of traffic, improved travel times, reduced crashes, and fewer vehicle conflicts. Our specific Safety/Operations projects are listed below:

- *US 1 @ Reckord Road*: Added to the list of priorities in 2023, this project improves the safety and operations of this intersection with the installation of a traffic signal and by raising Reckord Road to improve sight lines. MDOT SHA has programmed funds for design and construction.

- *MD 155 @ I-95 Northbound On/Off Ramp:* Added to the priority letter in 2022, the existing lane configuration at this intersection creates a safety issue for eastbound MD 155 traffic and vehicles exiting northbound I-95. Harford County and the City of Havre de Grace recommend that MdTA program funds to improve the geometrics and operations at the intersection by adding a dedicated left turn lane from MD 155 onto northbound I-95.
- *MD 23 @ MD 165 Intersection:* Included in our priority letter since 2019, with single lane approaches from the north and south, a single left turning vehicle blocks the entire southbound movement and any northbound vehicle needing to turn right will be delayed by the northbound through traffic at this intersection. Therefore, Harford County requests that MDOT SHA program funding to acquire right-of-way, design, and construct a dedicated southbound left turn lane and a dedicated northbound right turn lane at this signalized 3-way intersection with MD 23 (East-West Highway).
- *US 1 Drainage Improvement:* Added to the priority letter in 2023, this project fixes the flooding that occurs on US 1 from MD 152 to the Fallston Village Center access. Harford County recommends that MDOT SHA program funds to improve the conditions causing the flooding on US 1.
- *US 40 Drainage Improvement:* Added to the priority letter in 2023, this project fixes the flooding that occurs on US 40 between West Bel Air Avenue and Market Street. Harford County and the City of Aberdeen recommend that MDOT SHA program funds to improve the conditions causing the flooding on US 40.
- *Beards Hill Road:* Added to the priority letter in 2023, the area surrounding Beards Hill Road and Hospitality Way continues to be a concern for pedestrian and vehicle safety. Several changes have been made in recent years to this area, but the safety issues remain. The City of Aberdeen and Harford County recommends that MDOT SHA program funding to evaluate the safety issues in this vicinity.
- *Access Management – US 1 Business @ Bel Air Plaza:* In our priority letter since 2016, consolidating access points and restricting turn movements along the Business US 1/MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study. This section of Business US 1 has numerous entrances and exits which cause delays, confusion, and lack of awareness for drivers and safety issues for pedestrians and bicyclists. Harford County and the Town of Bel Air request MDOT SHA program funding to install a raised median on US 1 Business, convert the access to Bel Air Plaza and Bel Air Town Center to right-in and right-out, and remove the traffic signal between MD 24 and Kelly Avenue.

- *Access Management – MD 22 @ Campus Hills Shopping Center:* In our priority letter since 2016, consolidating access points and restricting turn movements along the Business US 1/MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points – as identified in the 2012 MD 22 Multimodal Corridor Study. This section of MD 22 has numerous entrances and exits which causes delays, confusion, and lack of awareness for drivers and safety issues for pedestrians and bicyclists. Harford County requests that MDOT SHA program funding to convert the entrance of Campus Hills Shopping Center to right-in and right-out and to relocate the existing signal from the Campus Hills Shopping Center access to the intersection of Campus Hills Drive.
- *Access Management – MD 22 Median:* This section of MD 22 is the only section between MD 543 and the Town of Bel Air without a treelined median. In our priority letter since 2016, Harford County requests that MDOT SHA program funding for the design and construction of a treelined raised curb median on MD 22 from Moores Mill Road to Brierhill Drive.
- *MD 462 (Paradise Road) @ Beards Hill Road Roundabout:* Added to the priority letter in 2023, this three-way intersection is one of the busiest intersections in the city of Aberdeen without a traffic signal. Therefore, The City of Aberdeen and Harford County requests that MDOT SHA program funding to design and construct a roundabout to reduce speeds along Paradise Road and to improve the overall safety at this intersection.
- *Access Management – MD 22 @ Express Care/Wawa Access:* In our priority letter since 2016, consolidating access points and restricting turn movements along the MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points – as identified in the 2012 MD 22 Multimodal Corridor Study and the 2015 Business US 1/MD 22 Multimodal Corridor Study. Harford County requests that MDOT SHA program funding for the design and construction of a raised “Maryland T” intersection.
- *Access Management – Middleton Road @ Beards Hill Shopping Center:* In our priority letter since 2016, Harford County and the City of Aberdeen requests MDOT SHA provide funding to construct an access to the Beards Hill Shopping Center from Middleton Road.

Transit

Transit ridership can be increased when citizens have safe and convenient access and when wait-times are reduced. Improving transit facilities are essential for encouraging shifts to transit, which reduces congestion and air pollution. Our Transit project is listed below:

- *LOTS – Harford Transit LINK:* More frequent and convenient local transit service will better accommodate users and expand ridership. Added to the priority letter in 2023, Harford County requests that MDOT MTA program operating funds for extending evening hours service and implementing Saturday service on route 1, route 2 and route 3.

Bicycle/Pedestrian/Shared Use Path

Non-motorized connections enhance mobility and reduce congestion. Connecting neighborhoods and local destinations with sidewalks and pathways reduces vehicle miles traveled, alleviates congestion, improves safety, and promotes active lifestyles. Our specific Bicycle/Pedestrian/Shared Use Path projects are listed below:

- *MD 24 Shared Use Path:* Included in the priority letter since 2017, this project extends the existing shared use path south to Red Pump Road and north to MD 23. Harford County requests that MDOT SHA program funds for the construction of this project.
- *MD 22 bicycle and pedestrian upgrades:* Included in the priority letter since 2012, this improvement adds all necessary traffic control striping and signage within the existing right-of-way along the MD 22 corridor from MD 543 to Prospect Mill Road and from MD 155 to I-95 – as identified in the 2012 MD 22 Multimodal Corridor Study. Harford County requests that MDOT SHA program funds for the construction of these improvements.
- *Bel Air to Harford Community College Trail:* Added to the priority letter in 2021, an on-road and off-road trail is proposed which will connect the Town of Bel Air to the Harford Community College. Harford County requests that MDOT SHA program funding to acquire right-of-way, design, and construct this trail connection.

Economic Development

Projects to spur economic development is important to the vitality and quality of life of the county. Strategically investing in infrastructure improvements and revitalization provides new opportunities for businesses. Our specific Economic Development projects are listed below:

- *Woodley Road Extended:* In the priority letter since 2023, this improvement completes the connection from the terminus of Woodley Road, across property owned by the US Army, to intersect with MD 715. This improvement has been underway since a 2019 MOU with APG Senior Command. Most of the road has been constructed by a developer leaving about 1000-feet to be completed. While not a project requesting MDOT funding, this project will open more economic development opportunities with the Perryman peninsula and separate freight traffic from passenger traffic. Therefore, continued coordination between Harford County and MDOT SHA is important.
- *Susquehanna River Pedestrian and Bicycle Bridge:* Added to the priority letter in 2023, this regionally significant improvement provides a safe bicycle and pedestrian crossing over the Susquehanna River, providing a missing link for local, regional, and national trail systems. The City of Havre de Grace and Harford County requests that MDOT program funds to evaluate a separate bicycle and pedestrian bridge over Susquehanna River and to integrate with the site design of the Amtrak rail bridge.

- *West Bel Air Avenue @ Middleton Road*: This project was added to the priority letter in 2023 as recommended by the City of Aberdeen. As the Activity Center and new UMMS Hospital develop, the need for improvements at this intersection will continue to increase. The City of Aberdeen and Harford County requests that MDOT program funding for the design, right-of-way, and construction of roundabout at this intersection.

Regional Priorities

As a member of the Baltimore Regional Transportation Board, we are very invested in cost effective, systematic, and regionally integrated approaches to addressing multimodal congestion, mobility, and safety in the Baltimore region. Therefore, we have identified several regional priorities:

- We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan and request MDOT advance planning, design, and operational funding, in coordination with our local and regional transit systems, to meet the goals and priorities in the Regional Transit Plan. MDOT should ensure public transit can provide equitable and high-quality service to all public transit riders, particularly our transit dependent community members, regardless of whether they are served by the State or local system or need to travel between two systems for essential services. We are especially interested in the interjurisdictional east-west corridors (#16 and #17) and north-south corridors (#1 and #6).
- Transportation Systems Management and Operations (TSMO) strategies offer cost effective and considered approaches that leverage our investments in the existing transportation system. We strongly support funding and implementing TSMO strategies, particularly in MDOT SHA TSMO System corridors 1, 2, 3, 4, 9, 10, 11, and 13, and are particularly interested in how these strategies can address the region's freight bottlenecks. We encourage continued work on TSMO Systems 1 and 2 and support initiation of work in the other TSMO corridors. We also encourage smaller projects (such as signal system retiming and signal reconstruction) in the TSMO system corridors to support and enhance the larger TSMO components (such as hard shoulder running, queue warning systems, and ramp meters).
- We strongly support funding and implementing bike and pedestrian projects, particularly cross border projects, to enhance safety and provide expanded multi-modal options.

