



# BARRY GLASSMAN

HARFORD COUNTY EXECUTIVE

March 8, 2019

Honorable Pete K. Rahn  
Secretary of Transportation  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076



**RE: Harford County Transportation Priorities**

Dear Secretary Rahn:

Harford County has established a list of transportation priorities that focuses on projects currently needed for the safe and efficient flow of all modes of transportation on the County's State Highway network. These projects are of various modes and are consistent with previous requests, long-term goals of the Maryland Transportation Plan, and regional and local plans. The needs of the County's three municipalities are reflected in these priority projects.

A total of 15 projects are listed and prioritized. Projects are prioritized according to their importance to the County's transportation network and in which order we request funding from the Maryland Department of Transportation (MDOT). This list reflects an update of the County's previous FY 2018 Priority Letter dated March 8, 2018. Projects represent the highest priorities based on four specific categories.

**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:

- *US 1 Bypass @ MD 24 Interchange*: Harford County proposes that MDOT 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.

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THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST

- *MD 24 Northbound Lane:* 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.
- *MD 543 @ I-95 Southbound Ramp:* Improvements to this interchange includes restriping northbound MD 543 to provide a second left turn lane with a receiving lane on the I-95 southbound ramp.
- *MD 22 Corridor:* This project improves access, mobility and safety along the MD 22 corridor from Harford Community College to MD 155 – including mainline and intersection improvements from west of MD 136 to east of MD 155 – by implementing the recommendations within the 2012 MD 22 Multimodal Corridor Study.

### **Safety/Operations**

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

- *MD 23 @ Grafton Shop Road Roundabout:* 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.
- *MD 7 @ Stepney Road Roundabout:* 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 intersection.
- *Business US 1/MD 22 Access Management:* 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 and the 2015 Business US 1/MD 22 Multimodal Corridor Study. This improvement includes the elimination of the redundant right turn movement and closes two-way traffic on Business US 1 from Hays Street to South Bond Street.
- *US 40 @ Otsego Street/Ohio Street Intersection:* This intersection is significantly impacted by the domino effect of congestion on I-95. This improvement includes intersection upgrades and proposes providing the same EZ Pass Commuter option on Tydings Bridge which is currently available on the Hatem Bridge. This project is the second highest ranked project statewide in the MDOT Chapter 30 Project scoring model.
- *MD 23 @ MD 146/Madonna Road Roundabout:* Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this intersection.

- *MD 23 @ MD 165 Intersection:* A single left turning vehicle blocks the entire southbound movement at this intersection. Therefore, Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a southbound left turn lane at the 3-way traffic signal with MD 23 (East-West Highway).

### **Transit**

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

- *Aberdeen Train Station Improvements (Exterior and Parking):* Additional parking at the Aberdeen Train Station has been anticipated for several years. This project includes improvements to the exterior of the station, the MTA off-street gravel parking lot at the rear of the station located at the intersection of East Bel Air Avenue and Polk Street, sidewalk improvements, and roadway improvements on East Bel Air Avenue, Polk Street (formerly Taft Street) and APG Road.
- *MD 924 Park and Ride Lot:* Establish an intermodal Park and Ride Lot with transit-user friendly amenities included within the MD 924 corridor between Bel Air South Parkway and Woodsdale Road.
- *Aberdeen MARC Train Station TOD:* Harford County requests that MDOT fund the environmental and engineering analysis of underground conditions for the transition of the existing underpass into the enhanced Station Square.

### **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 22 bicycle and pedestrian upgrades:* This improvement adds all necessary traffic control striping and signage within the existing right-of-way along the MD 22 corridor as identified within the 2012 MD 22 Multimodal Corridor Study.
- *MD 24 Shared Use Path:* This project extends the existing shared use path south to Red Pump Road and north to MD 23.

