

2026 Harford County  
Transportation Priorities  
FY27 Request



**Robert G. Cassilly**  
Harford County Executive

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**ROBERT G. CASSILLY**  
Harford County Executive



**ROBERT S. McCORD**  
Director of Administration

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March 18, 2026

Honorable Kathryn "Katie" Thomson  
Acting Secretary of Transportation  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

RE: Harford County Transportation Priorities

Dear Acting Secretary Thomson:

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.

This list reflects an update of the County's FY 2026 Priority Letter dated March 28, 2025. Projects remain on our list year to year with little or no funding or advancement towards completion. Harford County asks that MDOT show more progress and coordination on our list than has been shown in the past. My administration has worked directly with SHA District 4 Engineer and staff, with our 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, in the County's master plan, and in the County's Annual Growth Report.

### **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, including traffic congestion relief, increase safety, improved access to goods and services, better system reliability, increased economic development, and improved air quality.

A total of 15 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 an order that reflects both funding realities and strategic opportunities. 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.

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 adding a second eastbound and westbound travel lane on MD 22 and intersection improvements to the MD 136 intersection and the MD 155 intersection. Harford County is committed to partnering financially with MDOT on the acquisition of right-of-way and requests that MDOT SHA program additional funding for improvements to these intersections and road segment, particularly while adjacent properties remain vacant and easier to acquire.
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. MDOT SHA and Harford County executed a cost-sharing agreement on December 16, 2024. Harford County agreed to fund the ten percent matching capital the state needed to receive the 90 percent federal match and participate in all phases of the project to help ensure the successful completion of the design phase. Funding for construction has not been programmed yet. In accordance with the executed MOU, MDOT SHA will fully fund the construction of the roundabout once design is complete. Therefore, Harford County requests that MDOT SHA program funding to construct a roundabout to improve overall safety at this intersection.

3. *MD 7 @ Stepney Road Signal:* In our priority letter since 2015, Harford County recommends that MDOT SHA program funding to acquire right-of-way, design, and install a traffic signal to improve the safety and flow of traffic through this failing intersection. Harford County has committed 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. An MOU for this improvement has been executed with MDOT SHA.
4. *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. This project adds a second left turn lane from the US 1 Bypass southbound to southbound MD 24 with a receiving lane. Design is fully funded and construction funding is approved. Harford County requests that MDOT SHA maintain funding to construct this improvement – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study Final Report.
5. *US 40 @ Otsego Street/Ohio Street Intersection:* This concern has been identified in our priority letter since 2010. The confusing geometry of this intersection was studied by MDOT for BRAC planning in 2008. A new study was completed in 2020 which evaluated intersection improvement options that provide greater community cohesion and quality of life. Improvements have scored very high on the MDOT Chapter 30 scoring for several years. Harford County Executive sent a letter of support for Havre de Grace’s decision to move forward with alternative 4 as identified in the 2020 Intersection Study. Harford County request that MDOT program funds to execute on this improvement.
6. *US 40 Shared Use Path:* A concept plan 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 in Havre de Grace. This project was added to the priority letter in 2021. Harford County will be applying for MDOT’s Kim Lamphier Bikeways Program funding to match Federal funds (Carbon Reduction & Transportation Alternative Programs) to complete design on BMC’s concept plan.
7. *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 in the Aberdeen area.

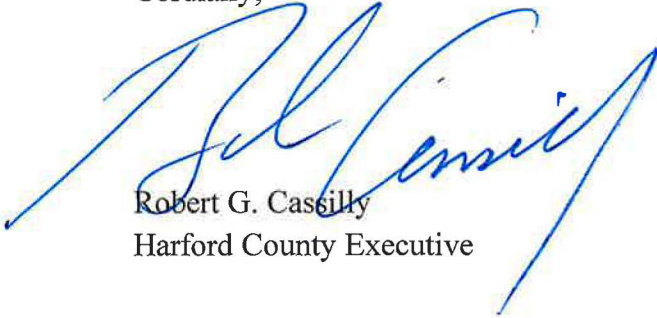
8. *Sidewalk Program*: Harford County is committed to promoting livable communities by connecting neighborhoods and local destinations with sidewalks to enhance the safety and mobility of pedestrians. This project also promotes an active lifestyle. Added to the priority letter in 2024, this project identifies several locations to construct new sidewalks along MDOT SHA roads.
9. *MD 7 @ MD 136*: New to the priority letter this year, Harford County recommends that MDOT SHA program funding to acquire right-of-way, design, and construct geometric improvements to this intersection to improve the safety and flow of traffic through this failing intersection. Harford County has \$100,000 for design in addition to the over \$300,000 in an escrow account for improvements at this intersection collected from a developer.
10. *MD 24 Northbound Lane from Singer Road to Plumtree Road*: 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 currently under construction with the MDTA I-95 Northbound ETL project. Harford County requests MDOT SHA program additional design and construction funds for this project.
11. *MD 24 from MD 7 to I-95*: This project is a breakout of the larger project that was added to the addendum of our priority letter in 2024. This project addresses the severe capacity issues that occur, specifically in PM peak hours, on MD 24 northbound between MD 7 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 7 intersection and the Edgewood Road intersection.
12. *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 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 improvements.

13. *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 and the Town of Bel Air request that MDOT SHA program funds for the design and construction of this improvement.
  
14. *Oakington Peninsula Access (US 40 @ MD 132/Oakington Road and Old Post Road @ Oakington Road)*: 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. This project was added to our priority letter in 2024.
  
15. *MD 152 @ MD 147*: This project widens northbound and southbound MD 147 and adds through lanes in each direction in order to alleviate queues in the PM peak hours that can extend for nearly a mile on MD 147. This project has been identified by MDOT SHA as one of their System Preservation Projects but has been placed on hold since 2017. 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.

We would like to thank MDOT for the continued support they have provided while meeting the transportation needs of the area. Segment 3 of the Ma & Pa Trail is currently under construction. An Intersection Collision Warning System is planned for installation this year at MD 624 and St. Mary's Road. The MD 24 @ MD 755 intersection reconstruction is nearly complete. Installation of a traffic signal at the intersection of US 1 and Reckord Road is under construction. A traffic signal is also funded for installation at the intersection of MD 155 and MD 161. Funding is approved for 30% engineering and design, geotechnical and environmental studies, and future land acquisition for the Aberdeen Train Station TOD. Funds have been awarded through the Transportation Alternatives Program and MDOT Kim Lamphier Bikeways Program to complete 30% design on a proposed shared use path on US 40 from the Aberdeen Train Station to Erie Street in Havre de Grace. Design funds are programmed for the MD 23 @ Grafton Shop Road Roundabout and the MD 7 and Stepney Road intersection improvement. Engineering is underway for the US 1 Bypass bridge rehabilitations over Winters Run and over Tollgate Road. Additionally, MDOT SHA staff routinely participate in quarterly meetings with key individuals from the county and municipalities and frequently address concerns regarding signal timing, intersection safety, and roadway maintenance activities on behalf of the County and our citizens.

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



Del. Teresa E. Reilly  
Harford County Delegation Chair

CC: Honorable Mary-Dulany James  
Honorable J.B. Jennings  
Honorable Lauren R. Arikan  
Honorable Andre V. Johnson Jr.  
Honorable Steven C. Johnson  
Honorable Susan K. McComas  
Honorable Michael Griffith  
Honorable Nolanda Robert, District A  
Honorable Alison Imhoff, District B  
Honorable Tony "G" Giangiardano, District C  
Honorable James Reilly, District D  
Honorable Jessica Boyle-Tsottles, District E  
Honorable Jacob Bennett, District F  
Robert McCord, Director of Administration  
Joe Cluster, Chief of Executive Staff

Cindy Mumby, Chief of Community Relations  
Genavieve Foley, Special Assistant to the County Executive  
Steve Overbay, Liaison to the County Council  
Larry Richardson, Esq., Legislative Coordinator  
Joseph Siemek, P.E., Director, Department of Public Works  
Steven Walsh, P.E., Deputy Director, Department of Public Works  
Glen Hebel, P.E., Chief Engineer, Department of Public Works  
Hayford Tuffor, Department of Public Works  
Jeff Stratmeyer, P.E., Department of Public Works  
Sam Kahl, Transportation Liaison, Department of Public Works  
Jim Ports, Transportation Liaison, Department of Public Works  
Matt Kropp, Director, Department of Planning and Zoning  
Bryan Lightner, CFM, Deputy Director, Department of Planning and Zoning  
Alex Rawls, Chief, Long-Range Planning, Department of Planning and Zoning  
Gary Blazinsky, Administrator, Harford Transit LINK  
Phyllis Grover, Director of Planning and Community Development, City of Aberdeen  
Geoff Goins, Director of Planning, City of Havre de Grace  
Waqar Shah, Deputy Director of Planning, Town of Bel Air

# KEY PRIORITIES

2026 Ranking	Project	Improvement	2025 Ranking	Initial Year in Priority Letter	Category	Current Year Request	Total Project Cost Estimate	Other Funds
1	MD 22 @ MD 136/MD 155 - Corridor Improvements	2 <sup>nd</sup> travel lane on MD 22 in each direction	1	2007	Capacity (Key)	\$4,000,000 for Design	\$30,000,000	LOA with SHA – to get funding to 30%
2	MD 23 @ Grafton Shop Road Roundabout	Roundabout	2	2015	Safety / Operations (Key)	\$3,600,000 (100%) for Construction	\$4,700,000	<b>County Funds:</b> MOU executed with MDOT SHA for design, right-of-way, and construction
3	MD 7 @ Stepney Road Improvements	Roundabout	3	2015	Safety / Operations (Key)	\$350,000 for Study and Design	\$5,000,000	<b>Developer Funds:</b> LOA executed with MDOT SHA; \$327,191
4	US 1 Bypass @ MD 24 Interchange	2 <sup>nd</sup> left turn lane from US 1 southbound onto MD 24	4	2007	Capacity (Key)	\$5,200,000 for Construction	\$5,200,000	<b>Federal Funds:</b> In the CTP; Design Underway
5	US 40 @ Otsego Street	Safety and capacity improvements	5	2016	Safety / Operations (Key)	\$300,000 for Design	\$5,000,000	
6	US 40 Shared Use Path	Shared Use Path from Aberdeen Train Station to Erie Street	6	2021	Bicycle / Pedestrian (Key)	\$785,000 to Complete Design from 30% to 100%	\$1,731,939 / mile	<b>Federal/State Grants:</b> Awarded \$672,000 in grant funds (\$28,000 County match)

2026 Ranking	Project	Improvement	2025 Ranking	Initial Year in Priority Letter	Category	Current Year Request	Total Project Cost Estimate	Other Funds
7	Harford Transit New Operations Facility	Land acquisition, design and construct new operations facility	7	2023	Transit (Key)	\$11,000,000 for Design	\$65,000,000	<b>Federal Grant:</b> Requesting Federal 5339 Grant (with local match)
8	Sidewalk Program	Install sidewalk along 5 sections of roadways	8	2024	Bicycle / Pedestrian (Key)	\$500,000 for Design and Construction of Sidewalk on MD 755 (Edgewood Road)	\$2,600,000	<b>State Funds:</b> Requesting SHA Funding
9	MD 7 @ MD 136 Intersection	Safety and capacity improvements	N/A	2026	Safety / Operations (Key)	\$100,000 for Design	\$5,000,000	<b>Developer Funds:</b> LOA executed with MDOT SHA; \$348,816
10	MD 24 Northbound Lane from Singer Road to Plumtree Road	3 <sup>rd</sup> northbound MD 24 lane	10	2015	Capacity (Key)	\$1,000,000 for Design	\$20,000,000	
11	MD 24 Northbound Lane from MD 7 to I-95	Capacity improvements	11	2024	Capacity (Key)	\$500,000 for Corridor Study	\$15,000,000	
12	Aberdeen MARC Train Station	Engineering and environmental analysis for future TOD – Station Square	12	2007	Transit (Key)	No Request in Current FY (\$7,000,000 in federal funds programmed for design)	\$7,000,000	<b>Federal Funds:</b> \$5.6 Million Combined Federal Grants (\$1.4 Million City Match)
13	Business US 1 @ Hays Street (Bel Air Circulation Improvements)	Double right from Hays Street onto Business US 1	13	2015	Safety / Operations (Key)	\$500,000 for Design	\$2,500,000	

2026 Ranking	Project	Improvement	2025 Ranking	Initial Year in Priority Letter	Category	Current Year Request	Total Project Cost Estimate	Other Funds
14	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	14	2024	Capacity (Key)	\$500,000 for Study	\$500,000	
15	MD 152 @ MD 147 Intersection	2 <sup>nd</sup> travel lane on MD 147 in each direction	9	2023	Capacity (Key)	\$500,000 for Design	\$6,500,000	



# PRIORITY # 1

# MD 22 @ MD 136/MD 155 – CORRIDOR IMPROVEMENTS

CATEGORY - CAPACITY (KEY)

CURRENT YEAR REQUEST - \$4,000,000 FOR DESIGN





# PRIORITY # 2

# MD 23 @ GRAFTON SHOP ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$3,600,000 FOR CONSTRUCTION



*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.*

**TOTAL PROJECT COST ESTIMATE - \$4,700,000**



# PRIORITY # 3

# MD 7 @ STEPNEY ROAD IMPROVEMENTS

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$350,000 FOR STUDY AND DESIGN



*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 has been worsening. Improvements to this intersection have been identified in several plan approval letters. Harford County recommends that MDOT program funding to acquire right-of-way, design, and construct a roundabout to improve the safety and flow of traffic through this failing intersection.*