ADDENDUM

Category	Project	Improvement	2023 Ranking	Initial Year in Priority Letter	Cost Estimate
Capacity	MD 23 @ MD 146/Madonna Roundabout	Roundabout	Addendum	2015	\$2,500,000
Capacity	US 40 @ MD 132/Oakington Road and Old Post @ Oakington Road (Oakington Peninsula Access)	Study access into the peninsula, traffic distribution, and construct intersection improvements	N/A	2024	\$500,000
Capacity	MD 24 from MD 755 to I-95	Capacity improvements to the MD 24 @ MD 755 intersection, the MD 24 @ MD 7 intersection and the MD 24 @ Edgewood Road intersection and add a 3 rd northbound travel lane from MD 7 to the I-95 interchange	N/A	2024	\$150,000,000
Safety/Operations	US 1 @ Reckord Road Intersection	Signal	Addendum	2023	\$750,000
Safety/Operations	MD 155 @ I-95 Northbound On/Off Ramp	Improve Ramps	Addendum	2022	\$450,000
Safety/Operations	MD 23 @ MD 165	Southbound left turn lane and northbound right turn lane	Addendum	2019	\$1,000,000
Safety/Operations	US 1 @ Fallston Village	Culvert replacement	Addendum	2023	\$100,000 - \$500,000
Safety/Operations	US 40 Drainage Improvements	Culvert replacement	Addendum	2023	\$1,000,000 - \$2,000,000
Safety/Operations	Beards Hill Road	Safety Study	Addendum	2023	\$200,000
Safety/Operations	Access Management – Business US 1 @ Bel Air Plaza	Remove signal at Bel Air Plaza and restrict access to right in – right out	Addendum	2016	\$250,000
Safety/Operations	Access Management – MD 22 @ Campus Hills Shopping Center	Relocate existing signal from shopping center to Campus Hills Drive and restrict commercial access to right in – right out	Addendum	2016	\$250,000

Category	Project	Improvement	2023 Ranking	Initial Year in Priority Letter	Cost Estimate
Safety/Operations	Access Management – MD 22 Median	A raised treelined median between Moores Mill and Brierhill	Addendum	2016	\$150,000
Safety/Operations	MD 462 @ Beards Hill Road Roundabout	Roundabout	Addendum	2023	\$2,000,000
Safety/Operations	Access Management – MD 22 @ Wawa/Express Care Access	Maryland T raised channelized island	Addendum	2016	\$125,000
Safety/Operations	Access Management – Middleton Road @ Beards Hill Shopping Center	Construct an access into shopping center from Middleton Road	Addendum	2016	\$300,000
Transit	Harford Transit Service	Expand transit service with Saturday service and late evening service	Addendum	2023	\$152,500/year Saturday Service and \$270,000/year Extended Hours (Operating Costs)
Bicycle/Pedestrian	MD 24 Shared Use Path	Shared use path	Addendum	2017	\$500,000
Bicycle/Pedestrian	MD 22 Bicycle and Pedestrian Upgrades	Bicycle lanes striping and signage	Addendum	2012	\$500,000 - \$1,000,000
Bicycle/Pedestrian	Bel Air to HCC Trail	Off road and on road trail	Addendum	2021	\$2,579,939/mile
Economic Development	Woodley Road Extended	Extend Woodley Road to intersect with MD 715	10	2023	\$11,000,000
Economic Development	Susquehanna River Pedestrian and Bicycle Crossing	Bicycle and pedestrian bridge	Addendum	2023	\$34,800,000
Economic Development	West Bel Air Avenue @ Middleton Road Roundabout	Roundabout	Addendum	2023	\$2,000,000



MD 23 @ MD 146/MADONNA ROUNDABOUT

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$2,500,000



This intersection currently operates as a four-way stop controlled intersection. A roundabout allows a higher throughput than a four-way stop controlled intersection and is therefore more efficient. Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this intersection.



OAKINGTON PENINSULA ACCESS STUDY

CATEGORY - CAPACITY

ESTIMATED COST - \$500,000



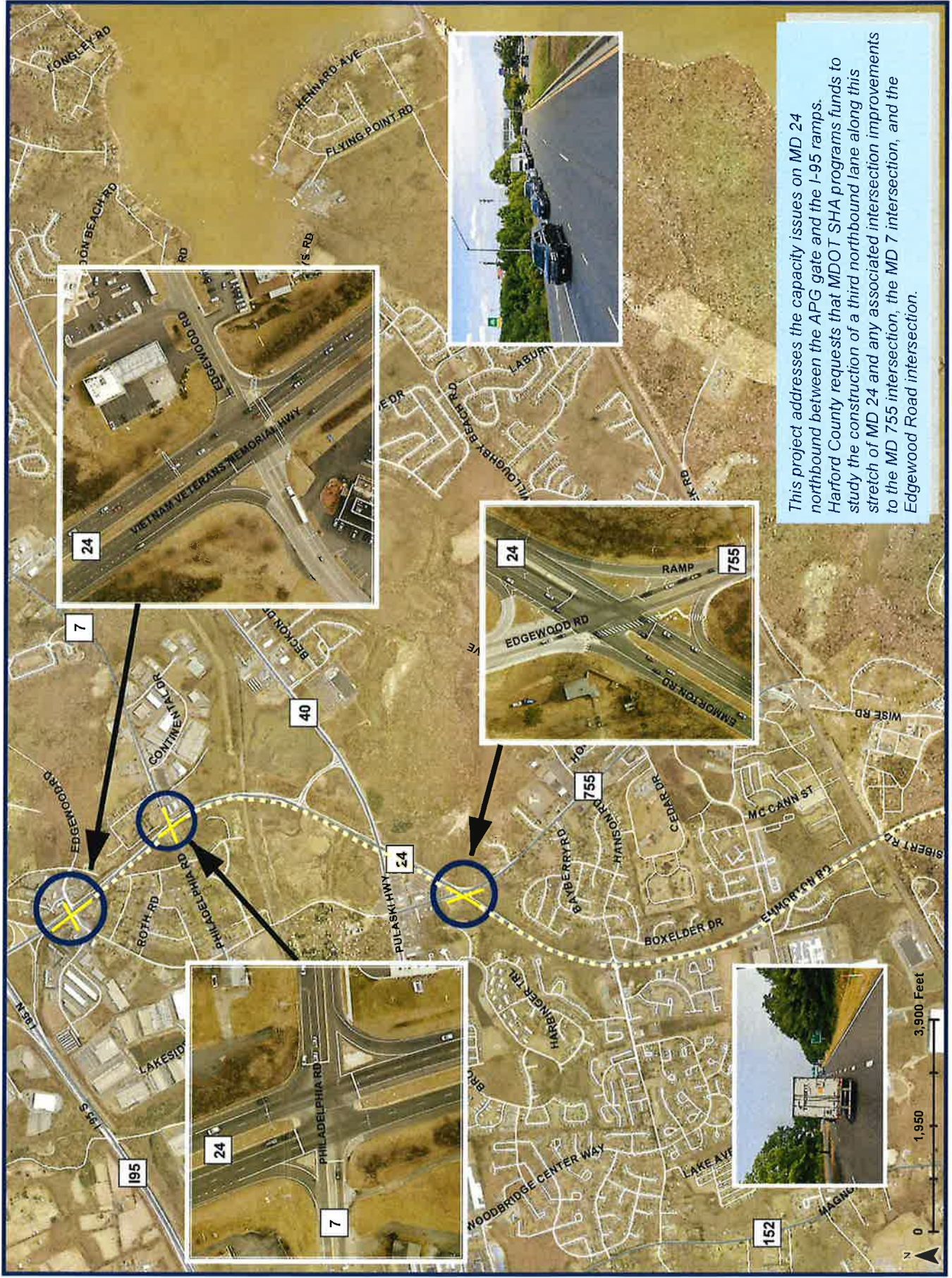
Oakington Peninsula – Harford County is requesting MDOT SHA funds to study the access and distribution of traffic throughout the Oakington Peninsula and to determine adequate roadway and intersection improvements.



MD 24 FROM APG TO I-95

CATEGORY - CAPACITY

ESTIMATED COST - \$150,000,000



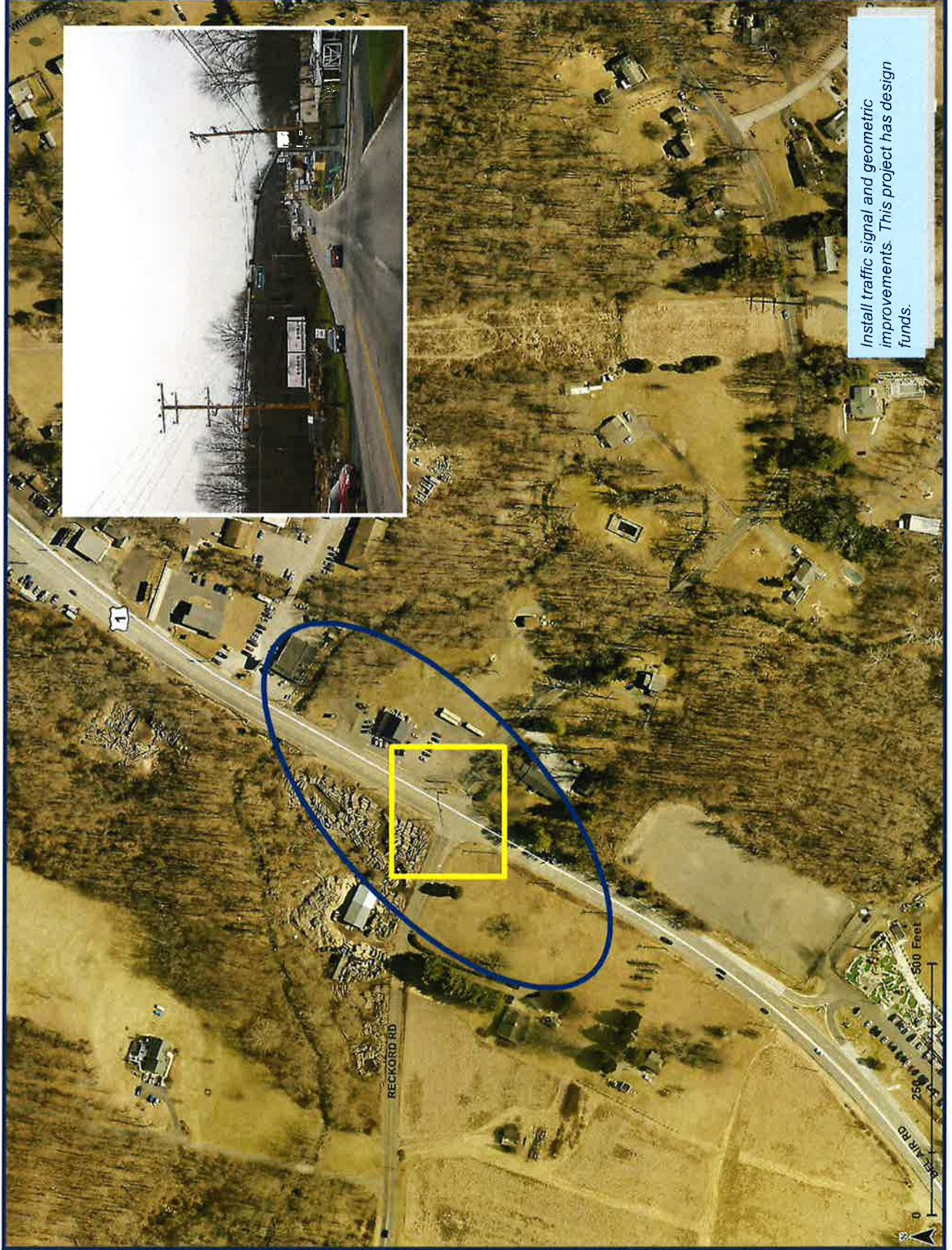
This project addresses the capacity issues on MD 24 northbound between the APG gate and the I-95 ramps. Harford County requests that MDOT SHA programs funds to study the construction of a third northbound lane along this stretch of MD 24 and any associated intersection improvements to the MD 755 intersection, the MD 7 intersection, and the Edgewood Road intersection.