We would like to thank MDOT for the continued support it has provided while meeting the transportation needs of the area. Construction of the improvements to the MD 22/Beards Hill Road intersection and the MD 22/MD 462 intersection are complete and open to traffic. The MD 147/Connolly Road intersection has been signalized and improvements to the MD 152/MD 147 intersection are funded for construction. Construction on Phase II of the US 40/MD 7/MD

159 intersection is underway. In addition, construction is anticipated this year for the MD 22/Thomas Run Road/Schucks Road intersection. Engineering is underway for the MD 24 project through Rocks State Park. Design funding has also been approved for the US 1 Bypass/MD 24 interchange as well as 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,



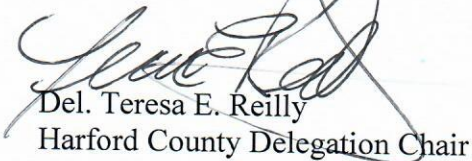
Barry Glassman  
Harford County Executive



Patrick S. Vincenti  
Harford County Council President



Senator Robert G. Cassilly  
Harford County Senate Chair



Del. Teresa E. Reilly  
Harford County Delegation Chair

CC:

- Honorable J.B. Jennings
- Honorable Jason C. Gallion
- Honorable Lauren R. Arian
- Honorable Richard K. Impallaria
- Honorable Kathy Szeliga
- Honorable Steve Johnson
- Honorable Mary Ann Lisanti
- Honorable Susan K. McComas
- Honorable Andrew Cassilly
- William K. "Billy" Boniface, Director of Administration
- Joseph J. Siemek, Director, Department of Public Works
- Jeffery M. Stratmeyer, Chief Engineer, Department of Public Works
- Cheryl L. Banigan, Chief, Transportation and Traffic Engineering, Department of Public Works
- Bradley F. Killian, Director, Department of Planning and Zoning
- Jenny B. King, Deputy Director, Department of Planning and Zoning
- Joel Gallihue, Chief, Long-Range Planning, Department of Planning and Zoning
- Alex A. Rawls, Transportation Planner, Long-Range Planning, Department of Planning and Zoning
- Phyllis Grover, Director of Planning and Community Development, City of Aberdeen
- Ben Martorana, Director of Planning, City of Havre de Grace
- Kevin Small, Director of Planning, Town of Bel Air



**PRIORITY # 1**

**US 1 BYPASS @ MD 24 INTERCHANGE**

**CATEGORY - CAPACITY**

**ESTIMATED COST - \$2,000,000**



*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 MDOT 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. This improvement is the County's number one priority.*