**TOTAL PROJECT COST ESTIMATE - \$5,000,000**



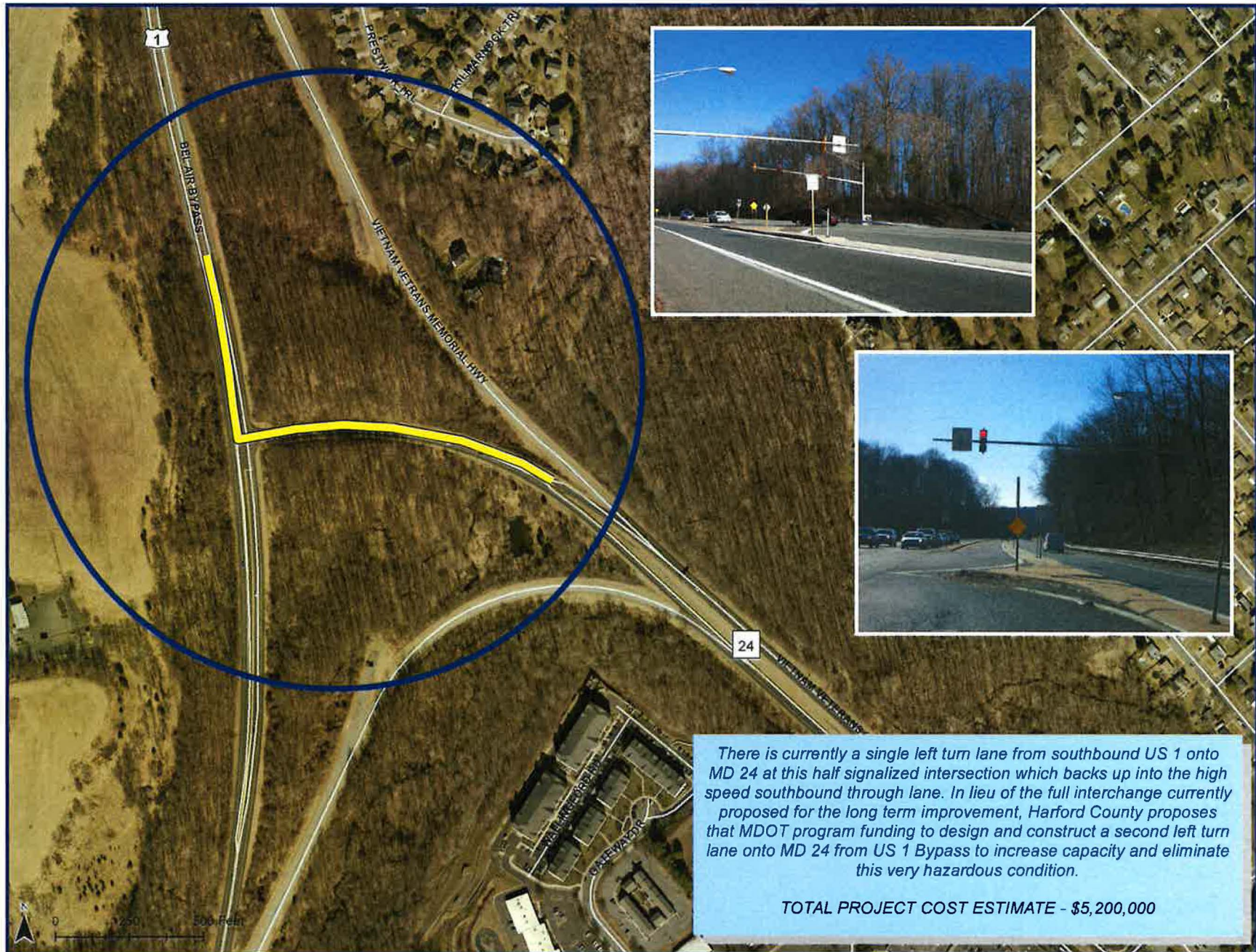


# PRIORITY # 4

# US 1 BYPASS @ MD 24 INTERCHANGE

CATEGORY - CAPACITY (KEY)

CURRENT YEAR REQUEST - \$5,200,000 FOR CONSTRUCTION



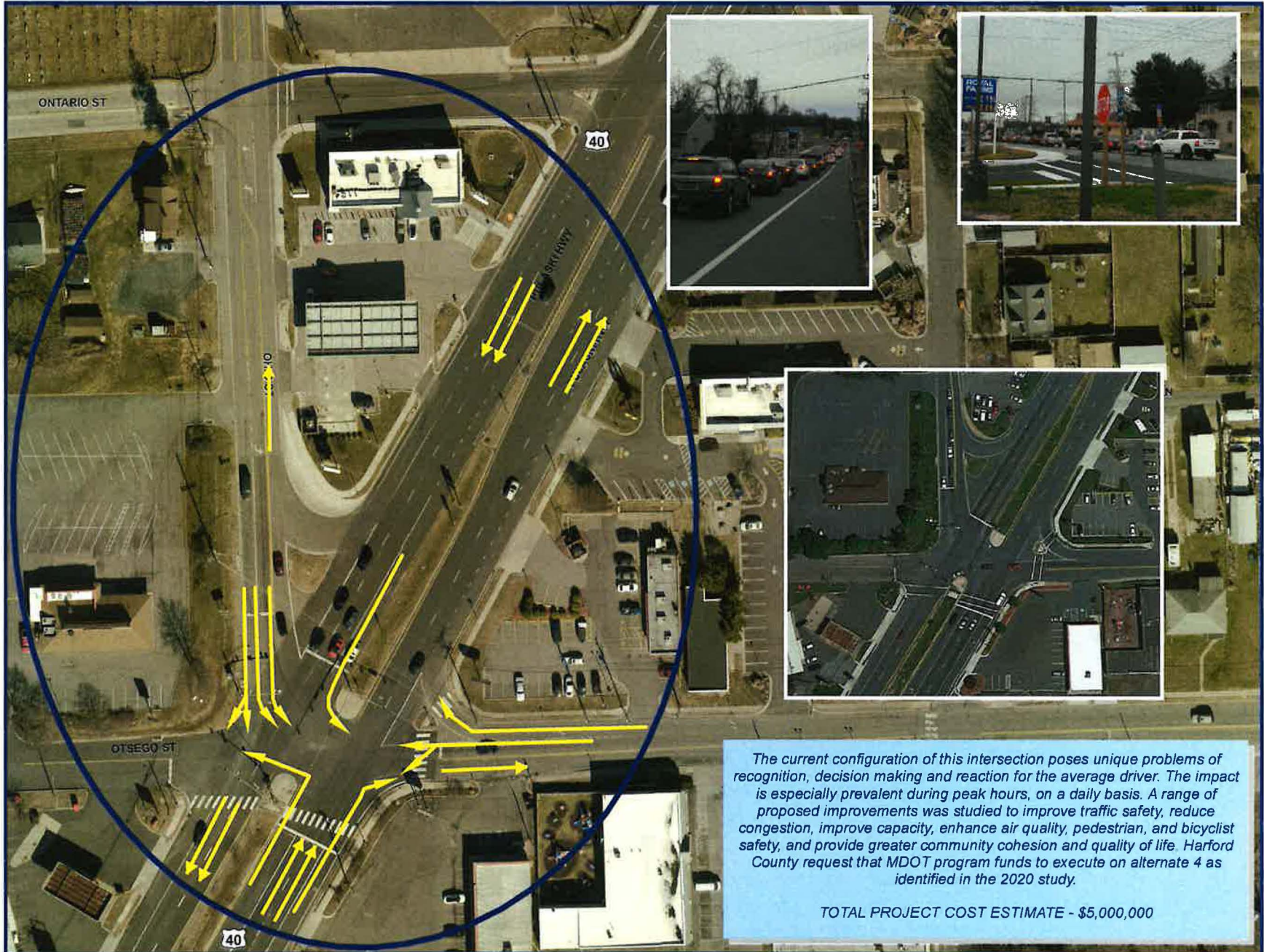


# PRIORITY # 5

# US 40 @ OTSEGO STREET

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$300,000 FOR DESIGN



*The current configuration of this intersection poses unique problems of recognition, decision making and reaction for the average driver. The impact is especially prevalent during peak hours, on a daily basis. A range of proposed improvements was studied to improve traffic safety, reduce congestion, improve capacity, enhance air quality, pedestrian, and bicyclist safety, and provide greater community cohesion and quality of life. Harford County request that MDOT program funds to execute on alternate 4 as identified in the 2020 study.*

TOTAL PROJECT COST ESTIMATE - \$5,000,000

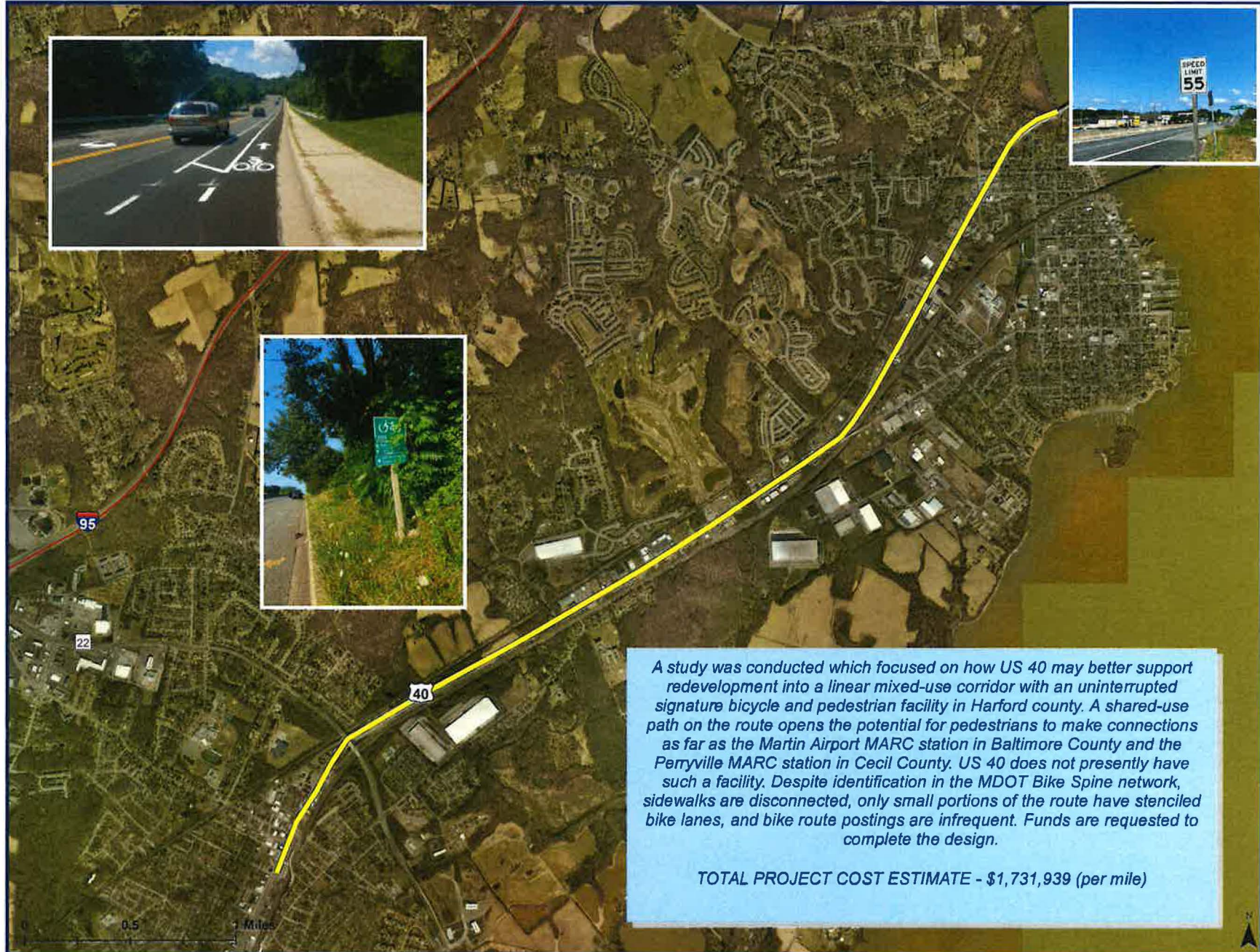


# PRIORITY # 6

# US 40 @ SHARED USE PATH

CATEGORY - BICYCLE/PEDESTRIAN (KEY)

CURRENT YEAR REQUEST - \$785,000 FOR DESIGN



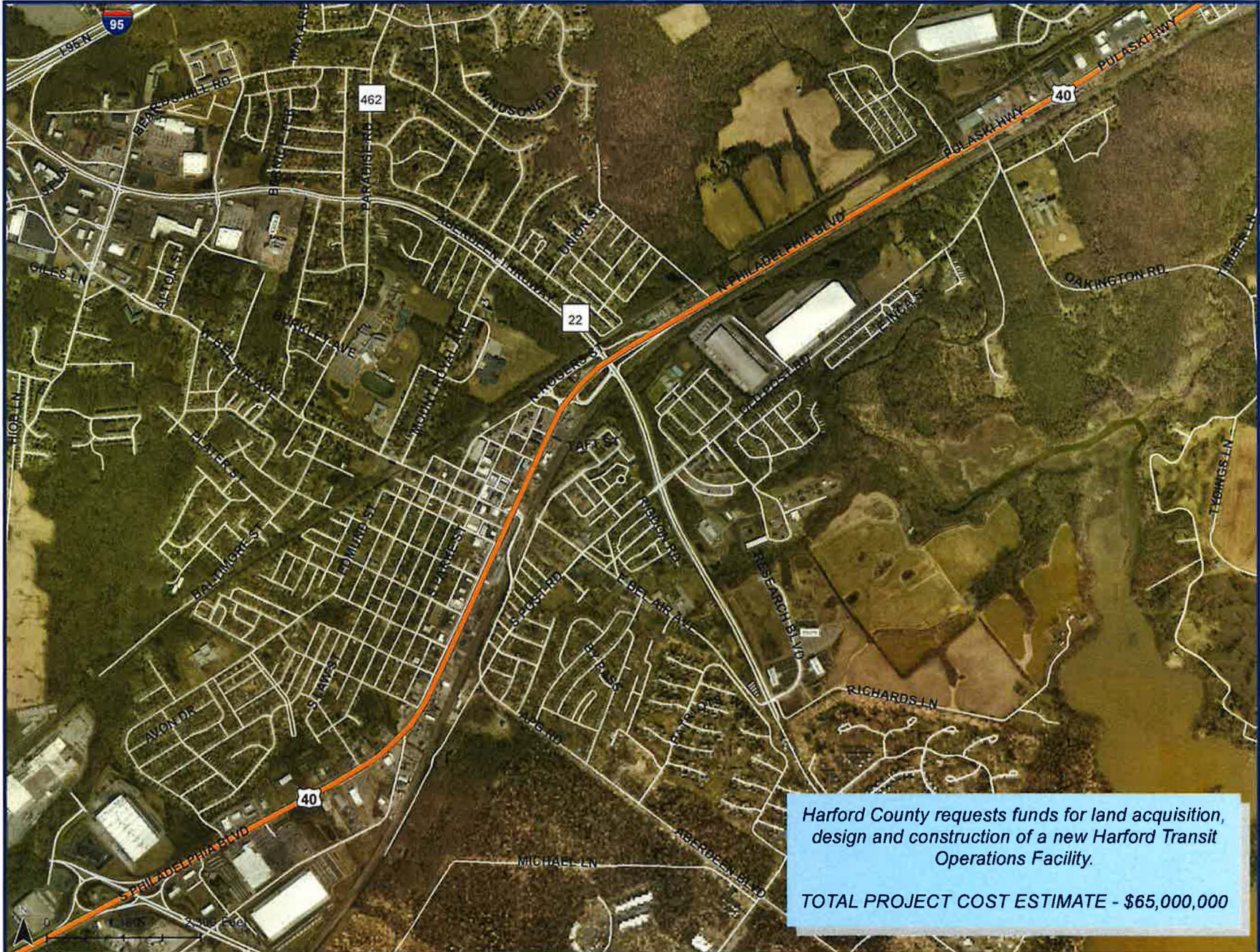


# PRIORITY # 7

# HARFORD TRANSIT NEW OPERATIONS FACILITY

CATEGORY - TRANSIT (KEY)