US 1 @ RECKORD ROAD

CATEGORY - KEY PRIORITY

ESTIMATED CONSTRUCTION COST - \$750,000



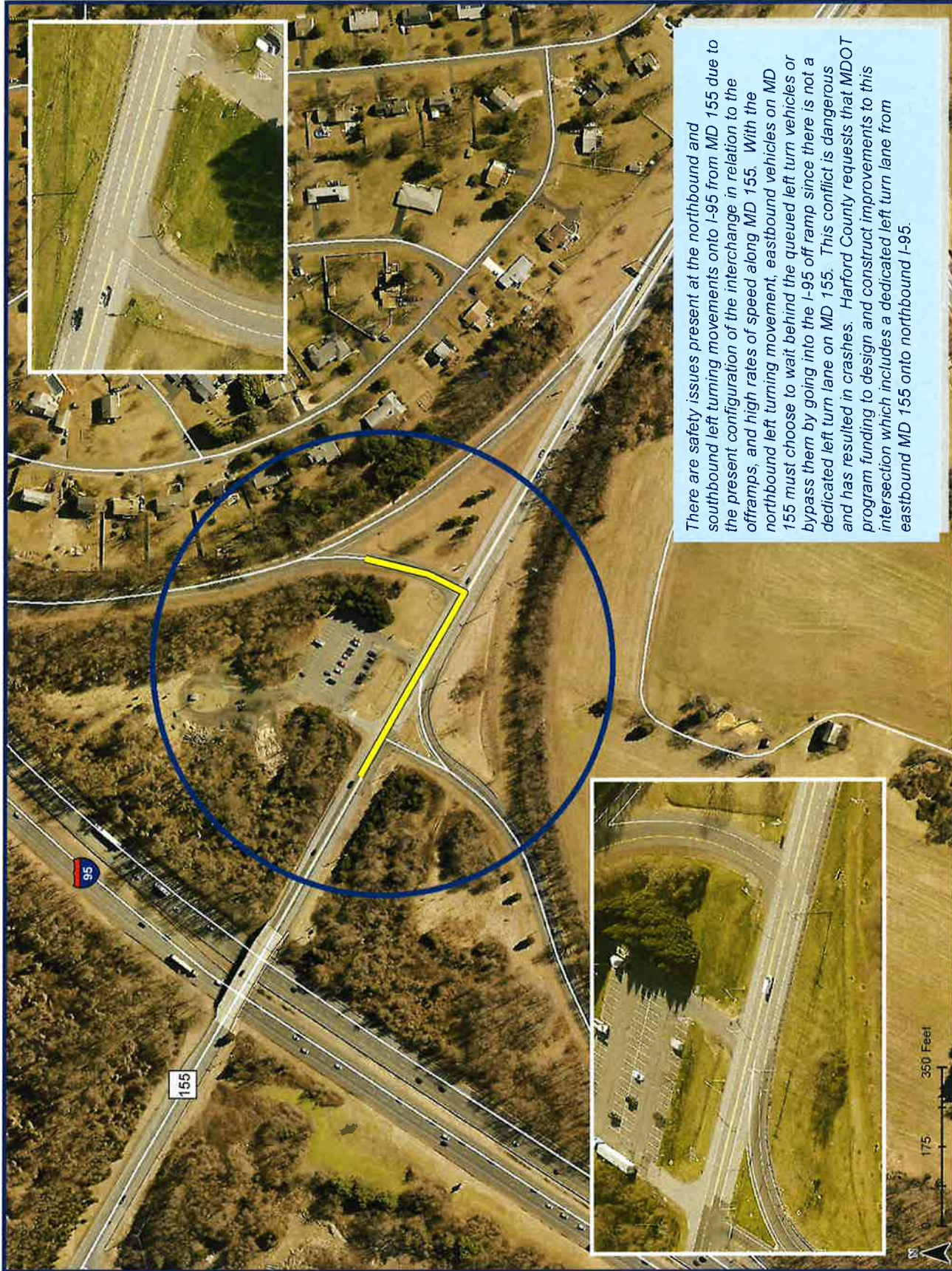
Install traffic signal and geometric improvements. This project has design funds.



MD 155 @ I-95

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$450,000



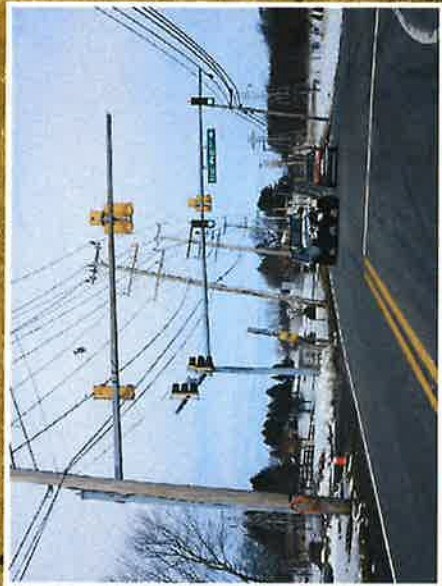
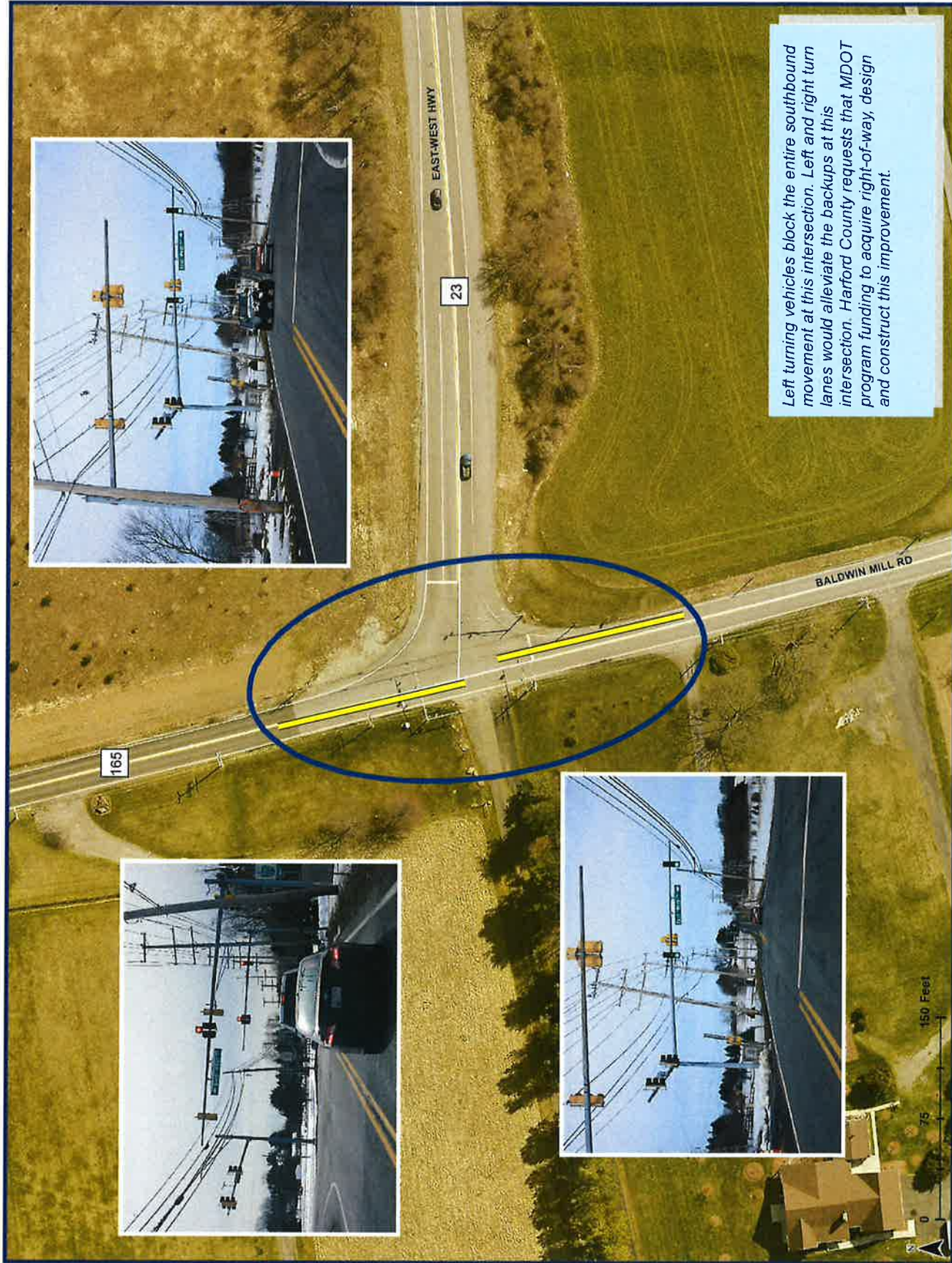
There are safety issues present at the northbound and southbound left turning movements onto I-95 from MD 155 due to the present configuration of the interchange in relation to the offramps, and high rates of speed along MD 155. With the northbound left turning movement, eastbound vehicles on MD 155 must choose to wait behind the queued left turn vehicles or bypass them by going into the I-95 off ramp since there is not a dedicated left turn lane on MD 155. This conflict is dangerous and has resulted in crashes. Harford County requests that MDOT program funding to design and construct improvements to this intersection which includes a dedicated left turn lane from eastbound MD 155 onto northbound I-95.