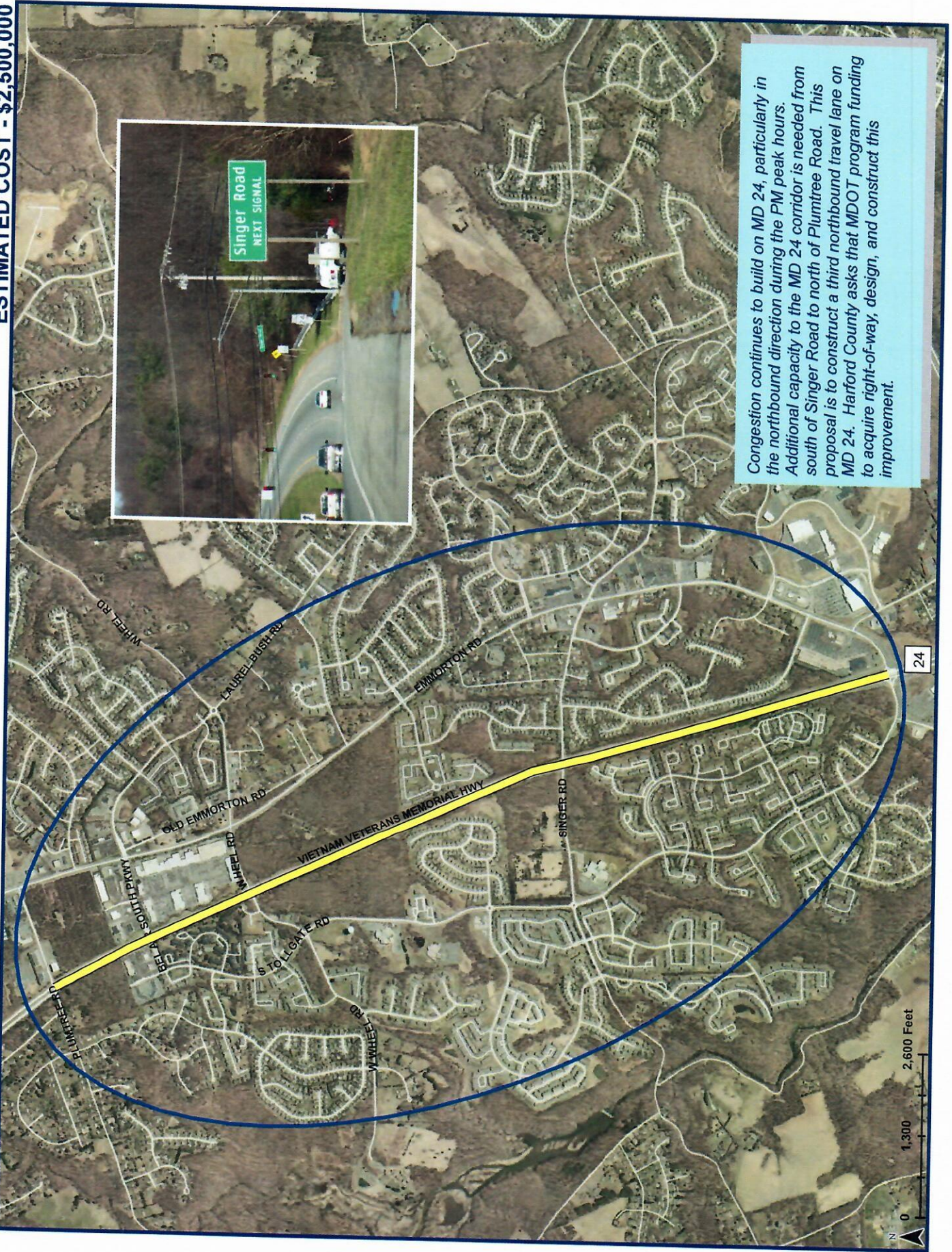


**PRIORITY # 2**

**MD 24 NORTHBOUND LANE**

**CATEGORY - CAPACITY**

**ESTIMATED COST - \$2,500,000**



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. Harford County asks that MDOT program funding to acquire right-of-way, design, and construct this improvement.

