



Larry Hogan  
Governor  
Boyd K. Rutherford  
Lt. Governor  
Gregory Slater  
Acting Secretary

January 12, 2021

Mr. Gregory Murrill  
Division Administrator  
Attn: Dr. Kwame Arhin  
Federal Highway Administration  
Maryland Division  
George H. Fallon Federal Building  
31 Hopkins Plaza, Suite 1520  
Baltimore MD 21201

Ms. Terry Garcia Crews  
Regional Administrator  
Attn: Mr. Ryan Long  
Federal Transit Administration, Region III  
1835 Market Street, Suite 1910  
Philadelphia PA 19103-2968

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2019-2022 Maryland Statewide Transportation Improvement Program (STIP) to add one new project to the STIP.

MDOT State Highway Administration (MDOT SHA) will be replacing the US 301 Northbound (Blue Star Memorial Highway) bridge at the Chester River crossing. Originally constructed in 1955, the bridge is safe for the traveling public, but the bridge deck surface is nearing the end of its useful service life.

This requested amendment reflects the addition of funding for MDOT SHA to complete the design and engineering process. Temporary concrete barrier sidewalls have been placed on the bridge for motorist safety, which will remain in place until the new bridge is under construction. MDOT has assigned Control #19-101 for this Amendment to the STIP.

<b>Project Name</b>	<b>STIP #</b>	<b>Funding Source</b>	<b>Net Federal Change (000)</b>
Northbound US 301 Chester River Bridge Replacement, Millington	QA1841	NHPP	207

Mr. Gregory Murrill  
Ms. Terry Garcia Crews  
Page Two

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Mr. Dan Janousek at 410-865-1098, toll free 888-713-1414 or via e-mail at [djanousek@mdot.maryland.gov](mailto:djanousek@mdot.maryland.gov). Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

# MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # QA1841

**SUMMARY TABLE**

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Northbound US 301 Chester River Bridge Replacement (QA1841)	A	n/a	n/a	\$ -	\$ -	\$ -
	Administration		Area/MPO	Net Funding Change (000s)		
	MDOT SHA	Rural (Non-MPO)	CTP Page	Federal	State/Local	Total
			tbd FY 2021	\$ 264	\$ 897	\$ 1,161

Description: Replace bridge 1701401 over the Chester River.

Justification: The existing structure is rated poor.

**INDIVIDUAL REQUEST FORM**

STIP/TIP Amendment Criteria	Funding	FY 2019	FY 2020	FY 2021	FY 2022	Total
		<input checked="" type="checkbox"/> A) Adds new individual projects to the current STIP <input type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other	Current (000s)	\$ -	\$ -	\$ -
	Federal	\$ -	\$ -	\$ -	\$ -	\$ -
	State/Local	\$ -	\$ -	\$ -	\$ -	\$ -
	Proposed (000s)	\$ 138	\$ 688	\$ 150	\$ 185	\$ 1,161
	Federal	\$ -	\$ -	\$ 88	\$ 176	\$ 264
	State/Local	\$ 138	\$ 688	\$ 62	\$ 9	\$ 897
	Change (000s)	\$ 138	\$ 688	\$ 150	\$ 185	\$ 1,161
	Federal	\$ -	\$ -	\$ 88	\$ 176	\$ 264
	State/Local	\$ 138	\$ 688	\$ 62	\$ 9	\$ 897



**PHASE DETAIL**

Current	Phase	FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Proposed	Phase	FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
		Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
	PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	PE	\$ -	\$ 138	\$ -	\$ 688	\$ -	\$ 62	\$ -	\$ 9	\$ -	\$ 897	\$ 897
	State	\$ -	\$ 138	\$ -	\$ 688	\$ -	\$ 62	\$ -	\$ 9	\$ -	\$ 897	\$ 897
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ 88	\$ -	\$ 176	\$ -	\$ 264	\$ -	\$ 264
	RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Total</b>	\$ -	\$ 138	\$ -	\$ 688	\$ 88	\$ 62	\$ 176	\$ 9	\$ 264	\$ 897	\$ 1,161

# MARYLAND STATEWIDE TIP FY 2019-2022

MDOT STIP # QA1841 (cont'd)