CURRENT YEAR REQUEST - \$11,000,000 FOR DESIGN



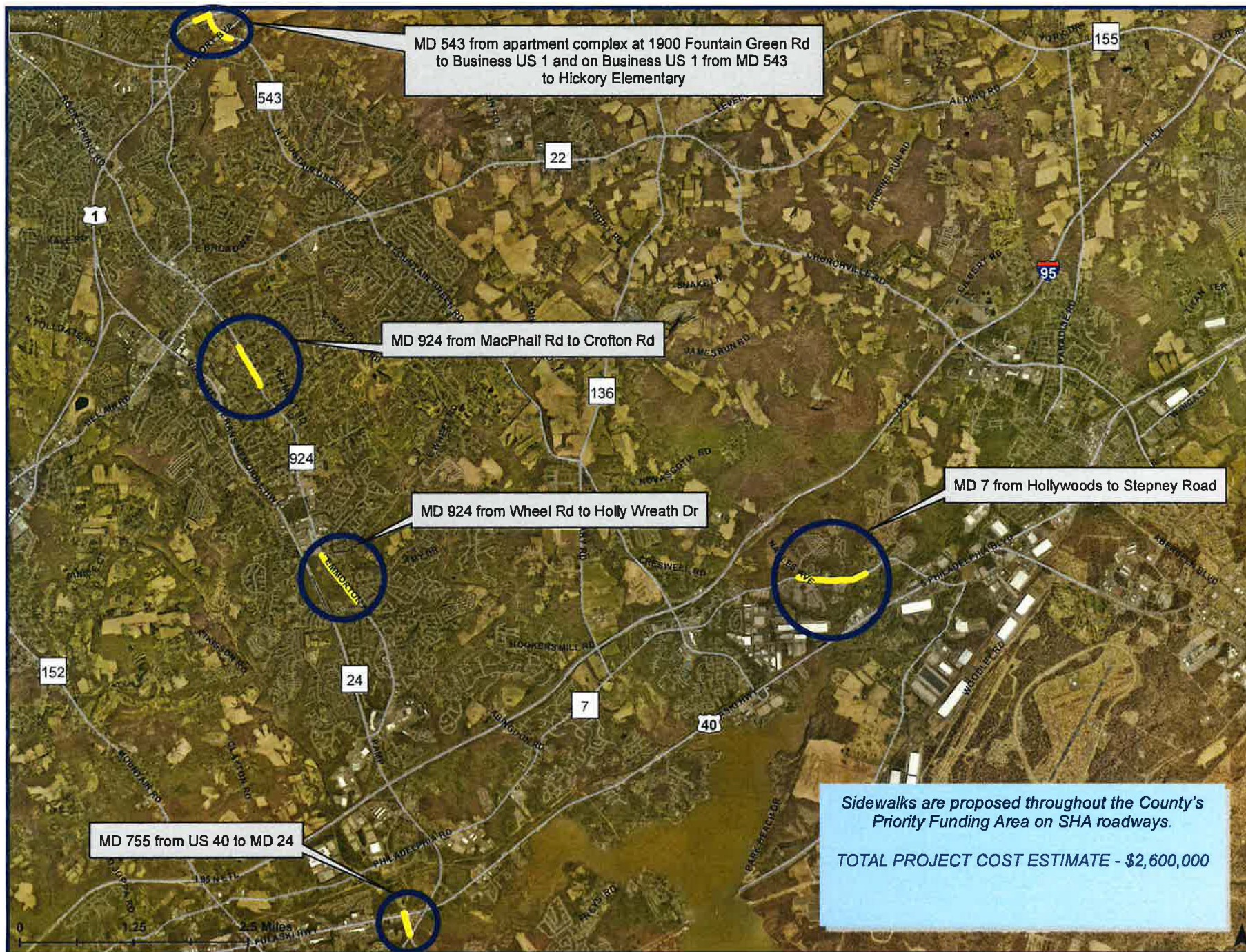


# PRIORITY # 8

# SIDEWALK PROGRAM

CATEGORY - BICYCLE/PEDESTRIAN (KEY)

CURRENT YEAR REQUEST - \$500,000 FOR CONSTRUCTION OF SIDEWALK ON MD 755





# PRIORITY #9

## MD 7 @ MD 136

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$100,000 FOR DESIGN



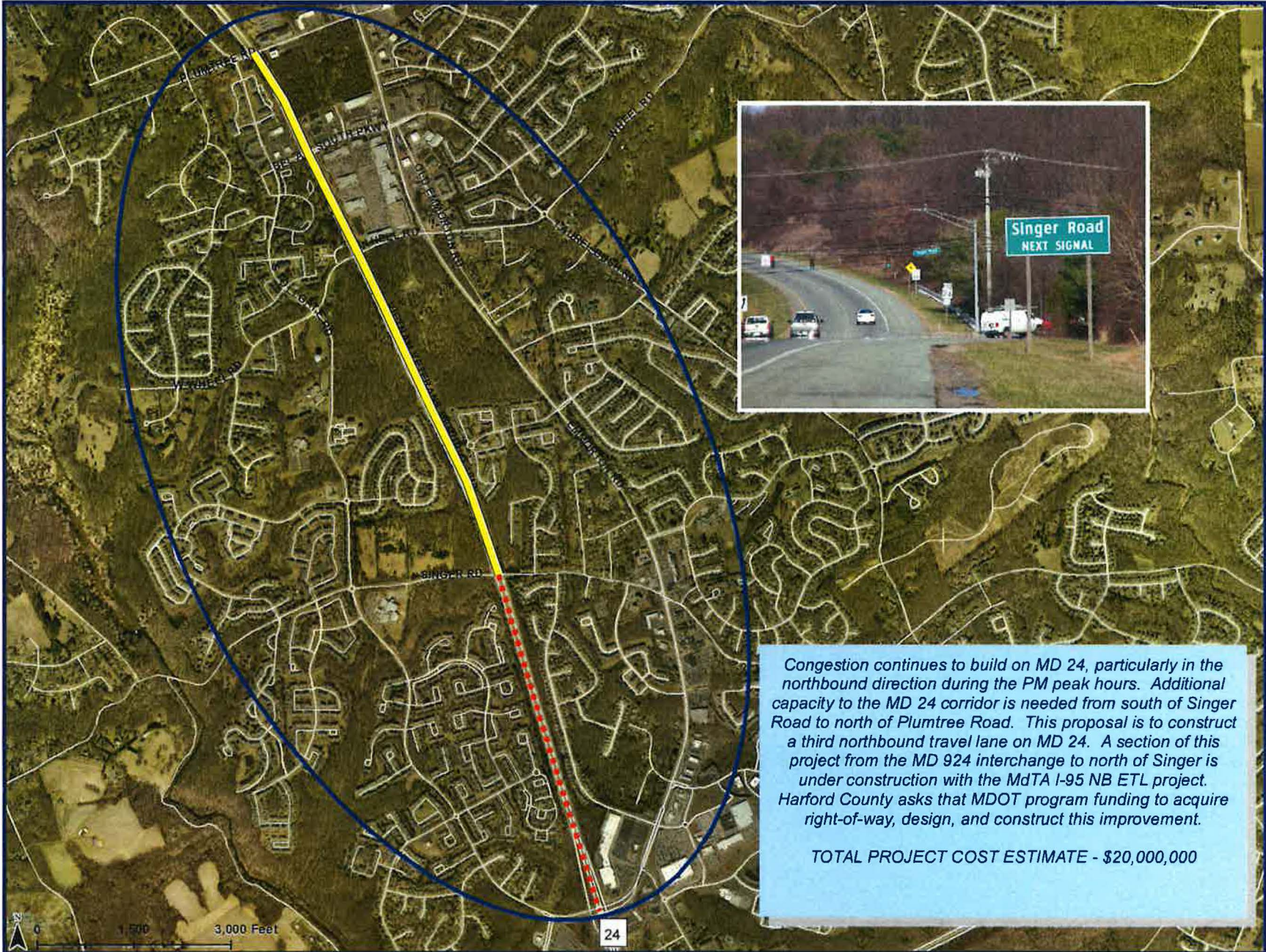


# PRIORITY # 10

# MD 24 NORTHBOUND LANE

CATEGORY - CAPACITY (KEY)

CURRENT YEAR REQUEST - \$1,000,000 FOR DESIGN



*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 under construction 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.*

**TOTAL PROJECT COST ESTIMATE - \$20,000,000**

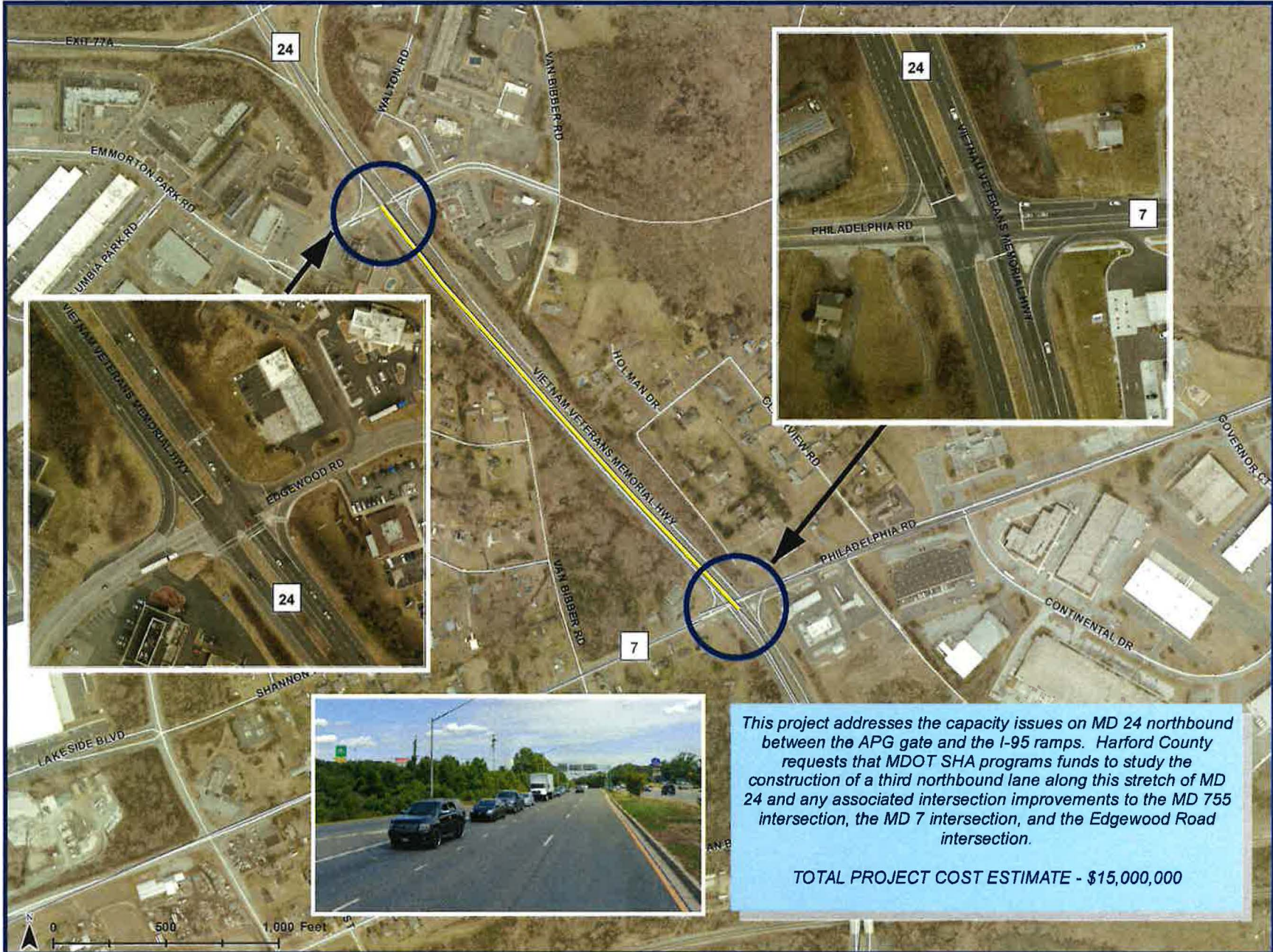


# PRIORITY # 11

# MD 24 FROM MD 7 TO I-95

CATEGORY - CAPACITY

CURRENT YEAR REQUEST - \$500,000 FOR CORRIDOR STUDY





# PRIORITY # 12

# ABERDEEN MARC TRAIN STATION

CATEGORY - TRANSIT (KEY)

CURRENT YEAR REQUEST - FEDERAL FUNDS PROGRAMMED FOR DESIGN



*The Aberdeen MARC 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-feet high by 30-foot wide) pedestrian underpass and 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.*