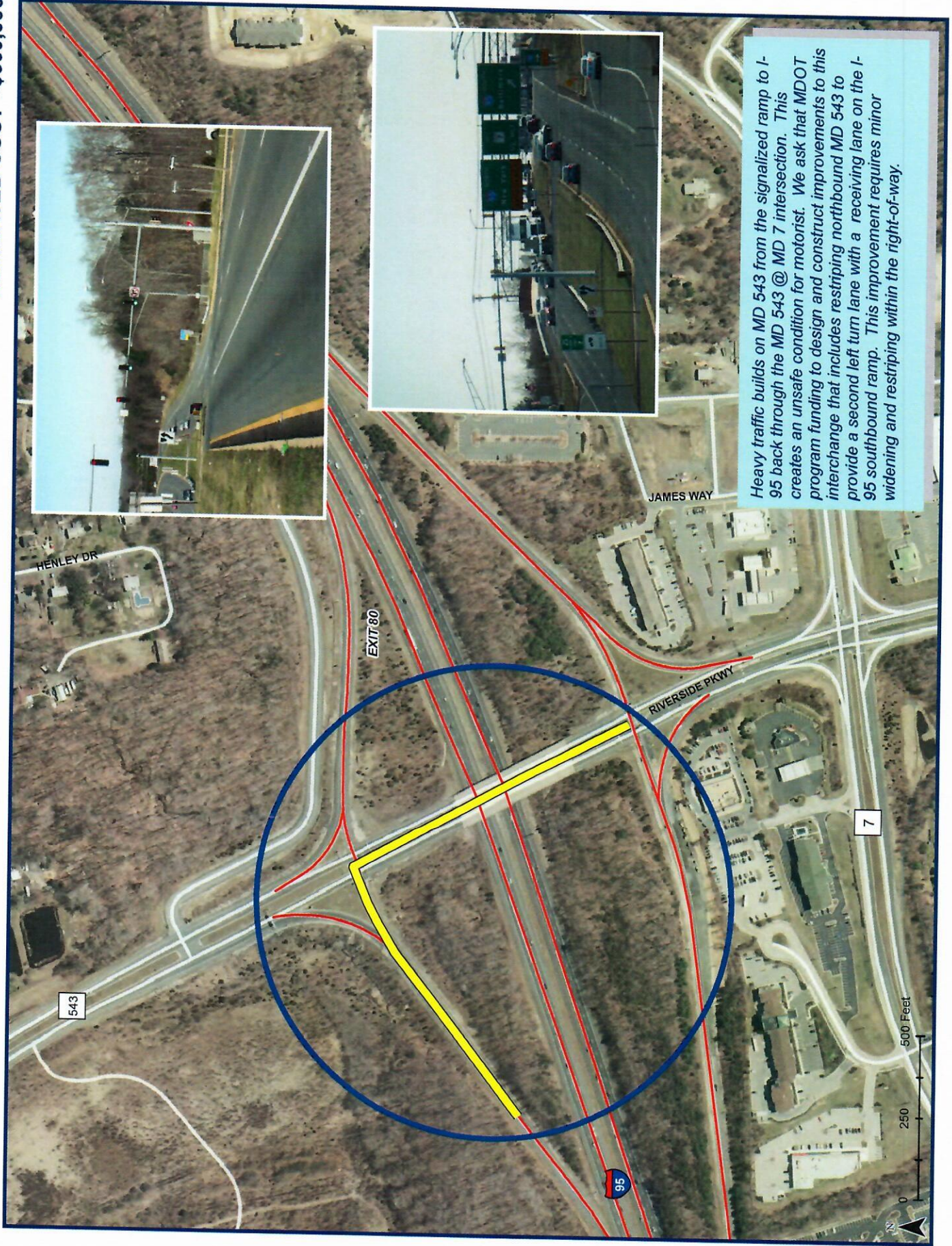


# PRIORITY # 3

# I-95 @ MD 543 INTERCHANGE

CATEGORY - CAPACITY

ESTIMATED COST - \$500,000



Heavy traffic builds on MD 543 from the signalized ramp to I-95 back through the MD 543 @ MD 7 intersection. This creates an unsafe condition for motorists. We ask that MDOT program funding to design and construct improvements to this interchange that includes respaving northbound MD 543 to provide a second left turn lane with a receiving lane on the I-95 southbound ramp. This improvement requires minor widening and respaving within the right-of-way.