MD 23 @ MD 165

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,000,000



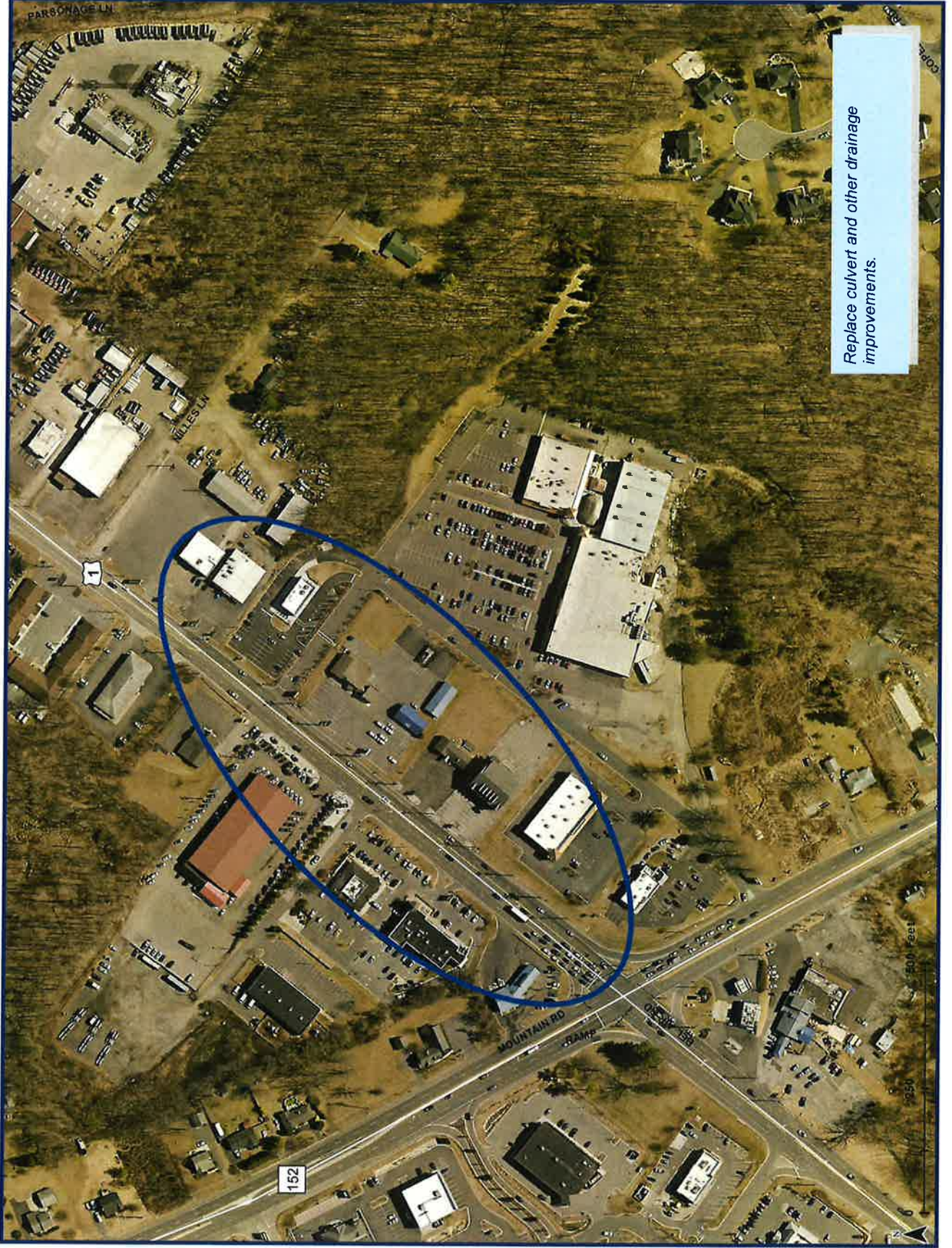
Left turning vehicles block the entire southbound movement at this intersection. Left and right turn lanes would alleviate the backups at this intersection. Harford County requests that MDOT program funding to acquire right-of-way, design and construct this improvement.



US 1 @ FALLSTON MALL

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$100,000 to \$500,000



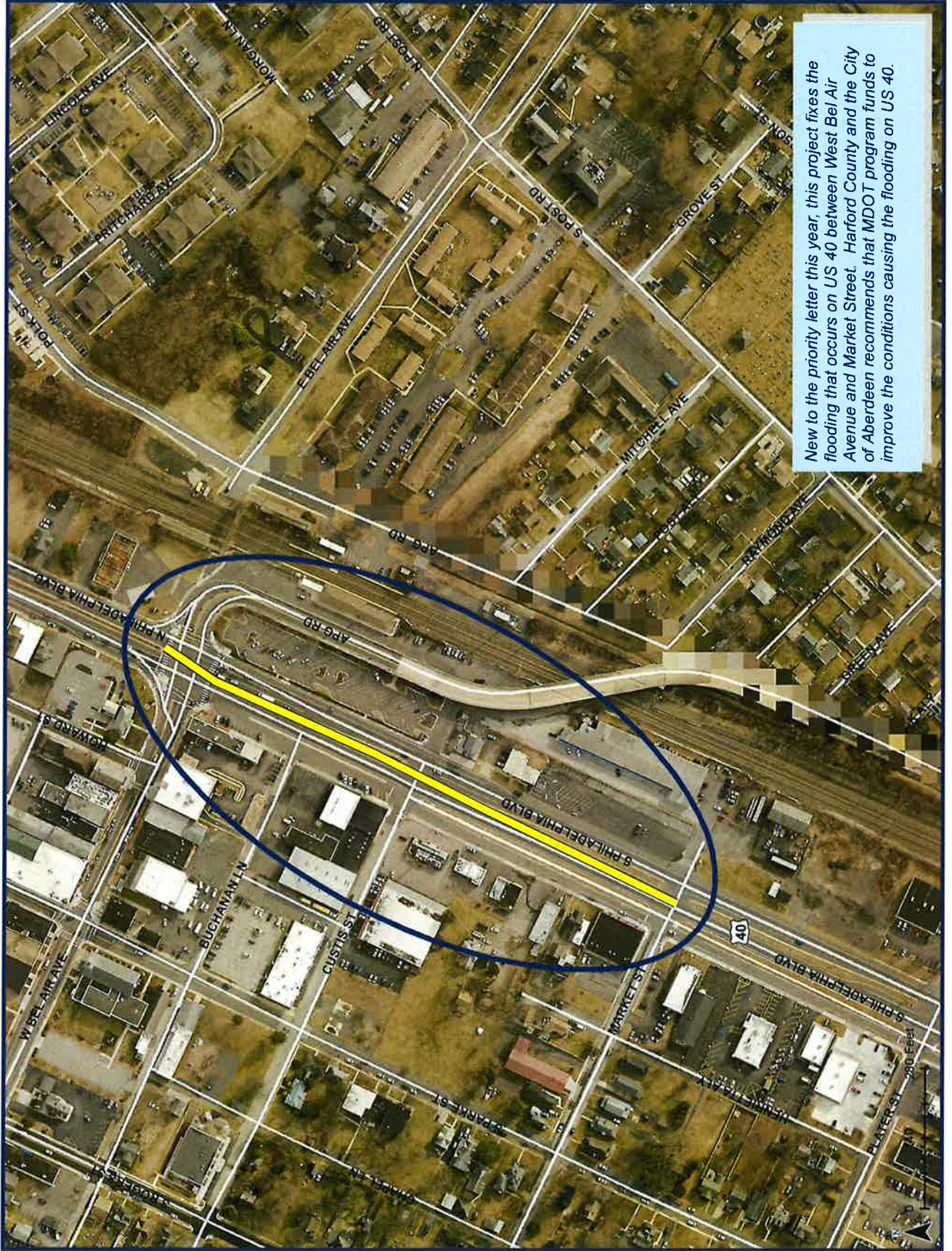
Replace culvert and other drainage improvements.



US 40 DRAINAGE IMPROVEMENT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,000,000 to \$2,000,000



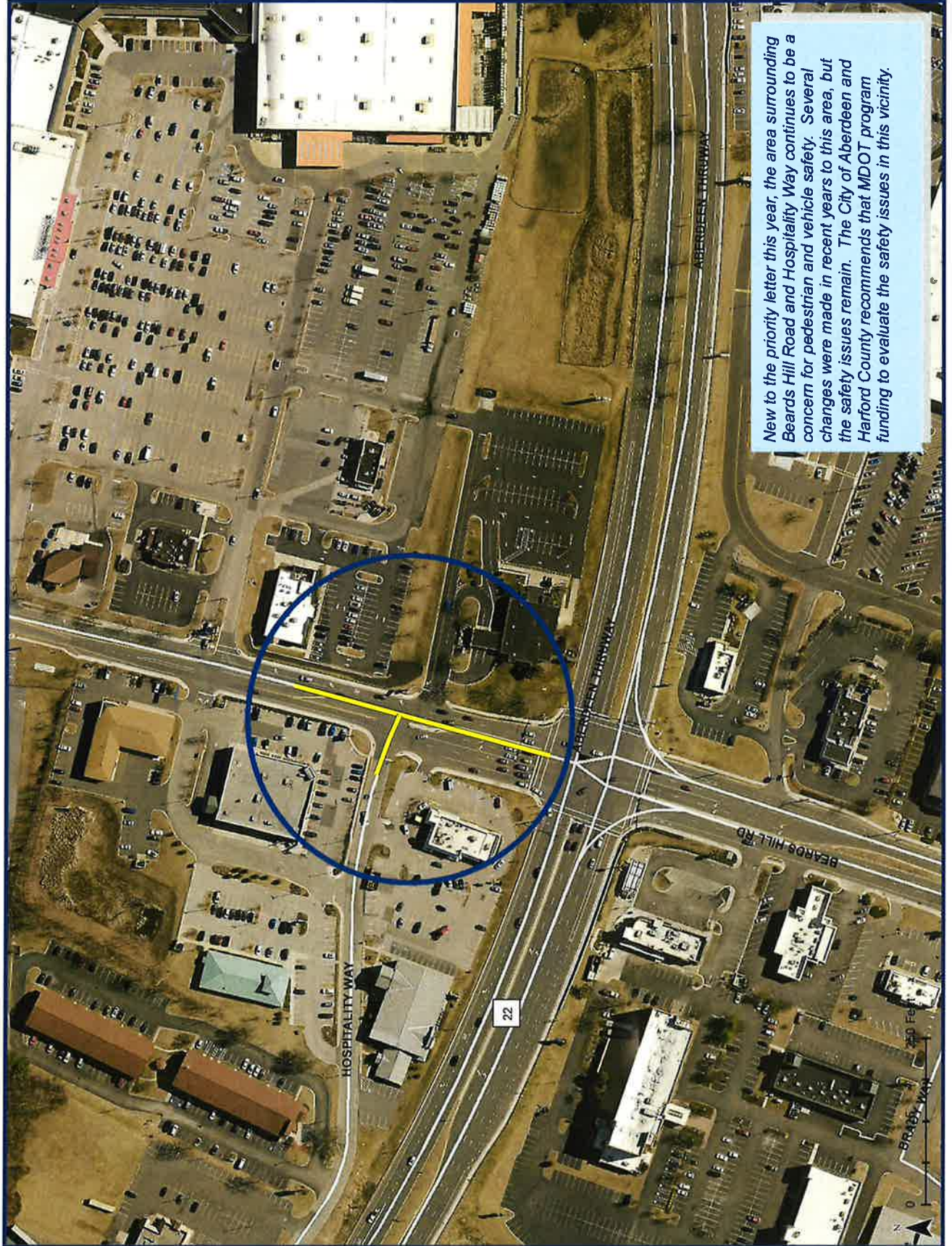
New to the priority letter this year, this project fixes the flooding that occurs on US 40 between West Bel Air Avenue and Market Street. Harford County and the City of Aberdeen recommends that MDOT program funds to improve the conditions causing the flooding on US 40.