**TOTAL PROJECT COST ESTIMATE - \$7,000,000**

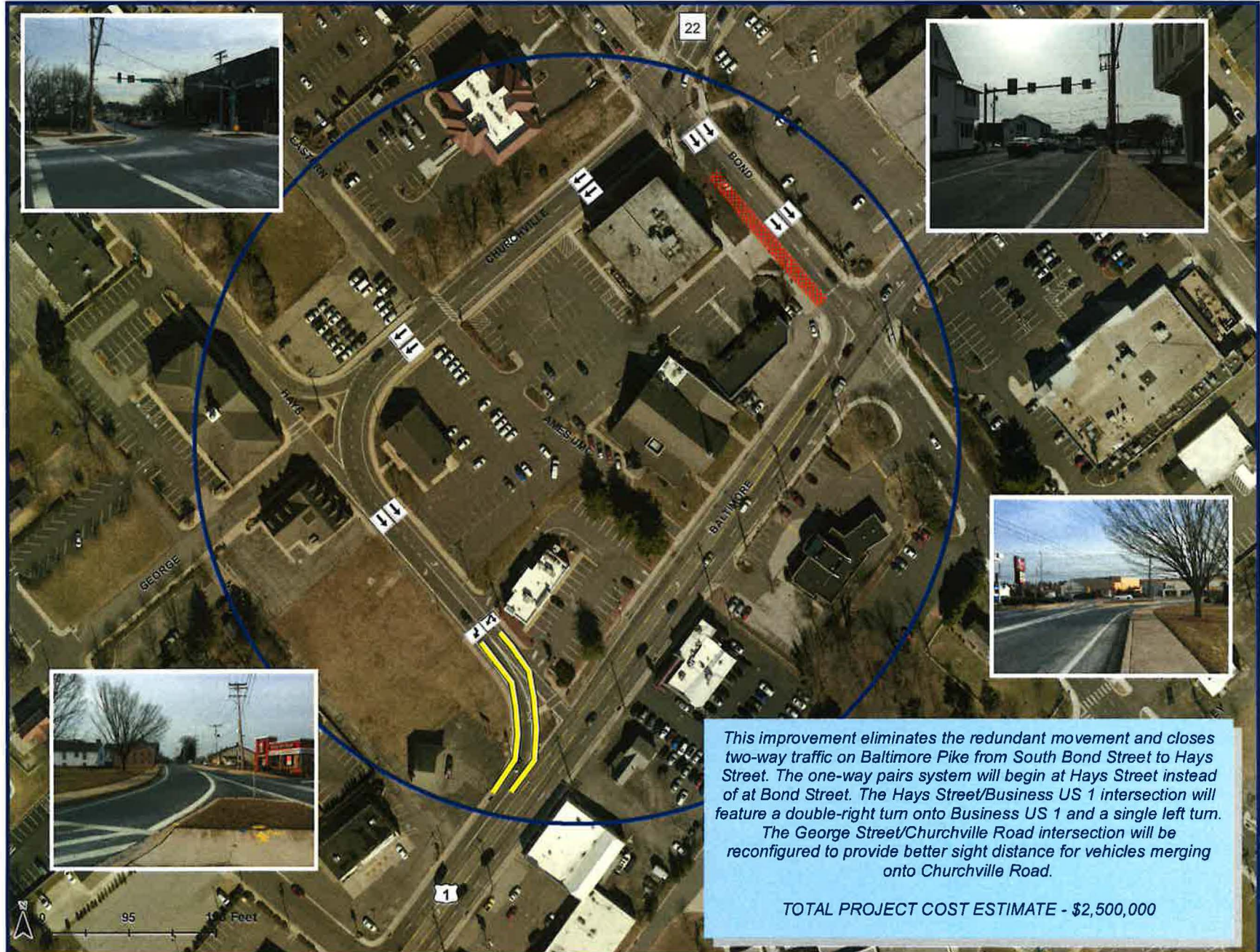


# PRIORITY # 13

# BEL AIR CIRCULATION IMPROVEMENTS

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$500,000 FOR DESIGN



*This improvement eliminates the redundant movement and closes two-way traffic on Baltimore Pike from South Bond Street to Hays Street. The one-way pairs 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.*

**TOTAL PROJECT COST ESTIMATE - \$2,500,000**

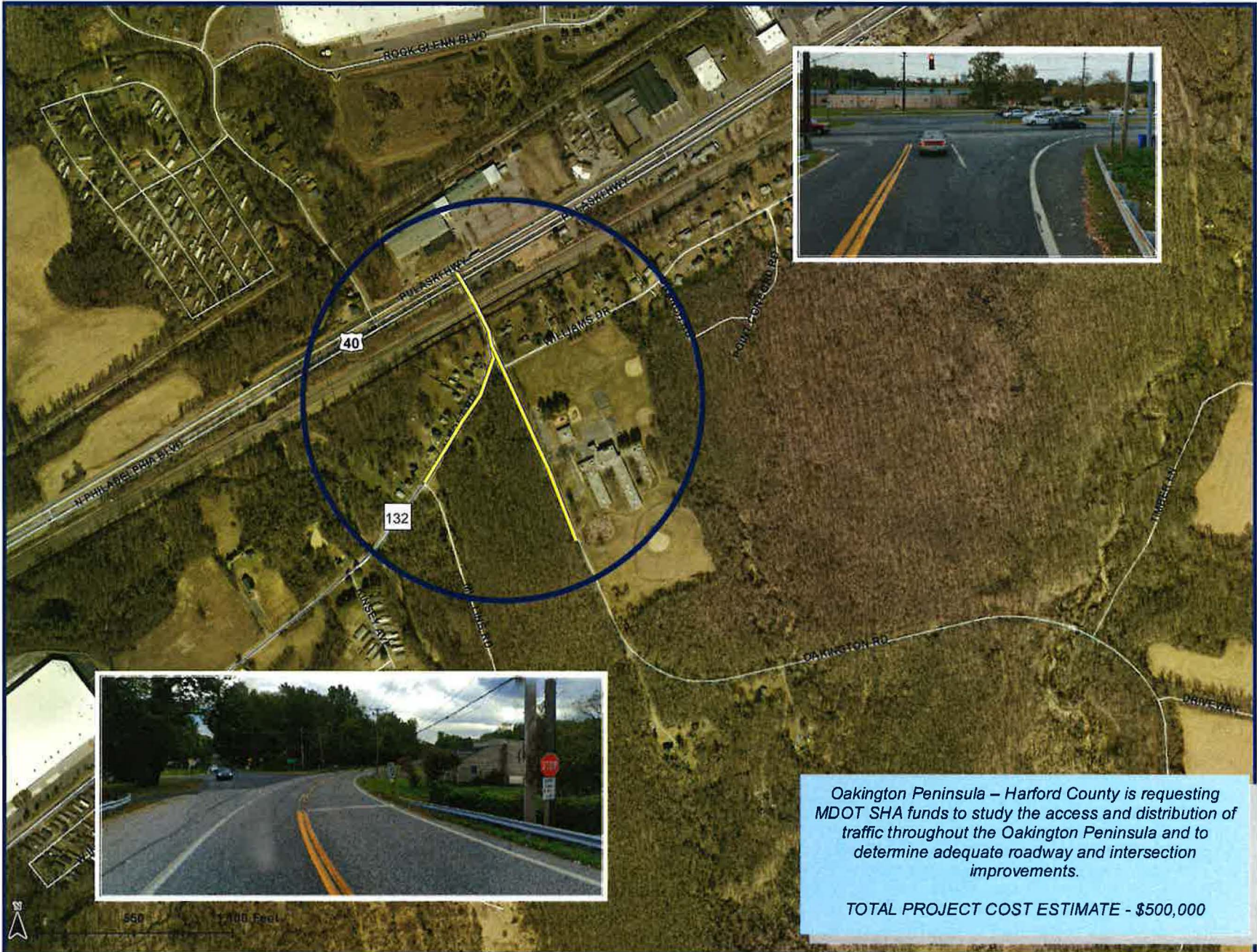


# PRIORITY # 14

# OAKINGTON PENINSULA ACCESS STUDY

CATEGORY - CAPACITY

CURRENT YEAR REQUEST - \$500,000 FOR STUDY



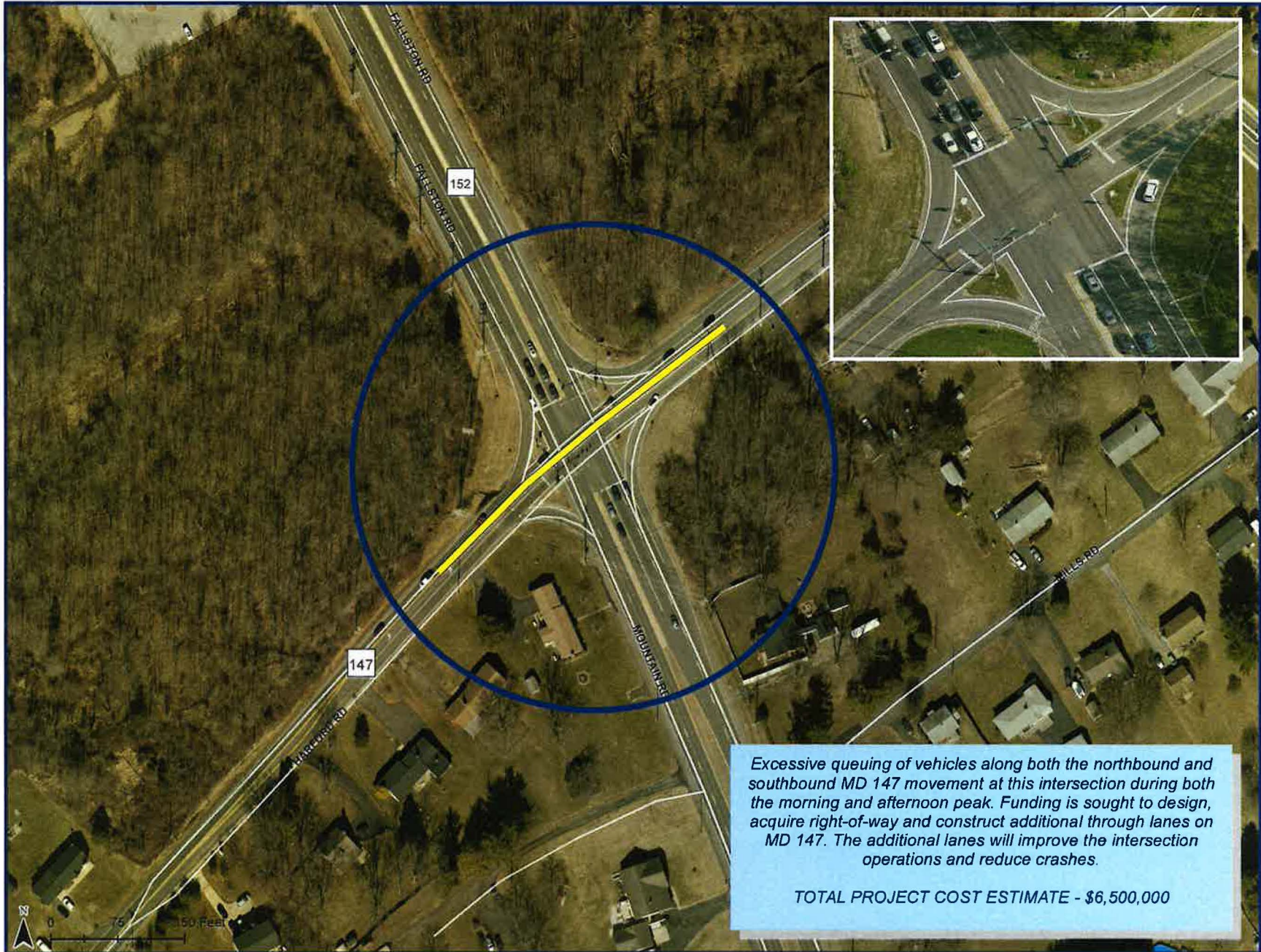


# PRIORITY # 15

## MD 152 @ MD 147

CATEGORY - CAPACITY (KEY)

CURRENT YEAR REQUEST - \$500,000 FOR DESIGN



# Addendum to the 2026 Harford County Transportation Priorities FY27 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.
- *MD 24 from APG to I-95:* In the priority letter since 2024, 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. The installation of a traffic signal is scheduled for late summer/early fall 2025.
- *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 165 @ MD 23 Intersection:* Included in our priority letter since 2019, with single lane approaches from the north and south, a single left turning vehicle on MD 165 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.
- *Access Management – US 1 Business @ Bel Air Plaza:* In our priority letter since 2016, consolidating access points and restricting turn movements along the US 1 Business/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 US 1 Business 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.
- *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 and pedestrian improvements at this intersection.
- *MD 22 @ Aldino-Stepney Road:* This project improves the safety and operations of this intersection with the installation of a traffic signal. Added to the priority letter in 2025, City of Aberdeen and Harford County request MDOT program funds for the design and construction of a traffic signal at this intersection.
- *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. Harford County and the City of Havre de Grace request that MDTA program planning and capital funds to study and implement improvements.
- *US 40 @ Martha Lewis Boulevard:* New to the priority letter this year at the request of the City of Havre de Grace, this project improves the safety and operations of this intersection with the installation of a traffic signal. The City of Havre de Grace and Harford County request MDOT program funds for the design and construction of a traffic signal at this intersection.

## **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:* Part of the previous and current Transit Development Plans (TDP), is the requested Saturday service which was first included in the 2023 priority letter. Harford County requests MDOT MTA to program operating funds to implement Saturday fixed routes and paratransit services.

### **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 and boost the State's overall economy and competitiveness. 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 was signed. 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 and residential areas. 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.