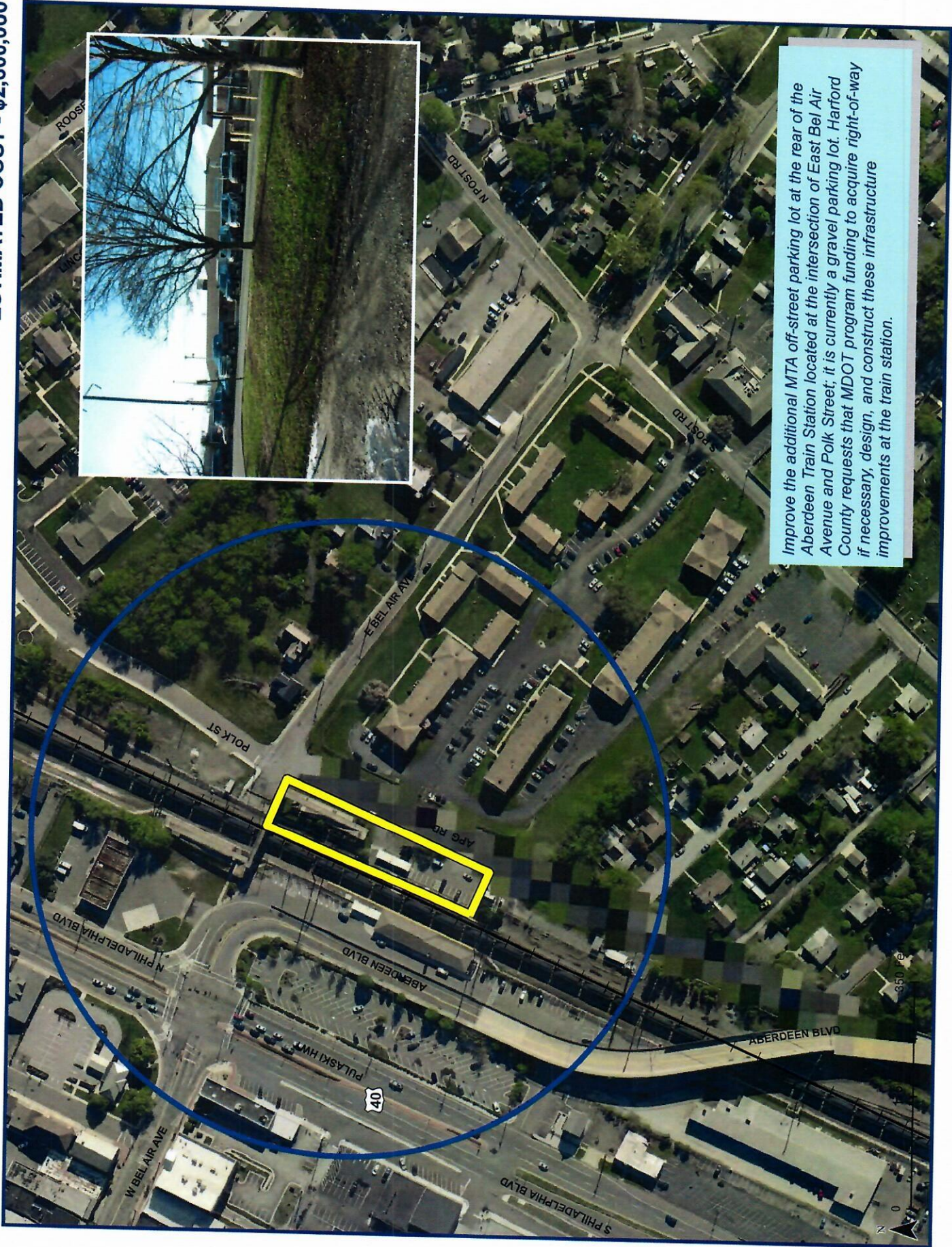


# PRIORITY # 4

CATEGORY - TRANSIT

# ABERDEEN TRAIN STATION

ESTIMATED COST - \$2,600,000



Improve the additional MTA off-street parking lot at the rear of the Aberdeen Train Station located at the intersection of East Bel Air Avenue and Polk Street; it is currently a gravel parking lot. Harford County requests that MDOT program funding to acquire right-of-way if necessary, design, and construct these infrastructure improvements at the train station.