BEARDS HILL ROAD

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$200,000



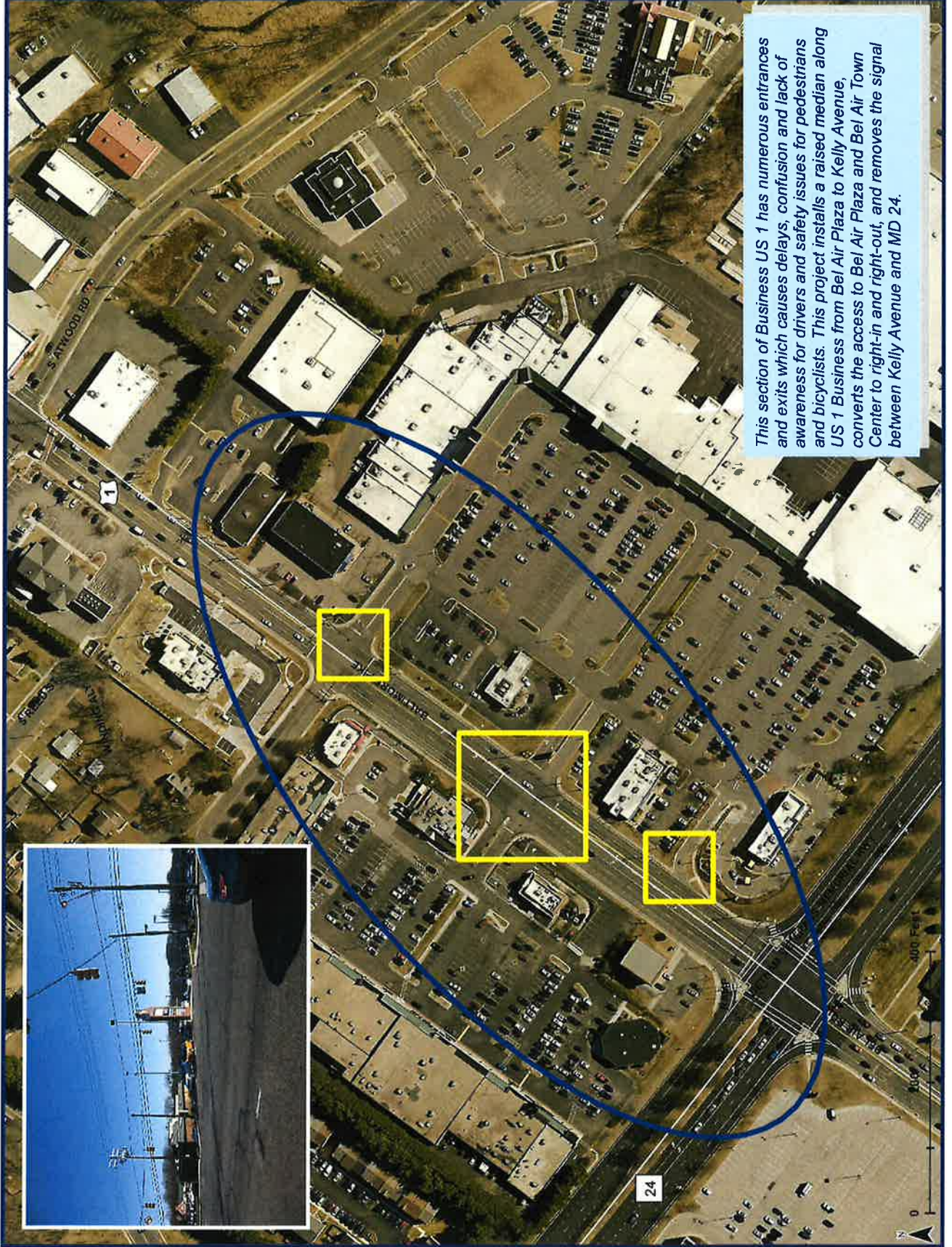
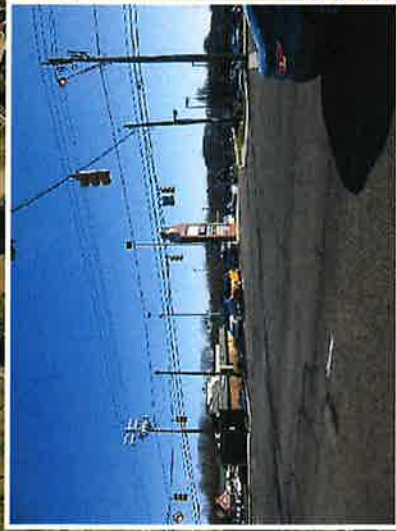
New to the priority letter this year, the area surrounding Beards Hill Road and Hospitality Way continues to be a concern for pedestrian and vehicle safety. Several changes were made in recent years to this area, but the safety issues remain. The City of Aberdeen and Harford County recommends that MDOT program funding to evaluate the safety issues in this vicinity.



ACCESS MANAGEMENT - US 1 BUSINESS @ BEL AIR PLAZA

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$250,000



This section of Business US 1 has numerous entrances and exits which causes delays, confusion and lack of awareness for drivers and safety issues for pedestrians and bicyclists. This project installs a raised median along US 1 Business from Bel Air Plaza to Kelly Avenue, converts the access to Bel Air Plaza and Bel Air Town Center to right-in and right-out, and removes the signal between Kelly Avenue and MD 24.

24



ACCESS MANAGEMENT - MD 22 @ CAMPUS HILLS SHOPPING CENTER

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$250,000



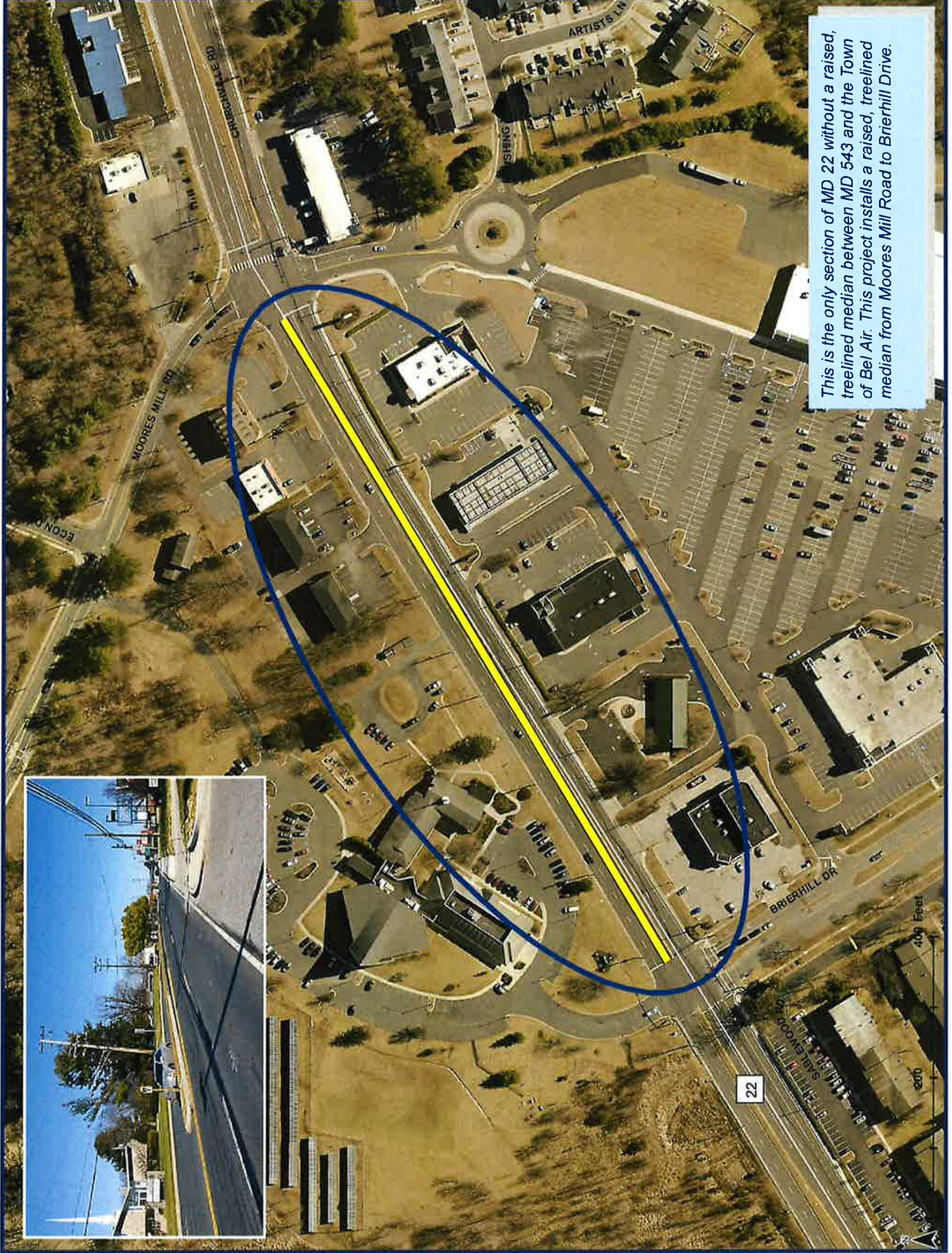
This section of MD 22 has numerous entrances and exits which causes delays, confusion and lack of awareness for drivers and safety issues for pedestrians and bicyclists. This improvement converts the entrance to Campus Hills Shopping Center and the Club to a right-in and right-out and relocates the signal from the Campus Hills Shopping Center entrance to the intersection of Campus Hills Drive.