### **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	2025 Ranking	Initial Year in Priority Letter	Cost Estimate
Capacity	MD 23 @ MD 146/Madonna Roundabout	Roundabout	Addendum	2015	\$2,500,000
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 <sup>rd</sup> northbound travel lane from APG Gate to I-95	Addendum	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

Category	Project	Improvement	2025 Ranking	Initial Year in Priority Letter	Cost Estimate
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
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	MD 22 @ Aldino-Stepney Road	Signal	Addendum	2025	\$750,000
Safety/Operations	West Bel Air Avenue @ Middleton Road Intersection Upgrades	Roundabout and Pedestrian improvements	Addendum	2023	\$2,000,000
Safety/Operations	I-95 EZ Pass Tydings Bridge	New Electronic Toll Structure	Addendum	2017	\$1,000,000
Safety/Operations	US 40 @ Martha Lewis Boulevard	Signal	N/A	2026	\$750,000

Category	Project	Improvement	2025 Ranking	Initial Year in Priority Letter	Cost Estimate
Transit	Harford Transit Service	Expand transit service with Saturday service	Addendum	2023	\$1,200,000 to operate Saturday Fixed Route Service with ADA Complementary Paratransit
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	Addendum	2023	\$11,000,000
Economic Development	Susquehanna River Pedestrian and Bicycle Crossing	Bicycle and pedestrian bridge	Addendum	2023	\$34,800,000



# MD 23 @ MD 146/MADONNA ROUNDABOUT

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$2,500,000



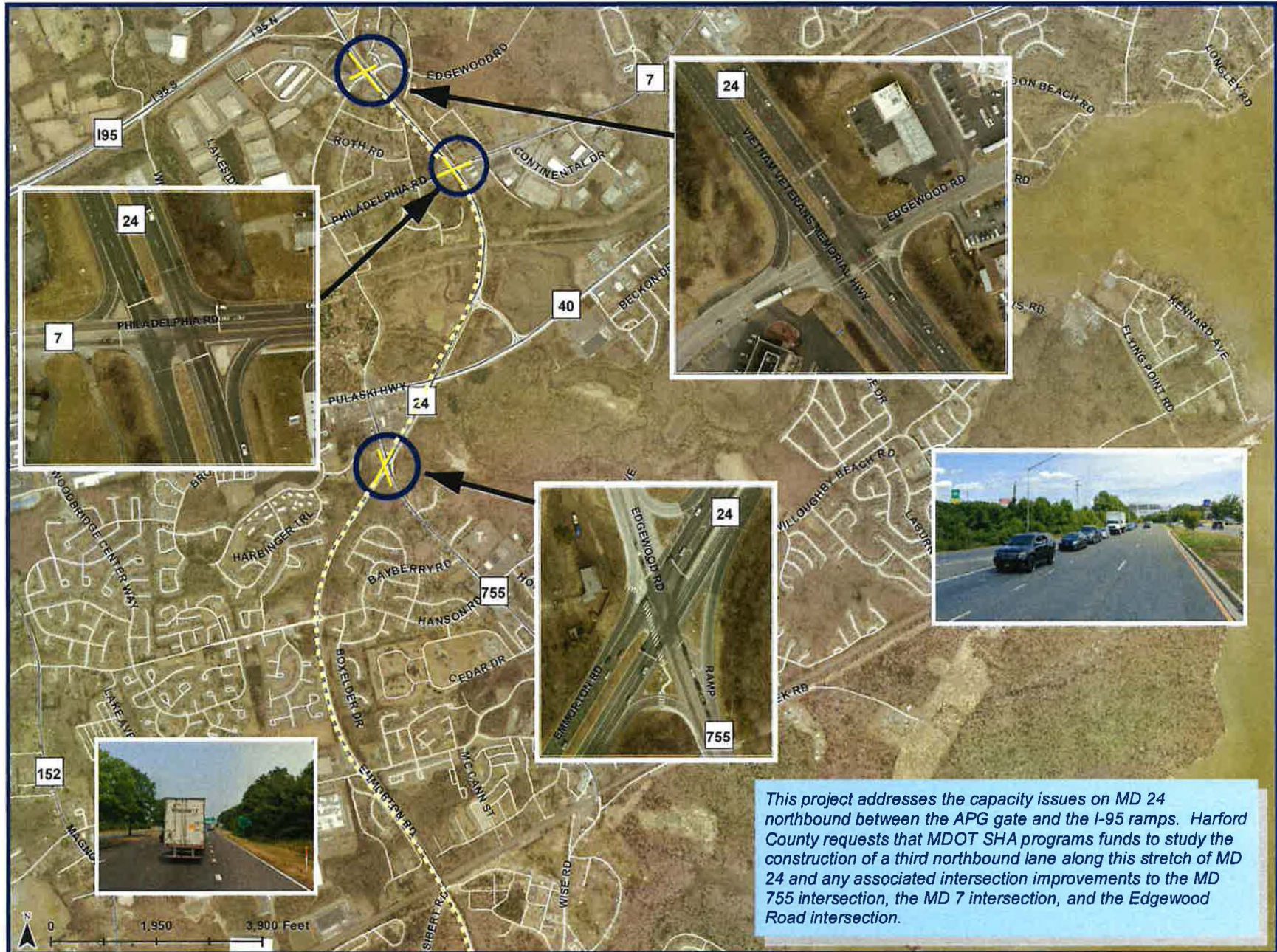
*This intersection currently operates as a four-way stop controlled intersection. A roundabout allows a higher throughput than a four-way stop controlled intersection and is therefore more efficient. Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout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



# MD 24 FROM MD 755 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 - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$750,000

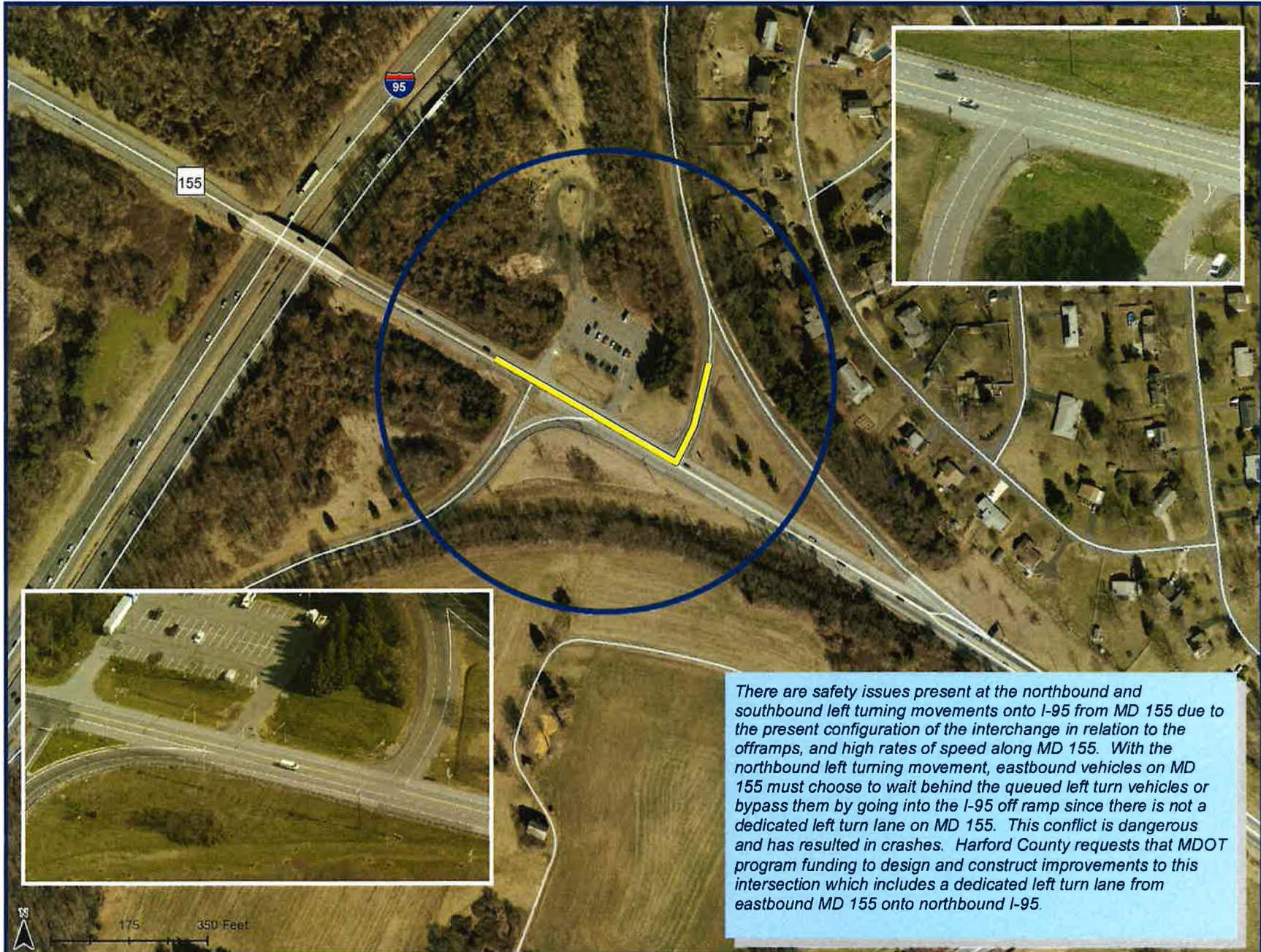




# MD 155 @ I-95

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$450,000



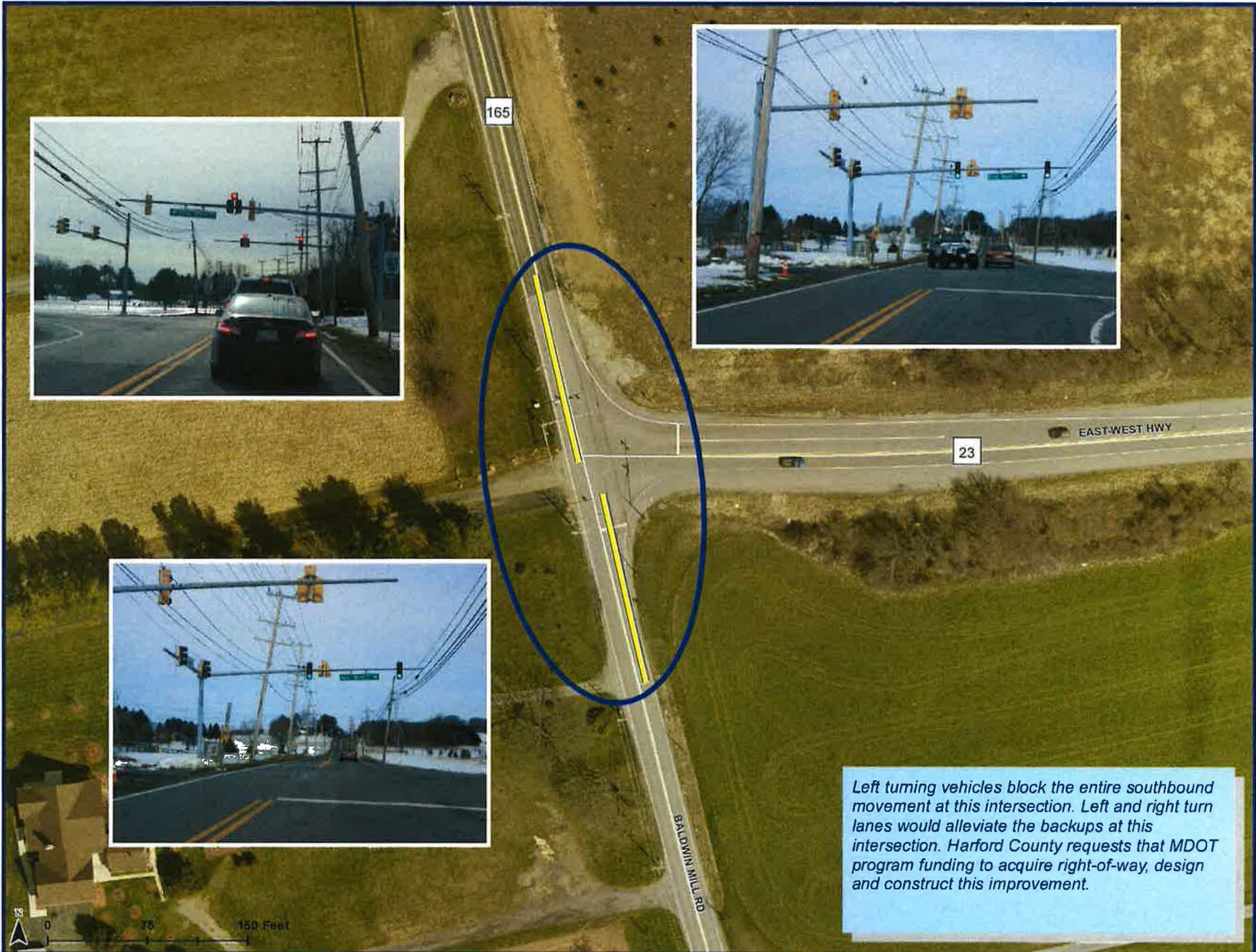
*There are safety issues present at the northbound and southbound left turning movements onto I-95 from MD 155 due to the present configuration of the interchange in relation to the offramps, and high rates of speed along MD 155. With the northbound left turning movement, eastbound vehicles on MD 155 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 VILLAGE