**PHASE DETAIL (cont'd)**

Change	FY 2019		FY 2020		FY 2021		FY 2022		TOTAL		
	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	\$ -	\$ 138	\$ -	\$ 688	\$ -	\$ 62	\$ -	\$ 9	\$ -	\$ 897	\$ 897
<i>State</i>											
<i>NHPP</i>	\$ -	\$ -	\$ -	\$ -	\$ 88	\$ -	\$ 176	\$ -	\$ 264	\$ -	\$ 264
RW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<i>State</i>											
<i>NHPP</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ -</b>	<b>\$ 138</b>	<b>\$ -</b>	<b>\$ 688</b>	<b>\$ 88</b>	<b>\$ 62</b>	<b>\$ 176</b>	<b>\$ 9</b>	<b>\$ 264</b>	<b>\$ 897</b>	<b>\$ 1,161</b>

**TOTAL PROJECT COST**

Prior Cost (≤ FY 2018)		STIP Cost (FY 2019-2022)		Balance to Complete (≥ FY 2023)		Total Project Cost	
Federal	\$ -	Federal	\$ 264	Federal	\$ 5,636	Federal	\$ 5,900
State/Local	\$ 426	State/Local	\$ 897	State/Local	\$ 1,550	State/Local	\$ 2,873
<b>Total</b>	<b>\$ 426</b>	<b>Total</b>	<b>\$ 1,161</b>	<b>Total</b>	<b>\$ 7,186</b>	<b>Total</b>	<b>\$ 8,773</b>

**MEMORANDUM**

**TO:** DIRECTOR HEATHER MURPHY  
OFFICE OF PLANNING AND CAPITAL PROGRAMMING  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** REGIONAL PLANNER IAN BEAM  
REGIONAL PLANNING MANAGER TYSON BYRNE

**FROM:** CHIEF MATT BAKER *MB*  
REGIONAL AND INTERMODAL PLANNING DIVISION

**SUBJECT:** REQUEST TO AMEND THE FY 2019-2022 MARYLAND STATEWIDE  
TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

**DATE:** JANUARY 8, 2021

**RESPONSE**

**REQUESTED BY:** N/A

**PURPOSE OF MEMORANDUM**

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2019-2022 Maryland STIP to reflect the following one action.

**SUMMARY**

STIP	PROJECT	PHASE	NEW FUNDING
QA1841	Northbound US 301 Chester River Bridge Replacement, Millington	PE	\$1,161,000

**ANALYSIS**

*Northbound US 301 Chester River Bridge Replacement (QA1841)* – This requested amendment reflects the addition of a new project, QA1841, to the FY 2019-2022 Maryland STIP and the addition of \$1,161,000 to design funding for this project. This amendment ensures the FY 2019-2022 Maryland STIP reflects MDOT SHA’s updated programmed expenditures and project schedule in FY 2019-2022. This project’s total cost, including funding programmed beyond the FY 2019-2022 STIP, is \$8.8 million. The MDOT SHA anticipates beginning construction in the Spring of 2023 and opening improvements to traffic in the Summer of 2025.

The attached STIP report documents MDOT’s requested amendment with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

Ms. Heather Murphy  
Page Two

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2020-2025 Consolidated Transportation Program (<http://www.mdot.maryland.gov/newMDOT/Planning/CTP/Index.html>) and FY 2019-2022 Maryland STIP ([http://www.mdot.maryland.gov/newMDOT/Planning/STIP\\_TIP/STIPandTIP.html](http://www.mdot.maryland.gov/newMDOT/Planning/STIP_TIP/STIPandTIP.html)).

Please amend the FY 2019-2022 Maryland STIP to reflect the funding information provided in the attachment. If you have any questions, please contact Mr. Derrick Sexton, MDOT SHA Regional Planner, at 410-545-5560 or via email at [dsexton@mdot.maryland.gov](mailto:dsexton@mdot.maryland.gov).

#### **ATTACHMENTS**

- FY 2019-2022 Maryland STIP project QA1841 report

cc: Mr. Benjamin Allen, Assistant Regional Planner, Regional and Intermodal Planning Division, (RIPD), MDOT SHA  
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering, MDOT SHA  
Ms. Danelle Bernard, Chief, Structures Engineering Division, MDOT SHA  
Mr. Ken Fender, District Engineer, District 2, MDOT SHA  
Ms. Dipa Patel, Team Leader, Structures Engineering Division, MDOT SHA  
Tara Penders, AICP, Assistant Chief, RIPD, MDOT SHA  
Mr. Derrick Sexton, Regional Planner, RIPD, MDOT SHA