ACCESS MANAGEMENT - MD 22 MEDIAN

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$150,000



This is the only section of MD 22 without a raised, treelined median between MD 543 and the Town of Bel Air. This project installs a raised, treelined median from Moore's Mill Road to Brierhill Drive.



MD 462 @ BEARDS HILL ROAD ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$2,000,000



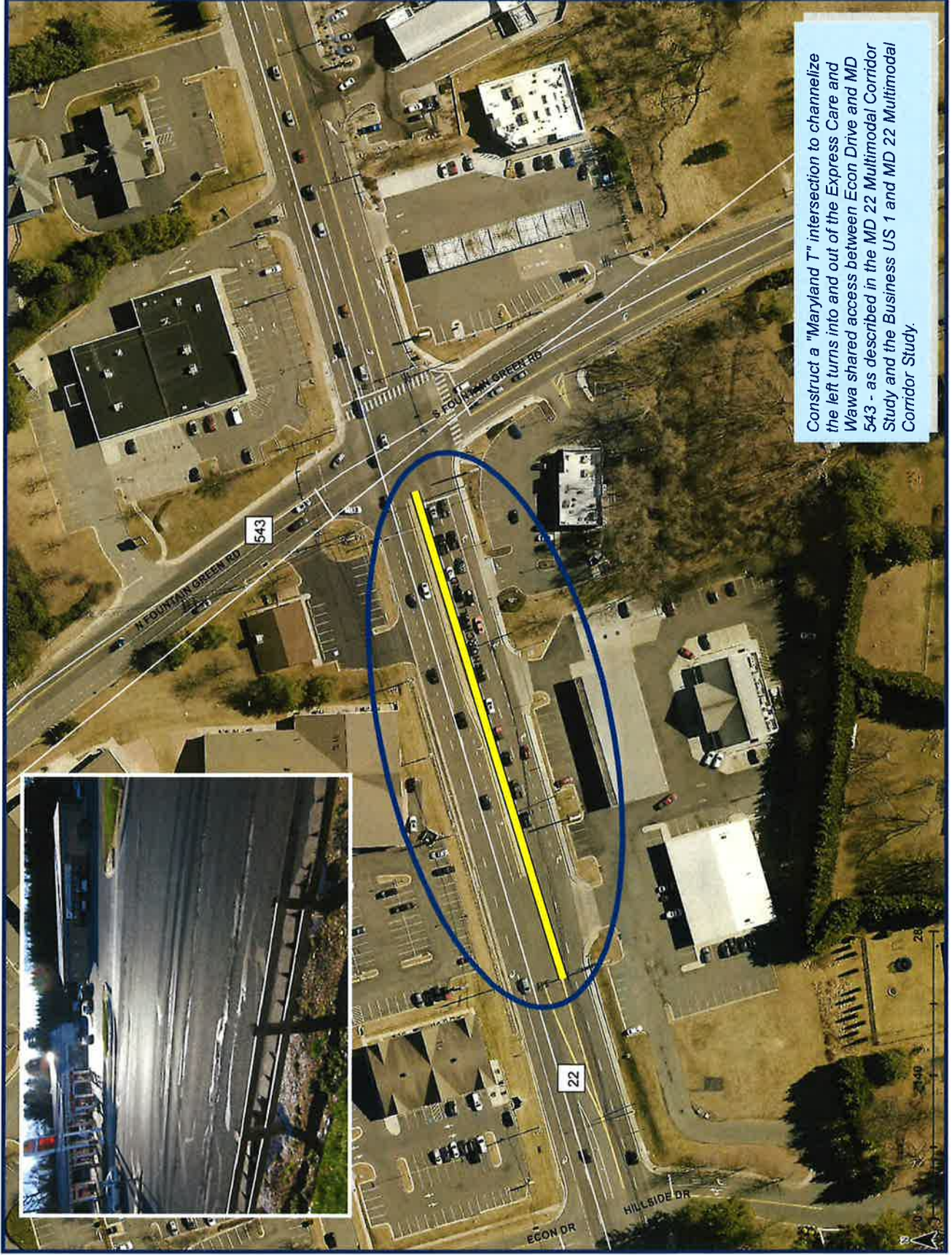
New to the priority letter this year, this three-way intersection is one of the busiest intersections in the city without a traffic signal. Therefore, The City of Aberdeen and Harford County requests that MDOT program funding to design and construct a roundabout to reduce speeds along Paradise Road and to improve the overall safety at this intersection.



ACCESS MANAGEMENT - MD 22 @ WAWA

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$125,000



Construct a "Maryland T" intersection to channelize the left turns into and out of the Express Care and Wawa shared access between Econ Drive and MD 543 - as described in the MD 22 Multimodal Corridor Study and the Business US 1 and MD 22 Multimodal Corridor Study.



ACCESS MANAGEMENT - MD 22 @ BEARDS HILL PLAZA

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$300,000



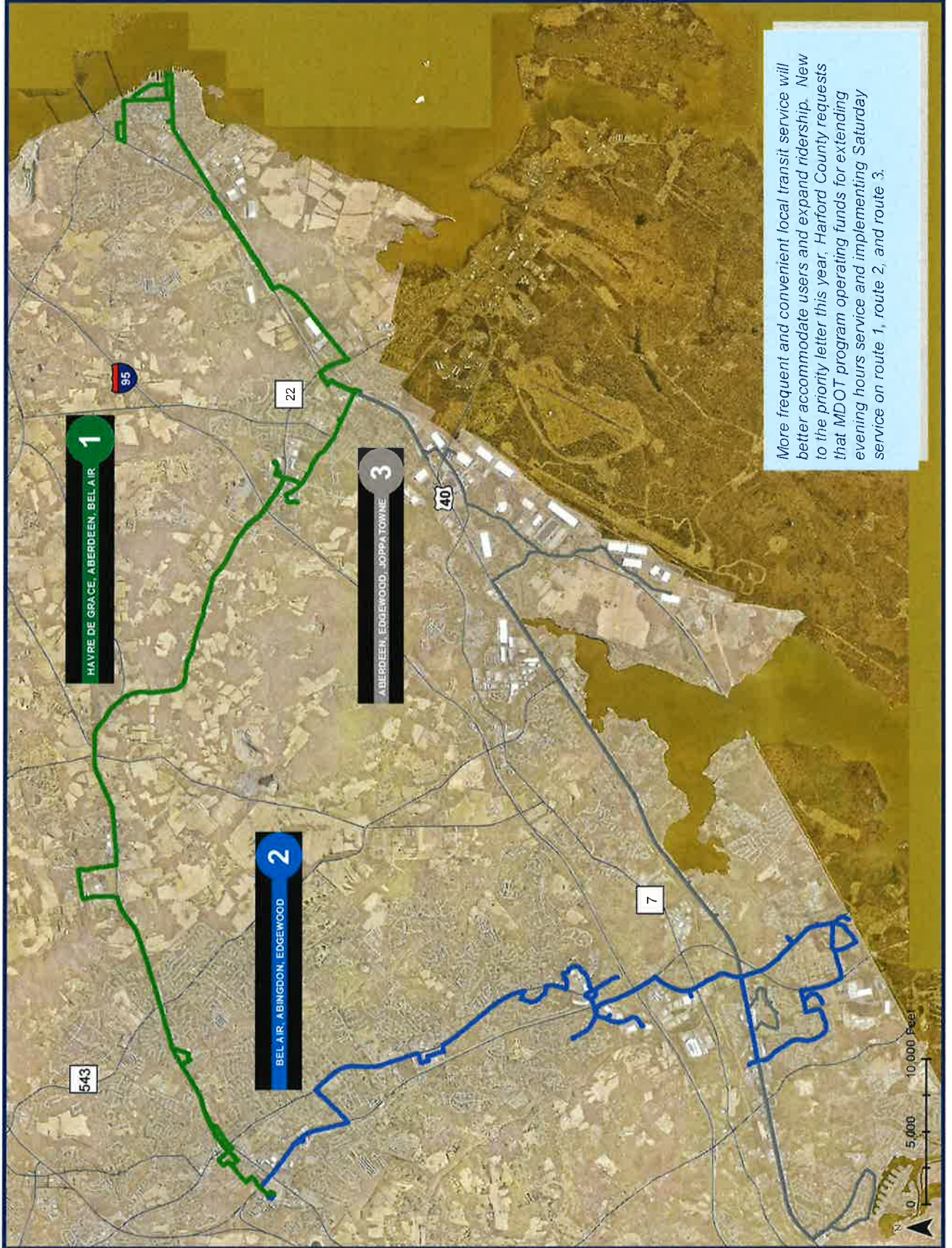
This project constructs an entrance to the Beards Hill Shopping Center from Middleton Road. Improvement will be as described in the MD 22 Multimodal Corridor Study.



HARFORD TRANSIT LINK

CATEGORY - TRANSIT

ESTIMATED OPERATING COSTS - \$152,500/YR. SATURDAY; \$270,000/YR. EXTENDED HRS.