CATEGORY - SAFETY/OPERATIONS

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

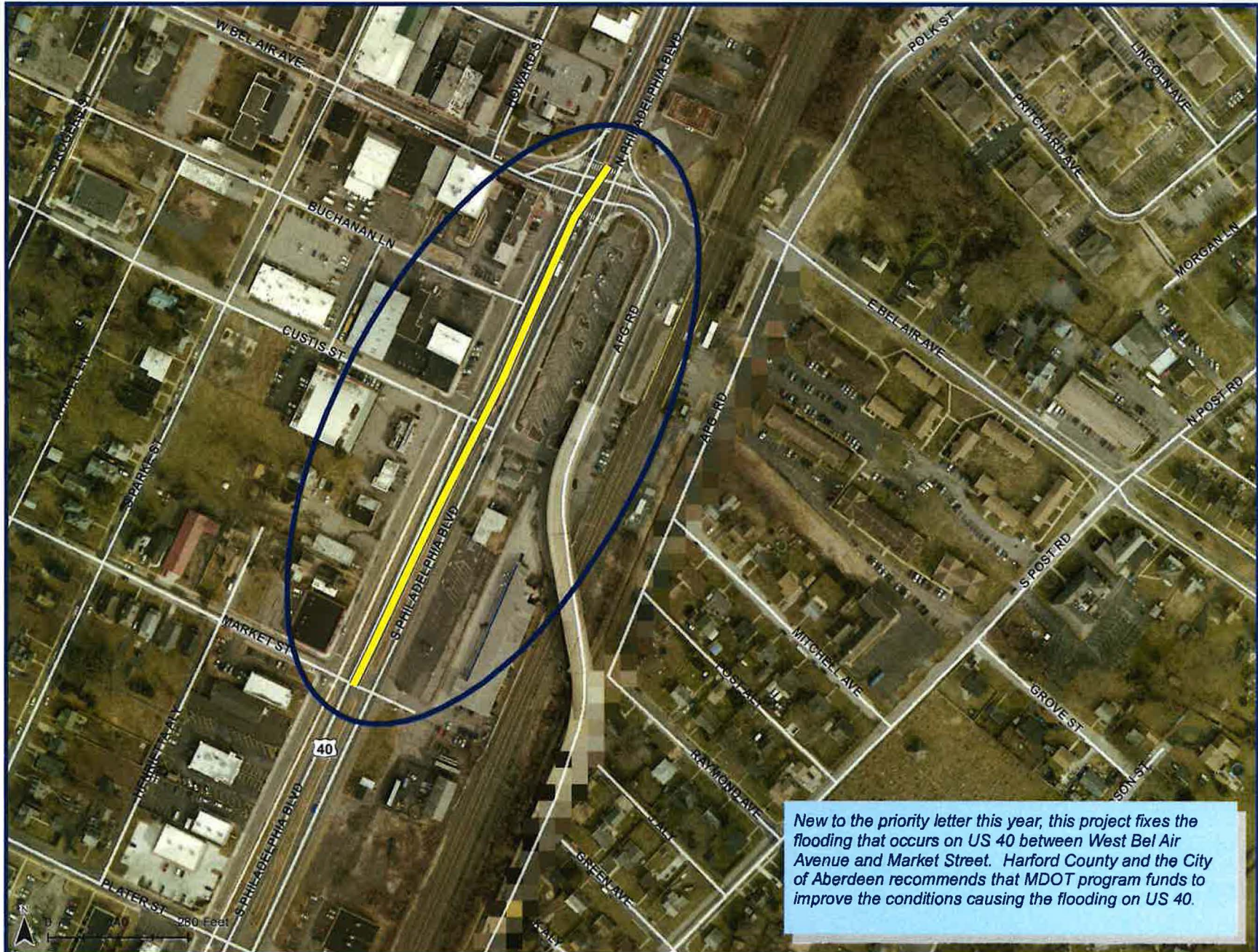




# US 40 DRAINAGE IMPROVEMENT

CATEGORY - SAFETY/OPERATIONS

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

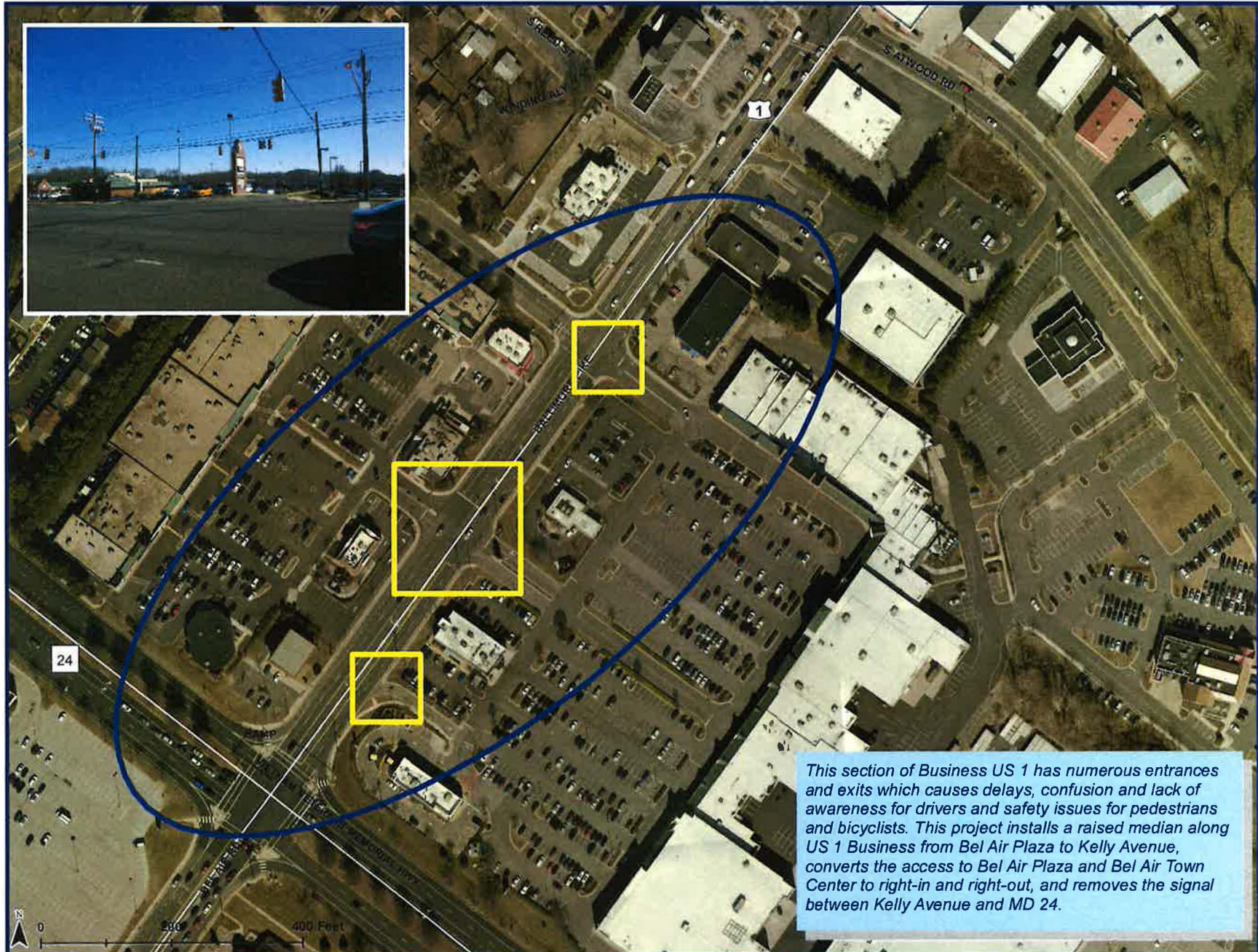




# ACCESS MANAGEMENT - US 1 BUSINESS @ BEL AIR PLAZA

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$250,000

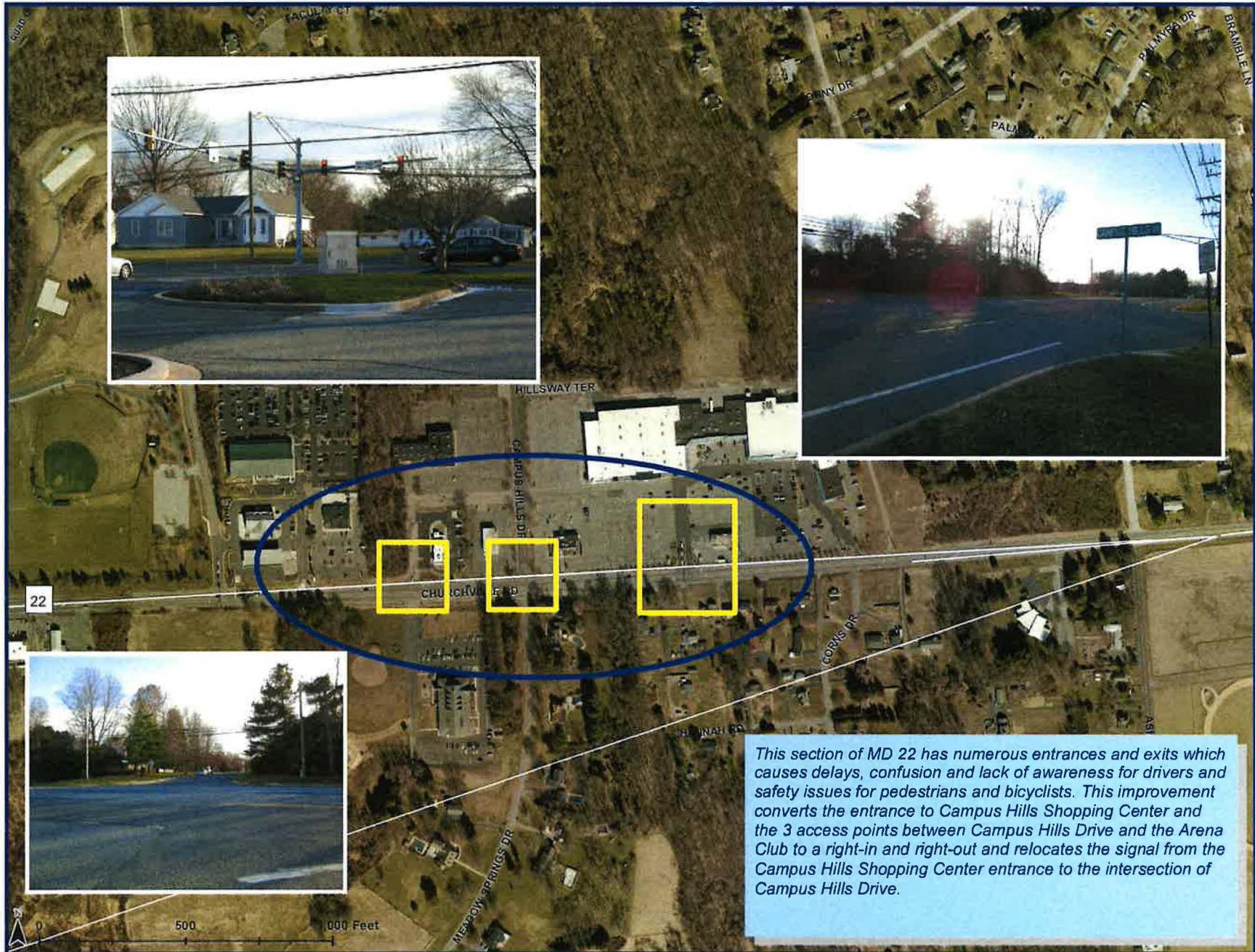




# ACCESS MANAGEMENT - MD 22 @ CAMPUS HILLS SHOPPING CENTER

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$250,000



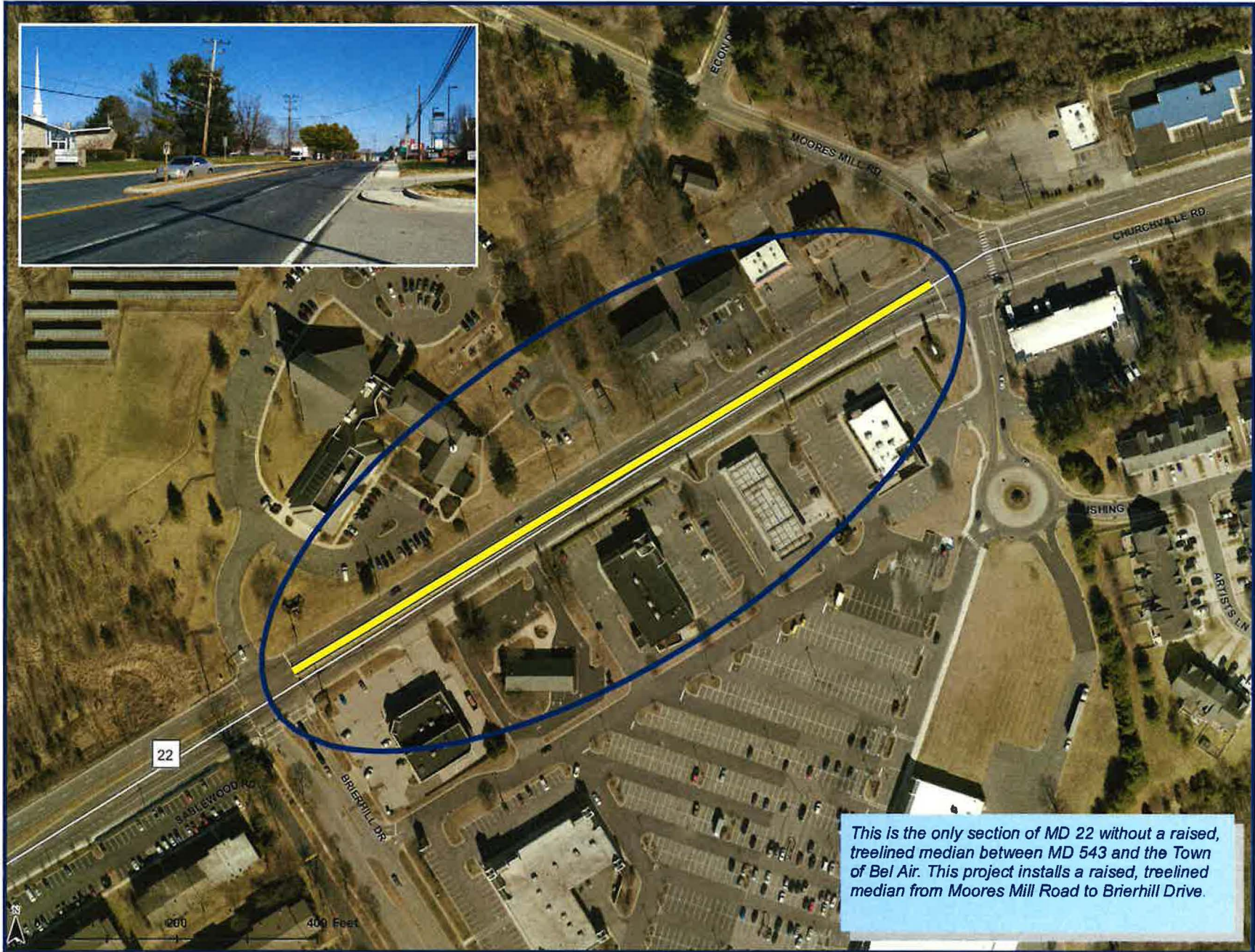
*This section of MD 22 has numerous entrances and exits which causes delays, confusion and lack of awareness for drivers and safety issues for pedestrians and bicyclists. This improvement converts the entrance to Campus Hills Shopping Center and the 3 access points between Campus Hills Drive and the Arena 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, tree-lined median between MD 543 and the Town of Bel Air. This project installs a raised, tree-lined median from Moores Mill Road to Brierhill Drive.*



## MD 462 @ BEARDS HILL ROAD ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$2,000,000





# ACCESS MANAGEMENT - MD 22 @ WAWA

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$125,000





# MD 22 @ ALDINO-STEPNEY ROAD

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$750,000



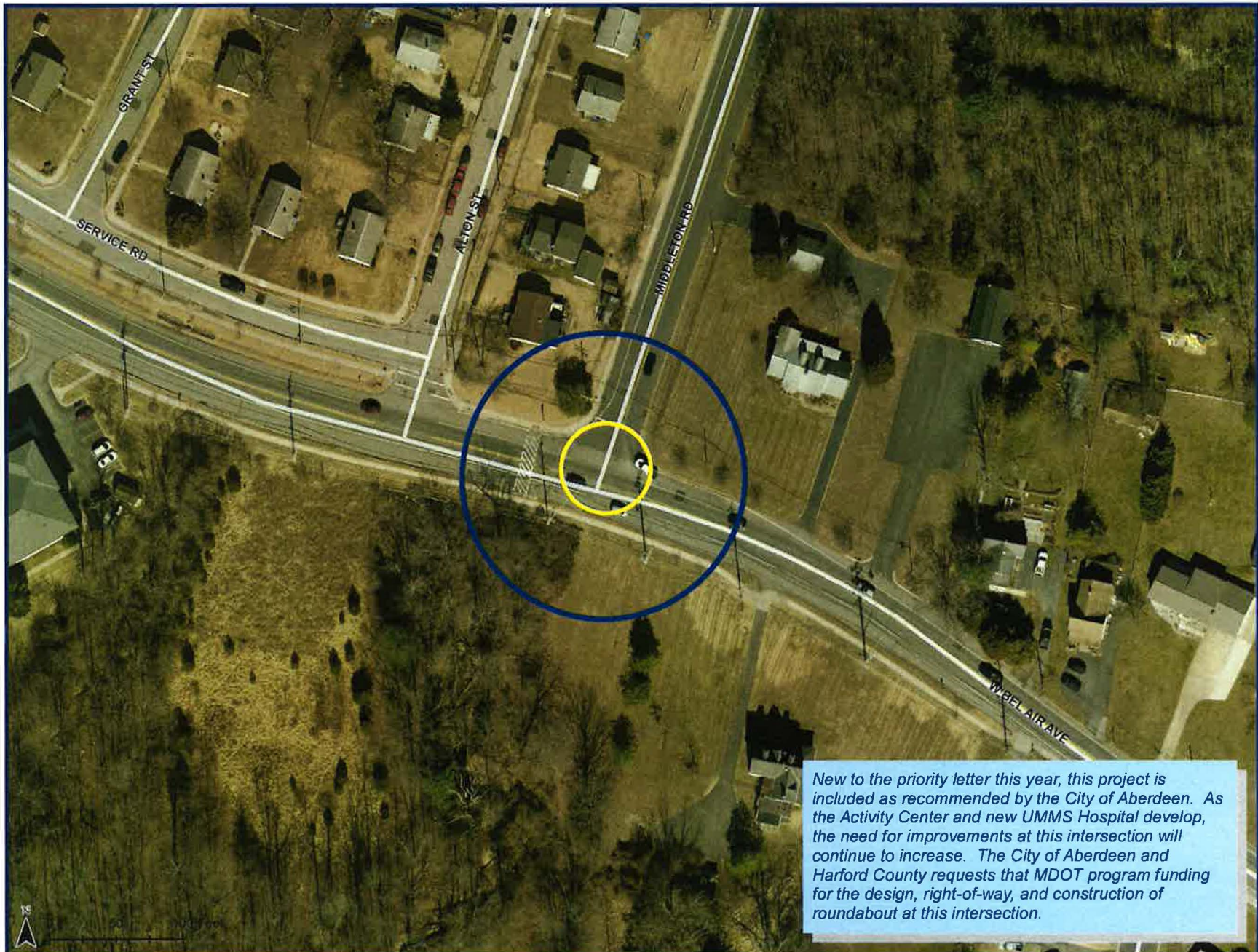
*At the request of the City of Aberdeen, this project improves the safety and operations of this intersection with the installation of a traffic signal. The City of Aberdeen and Harford County request MDOT program funds for the design and construction of a traffic signal at this intersection.*



# WEST BEL AIR AVENUE @ MIDDLETON ROAD ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$2,000,000





# I-95 EZ PASS TYDINGS BRIDGE

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,000,000

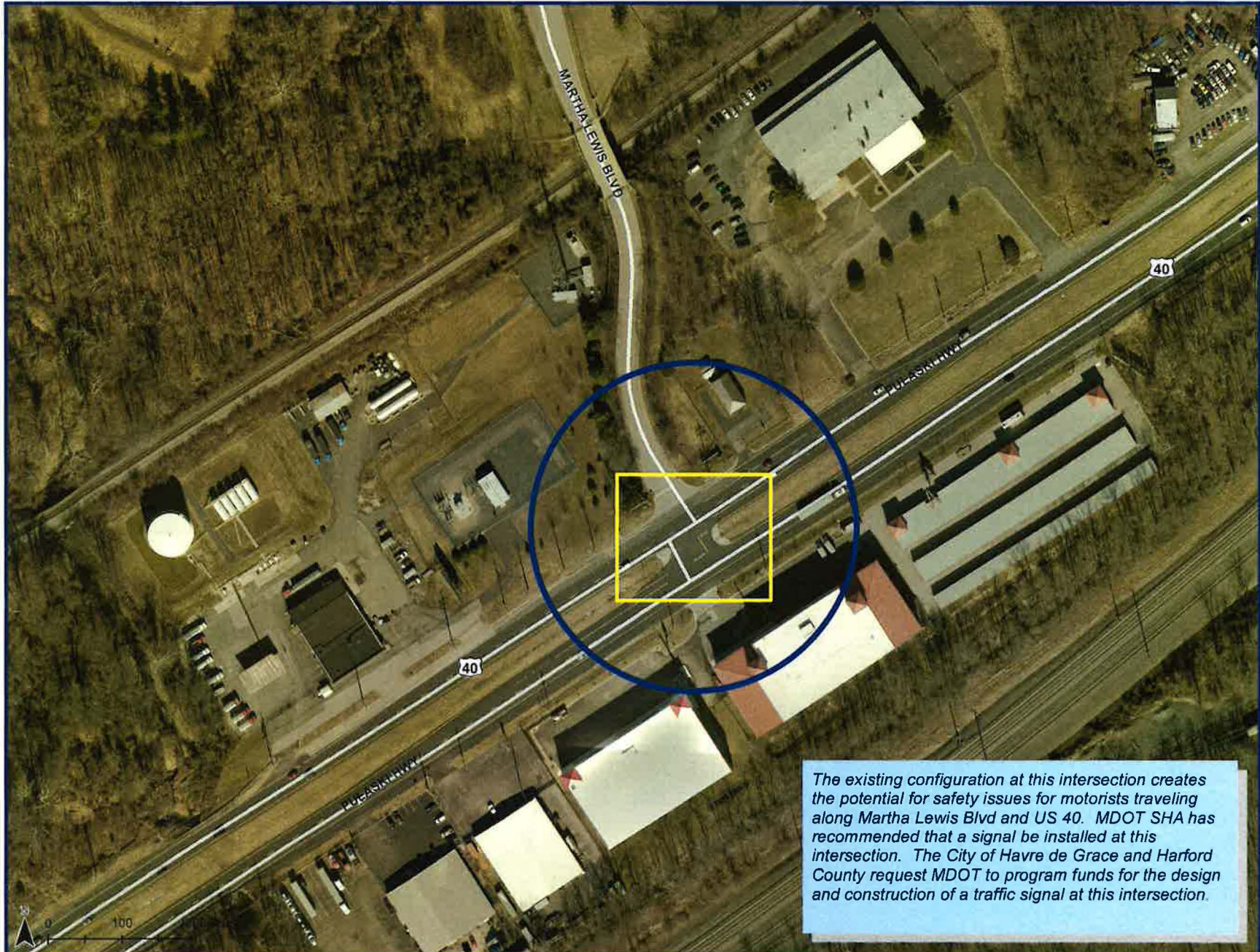




# US 40 @ MARTHA LEWIS BOULEVARD

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$750,000



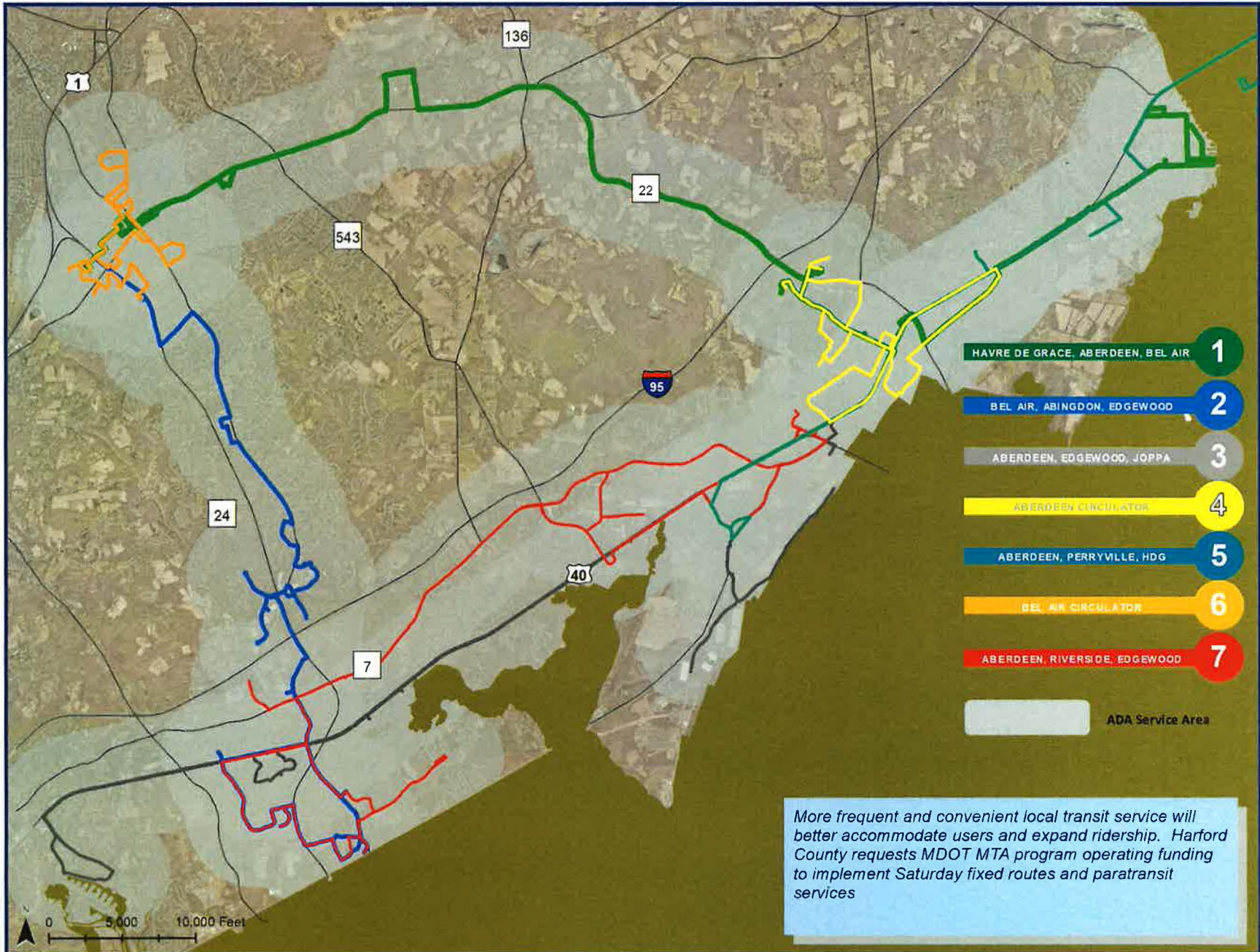
*The existing configuration at this intersection creates the potential for safety issues for motorists traveling along Martha Lewis Blvd and US 40. MDOT SHA has recommended that a signal be installed at this intersection. The City of Havre de Grace and Harford County request MDOT to program funds for the design and construction of a traffic signal at this intersection.*



# HARFORD TRANSIT LINK

CATEGORY - TRANSIT

ESTIMATED COSTS - \$1,200,000 FOR SATURDAY SERVICE

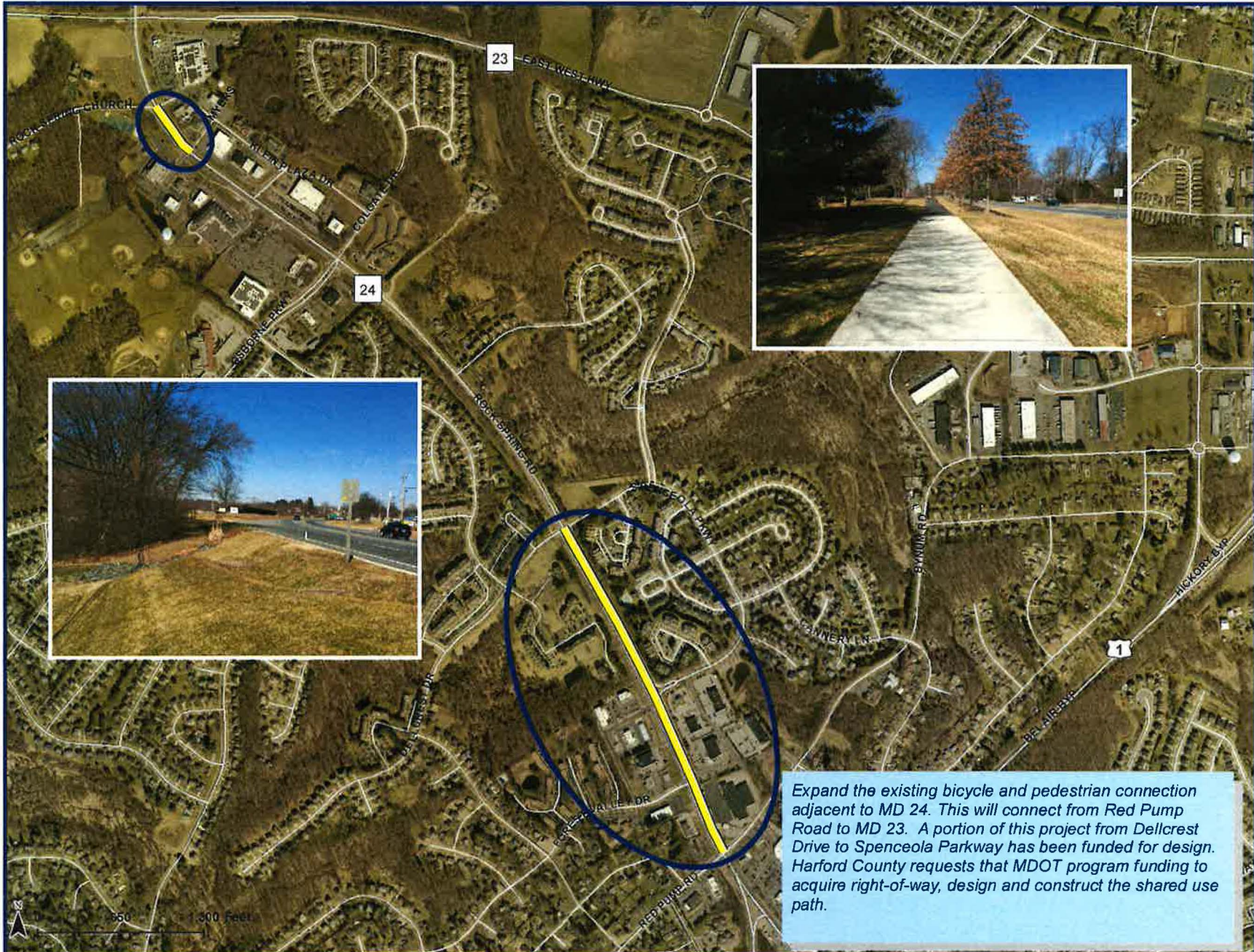




# MD 24 SHARED USE PATH (FOREST HILL)

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED CONSTRUCTION COST \$500,000