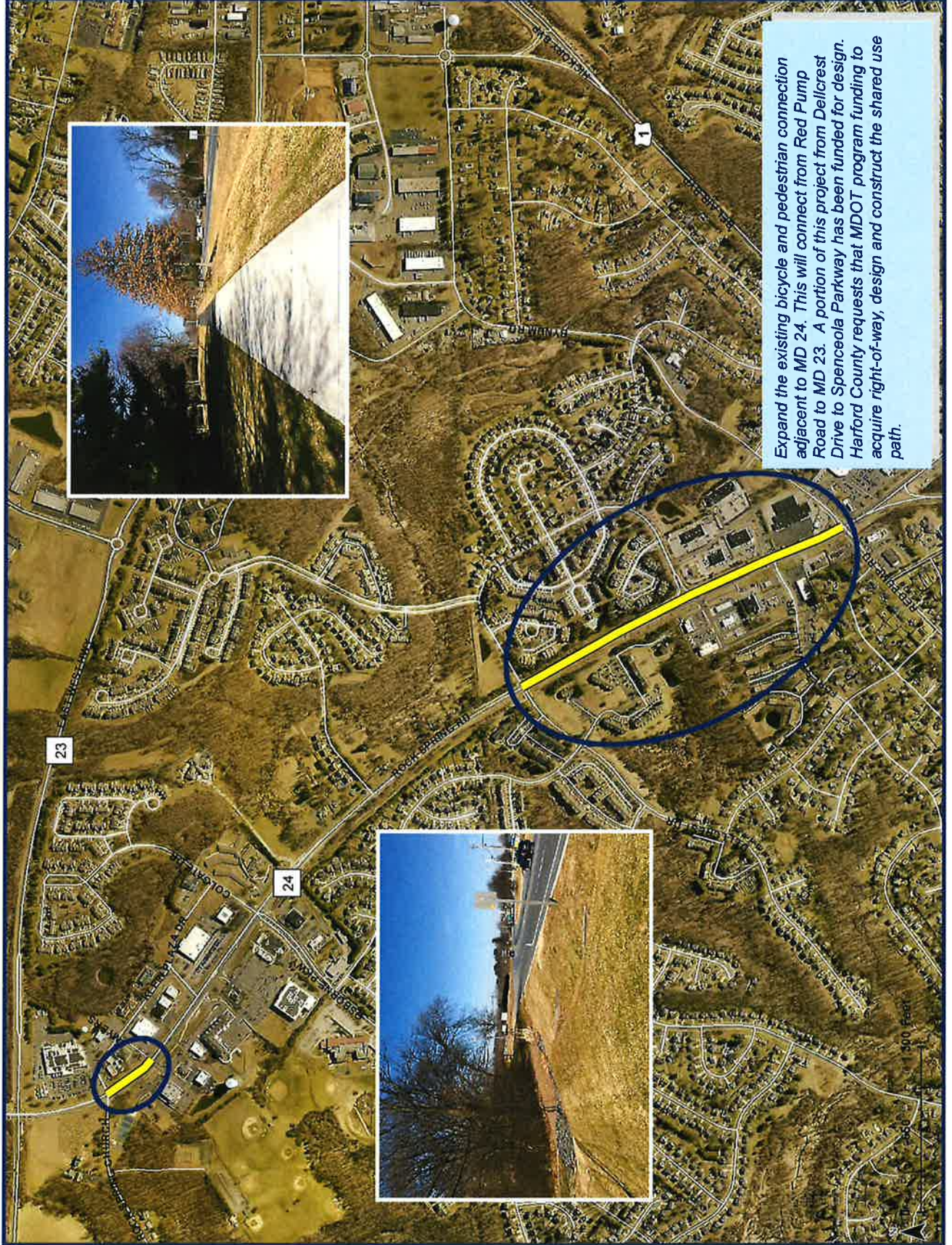
More frequent and convenient local transit service will better accommodate users and expand ridership. New to the priority letter this year, Harford County requests that MDOT program operating funds for extending evening hours service and implementing Saturday service on route 1, route 2, and route 3.



MD 24 SHARED USE PATH (FOREST HILL)

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED CONSTRUCTION COST \$500,000

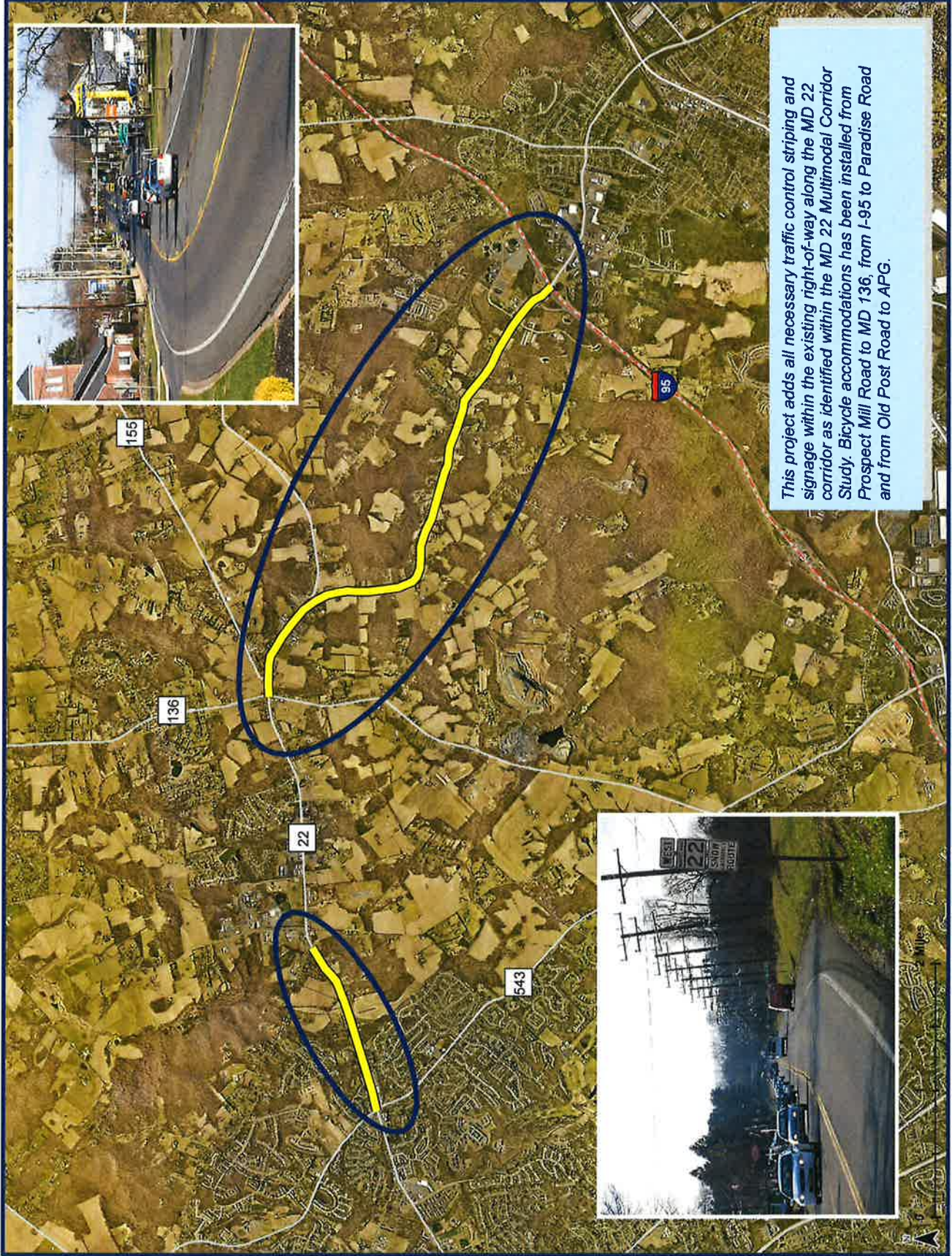


Expand the existing bicycle and pedestrian connection adjacent to MD 24. This will connect from Red Pump Road to MD 23. A portion of this project from Dellcrest Drive to Spenceola Parkway has been funded for design. Harford County requests that MDOT program funding to acquire right-of-way, design and construct the shared use path.



MD 22 BICYCLE AND PEDESTRIAN UPGRADES

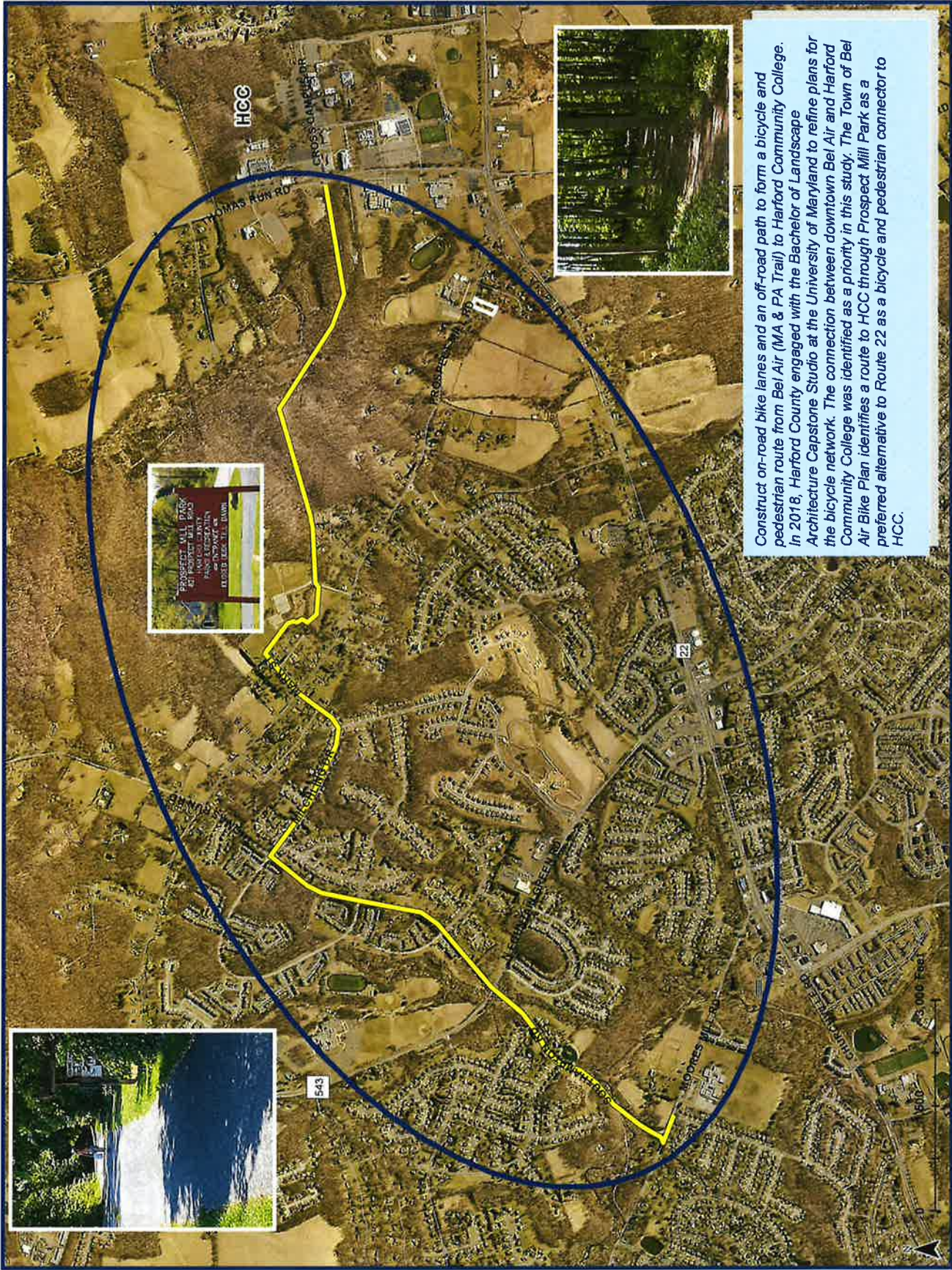
CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH • ESTIMATED CONSTRUCTION COST \$500,000 - \$1,000,000





BEL AIR TO HCC TRAIL

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH ESTIMATED CONSTRUCTION COST - \$2,579,939 (per mile)



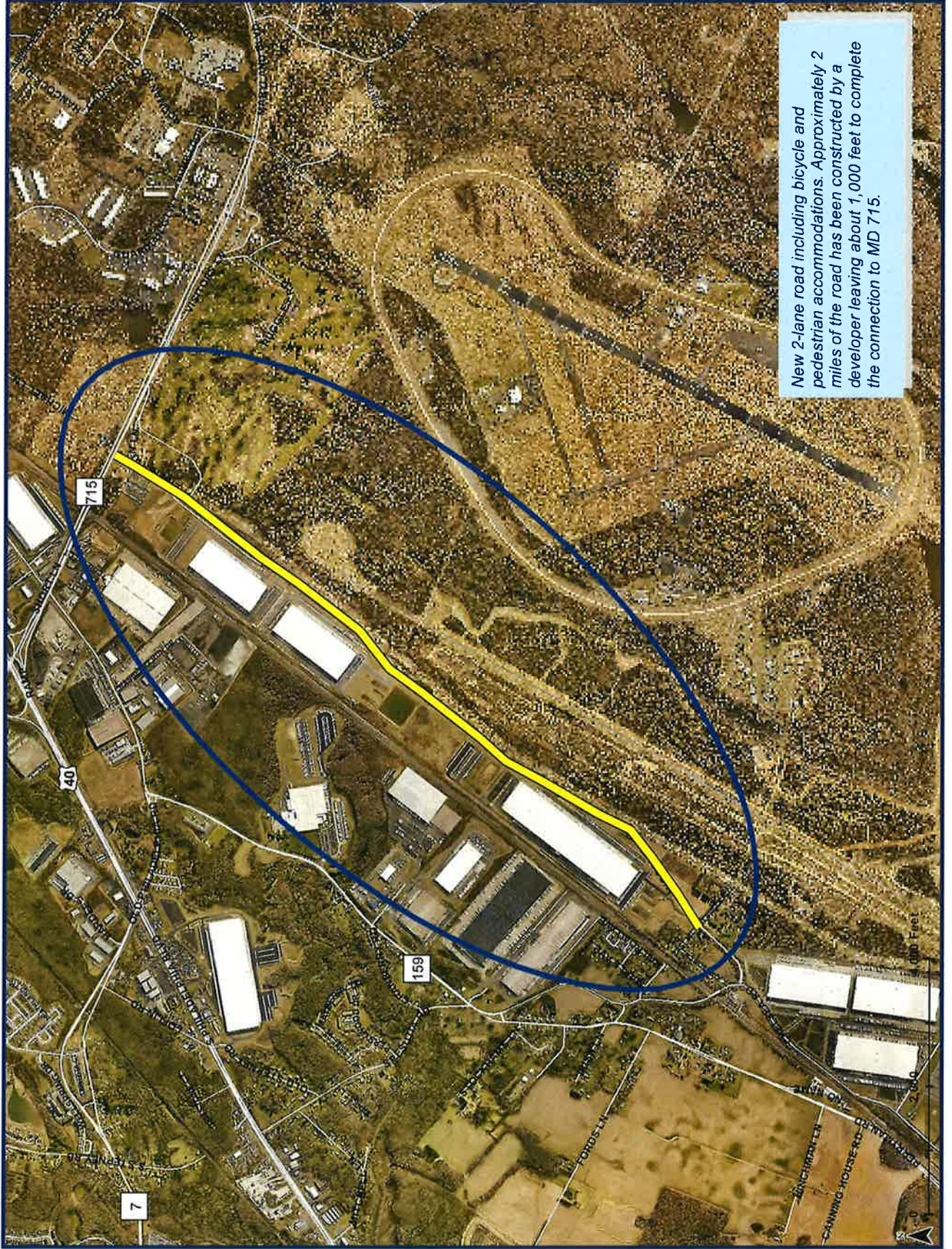
Construct on-road bike lanes and an off-road path to form a bicycle and pedestrian route from Bel Air (MA & PA Trail) to Harford Community College. In 2018, Harford County engaged with the Bachelor of Landscape Architecture Capstone Studio at the University of Maryland to refine plans for the bicycle network. The connection between downtown Bel Air and Harford Community College was identified as a priority in this study. The Town of Bel Air Bike Plan identifies a route to HCC through Prospect Mill Park as a preferred alternative to Route 22 as a bicycle and pedestrian connector to HCC.



WOODLEY ROAD EXTENDED

CATEGORY - ECONOMIC DEVELOPMENT

ESTIMATED CONSTRUCTION COST - \$11,000,000



New 2-lane road including bicycle and pedestrian accommodations. Approximately 2 miles of the road has been constructed by a developer leaving about 1,000 feet to complete the connection to MD 715.



SUSQUEHANNA RIVER PEDESTRIAN & BICYCLE CROSSING

CATEGORY - ECONOMIC DEVELOPMENT

ESTIMATED CONSTRUCTION COST - \$34,800,000



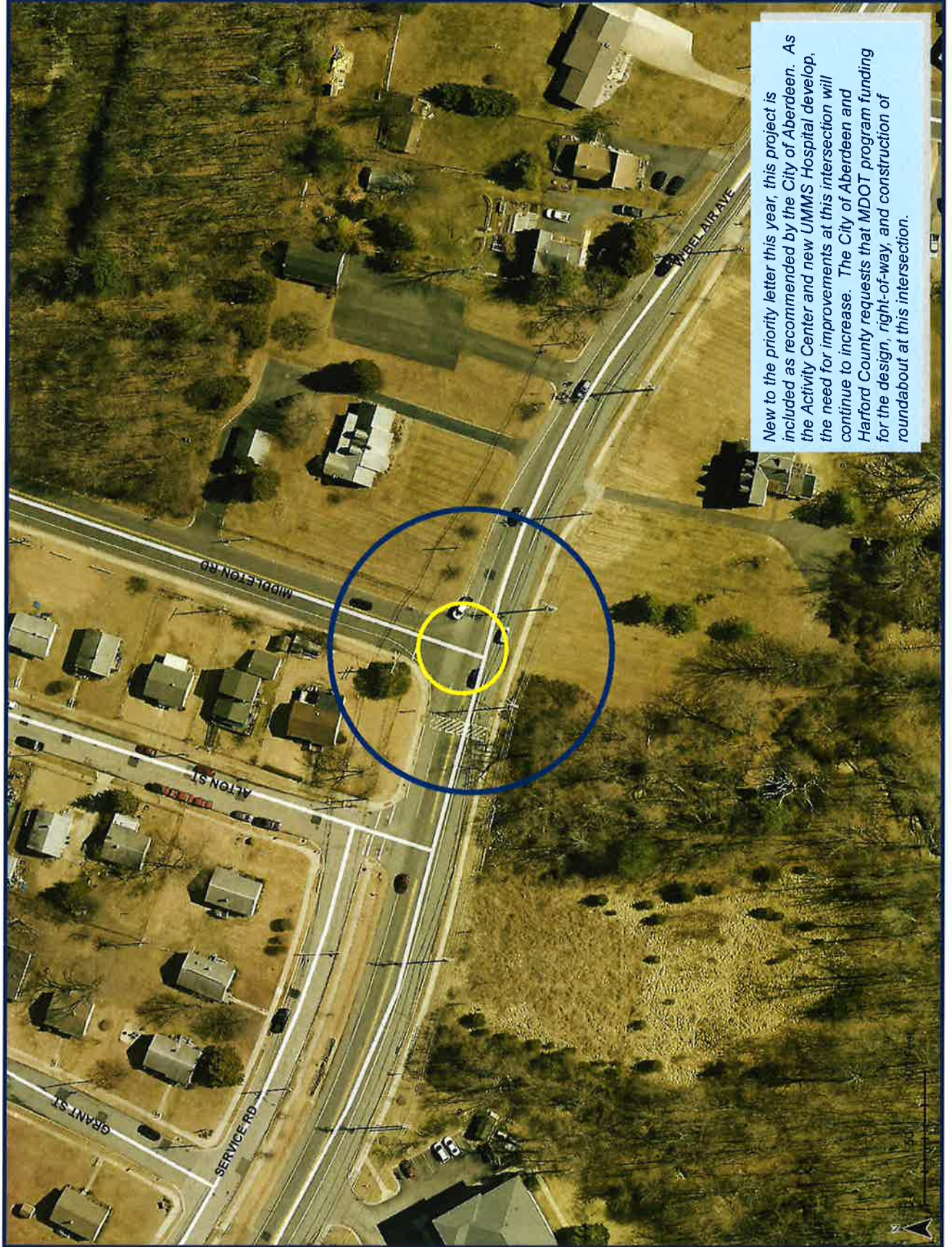
This regionally significant project provides a safe bicycle and pedestrian crossing over the Susquehanna River.



WEST BEL AIR AVENUE @ MIDDLETON ROAD ROUNDABOUT

CATEGORY - ECONOMIC DEVELOPMENT

ESTIMATED CONSTRUCTION COST - \$2,000,000



New to the priority letter this year, this project is included as recommended by the City of Aberdeen. As the Activity Center and new UMMS Hospital develop, the need for improvements at this intersection will continue to increase. The City of Aberdeen and Harford County requests that MDOT program funding for the design, right-of-way, and construction of roundabout at this intersection.