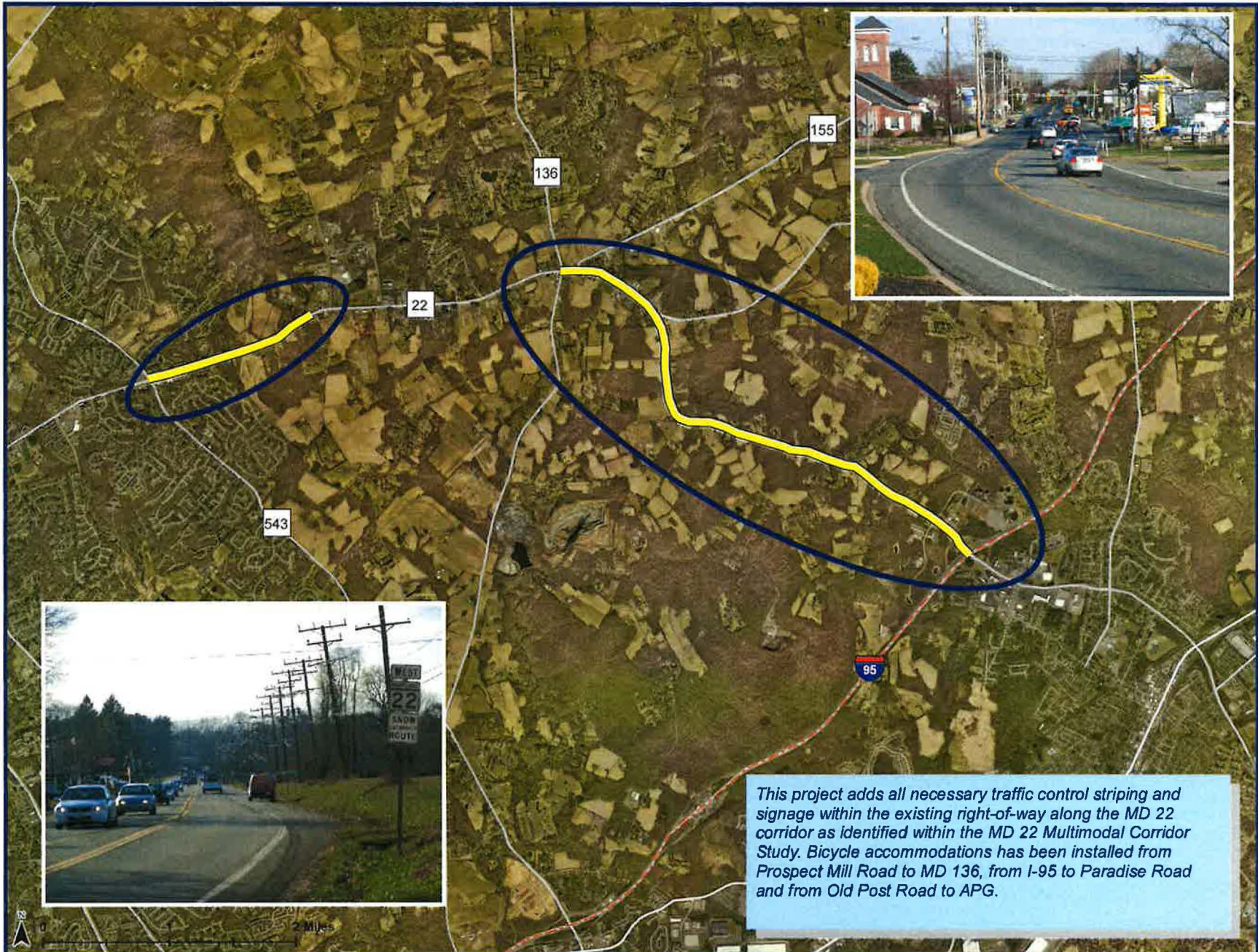


Expand the existing bicycle and pedestrian connection adjacent to MD 24. This will connect from Red Pump Road to MD 23. A portion of this project from Dellcrest Drive to Spenceola Parkway has been funded for design. Harford County requests that MDOT program funding to acquire right-of-way, design and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



# MD 22 BICYCLE AND PEDESTRIAN UPGRADES

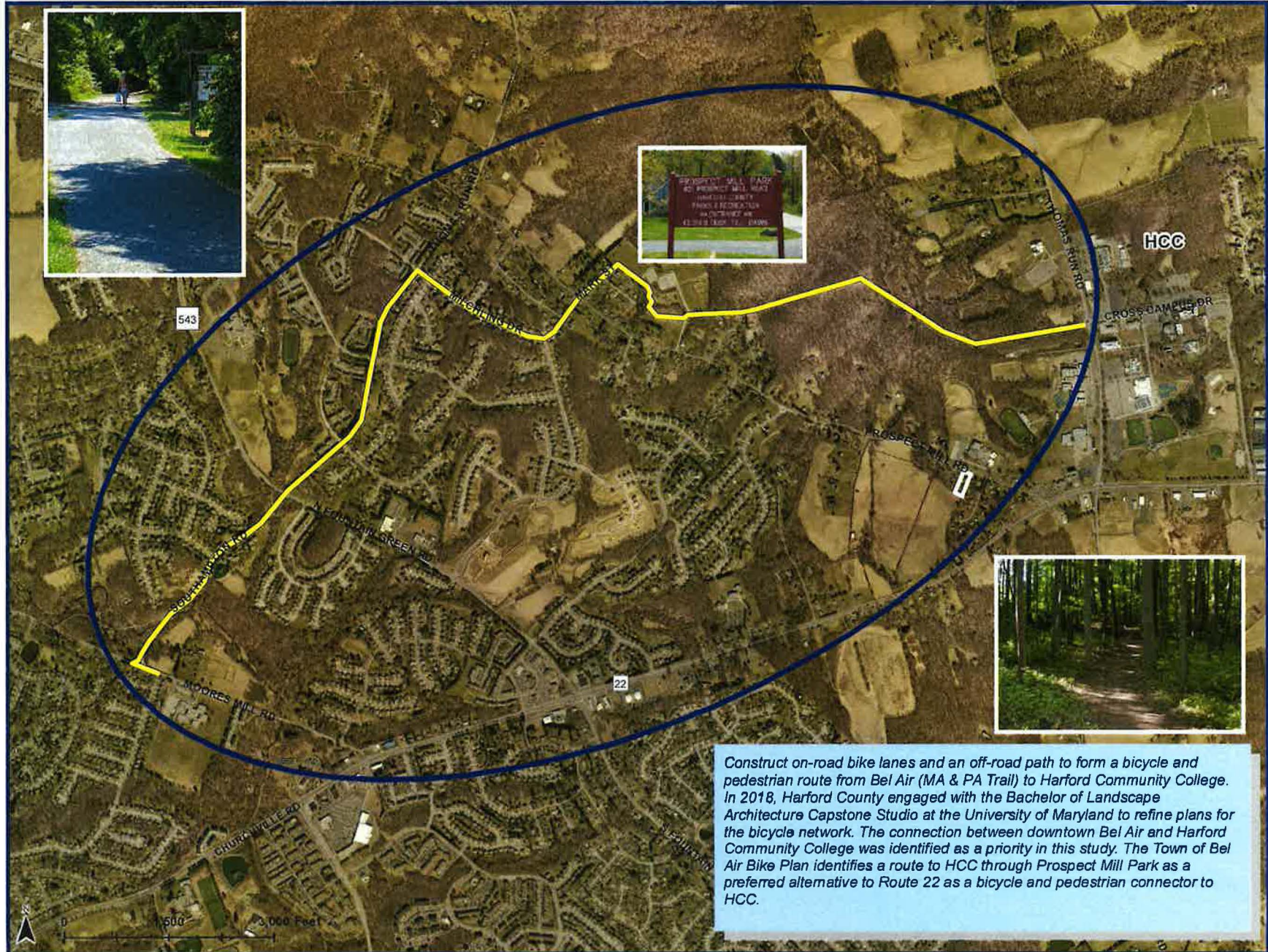
CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH • ESTIMATED CONSTRUCTION COST \$500,000 - \$1,000,000





# BEL AIR TO HCC TRAIL

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

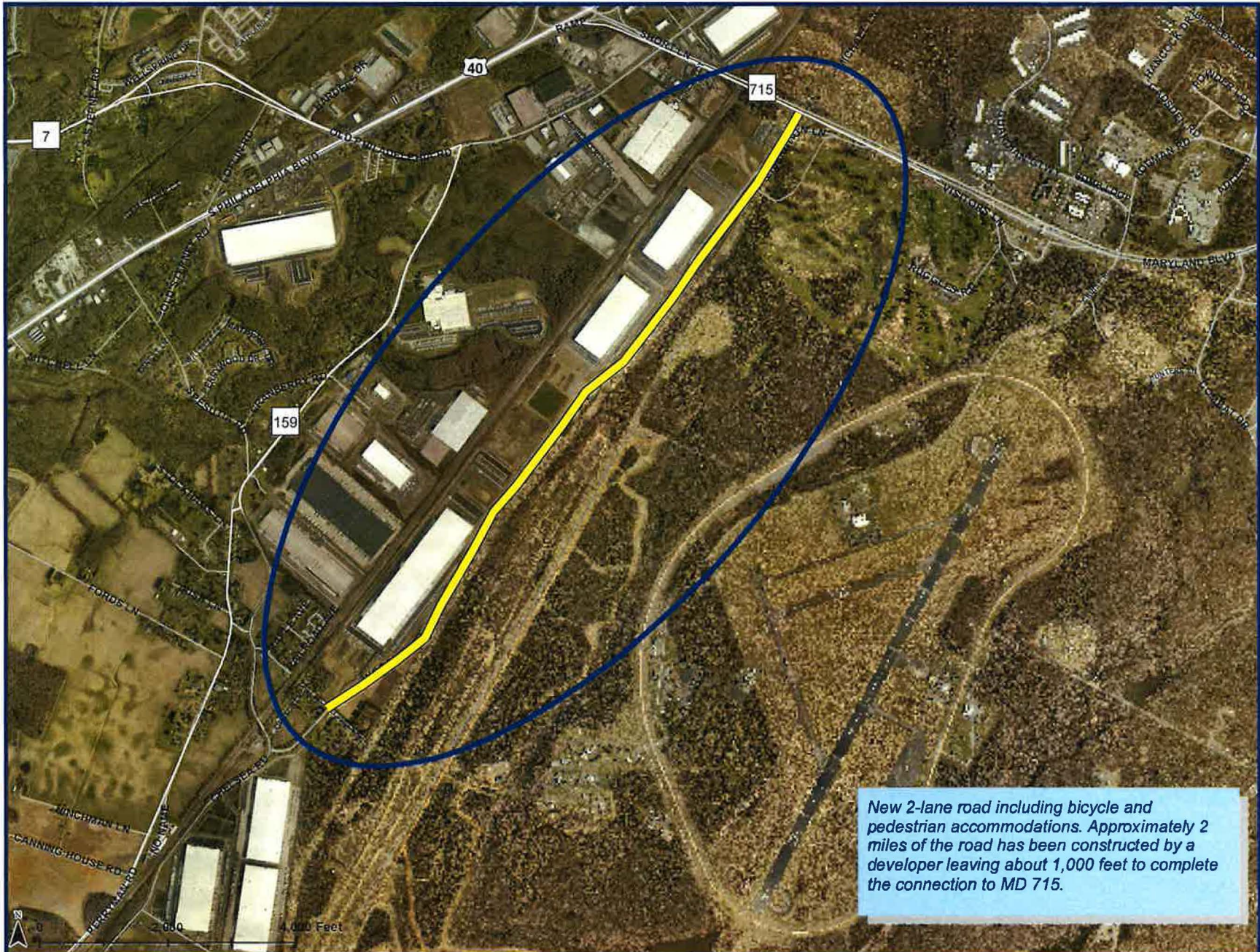




# WOODLEY ROAD EXTENDED

CATEGORY - ECONOMIC DEVELOPMENT

ESTIMATED CONSTRUCTION COST - \$11,000,000





# 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.*

# MDOT Priority Letter Submission Form

Submitted by Alex Rawls on Apr 2nd, 2026 at 2:57 pm

Status: *Completed*

## MDOT Priority Letter Submission Form

### Introduction

Local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

### Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement. MDOT may follow up with you to clarify categorization.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

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## Section 1. Local Government Information

<b>First Name</b>		<b>Last Name</b>	
Alex		Rawls	
<b>Title/Role</b>		<b>Government Entity</b>	
Chief of Long Range Planning		Harford County Government	
<b>Email</b>		<b>Phone</b>	
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<b>Address Line 1</b>			
220 South Main Street			
<b>Address Line 2</b>			
<b>City</b>	<b>State</b>	<b>Zip Code</b>	
Bel Air	Maryland	21014	

**Section 2. Local Government Priorities**

1. What are the jurisdiction’s goals related to transportation policies and spending?

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A.*

2. What are the jurisdiction’s priority projects for system preservation/state of good repair?

3. What are the jurisdiction’s priority projects for new capacity or capacity expansion projects?

4. What are the jurisdiction’s priority projects for feasibility studies?

5. What are the jurisdiction’s priority projects for safety projects?

6. What are the jurisdiction’s priority projects for bike/pedestrian and/or complete streets projects?

7. What are the jurisdiction’s priority projects for Transit-Oriented Development projects?

8. What are the jurisdiction’s priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

9. What are the jurisdiction’s other transportation priorities that do not fit in the categories listed above?

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation project priorities?

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

**If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.**

 [2026\\_Transportation\\_Priorities.pdf \(7.18 MB\)](#)

**I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.**

*Alex Rawls*

I agree to be legally bound by this document.