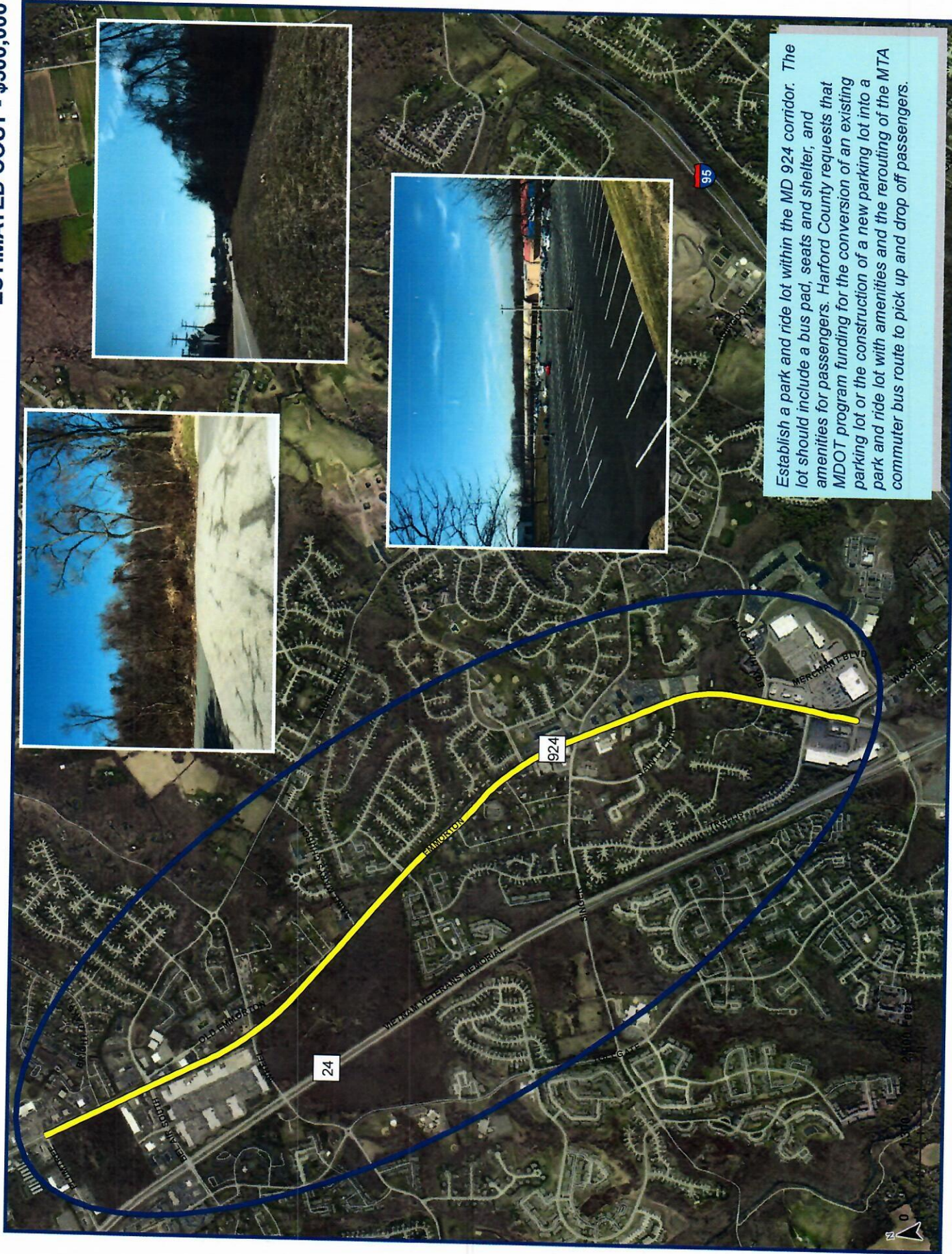
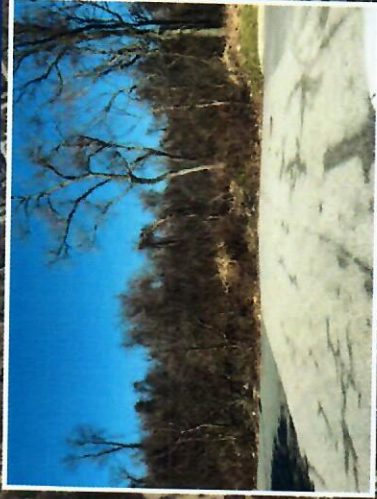


# PRIORITY # 5

# MD 924 PARK AND RIDE LOT

CATEGORY - TRANSIT

ESTIMATED COST - \$500,000



Establish a park and ride lot within the MD 924 corridor. The lot should include a bus pad, seats and shelter, and amenities for passengers. Harford County requests that MDOT program funding for the conversion of an existing parking lot or the construction of a new parking lot into a park and ride lot with amenities and the rerouting of the MTA commuter bus route to pick up and drop off passengers.

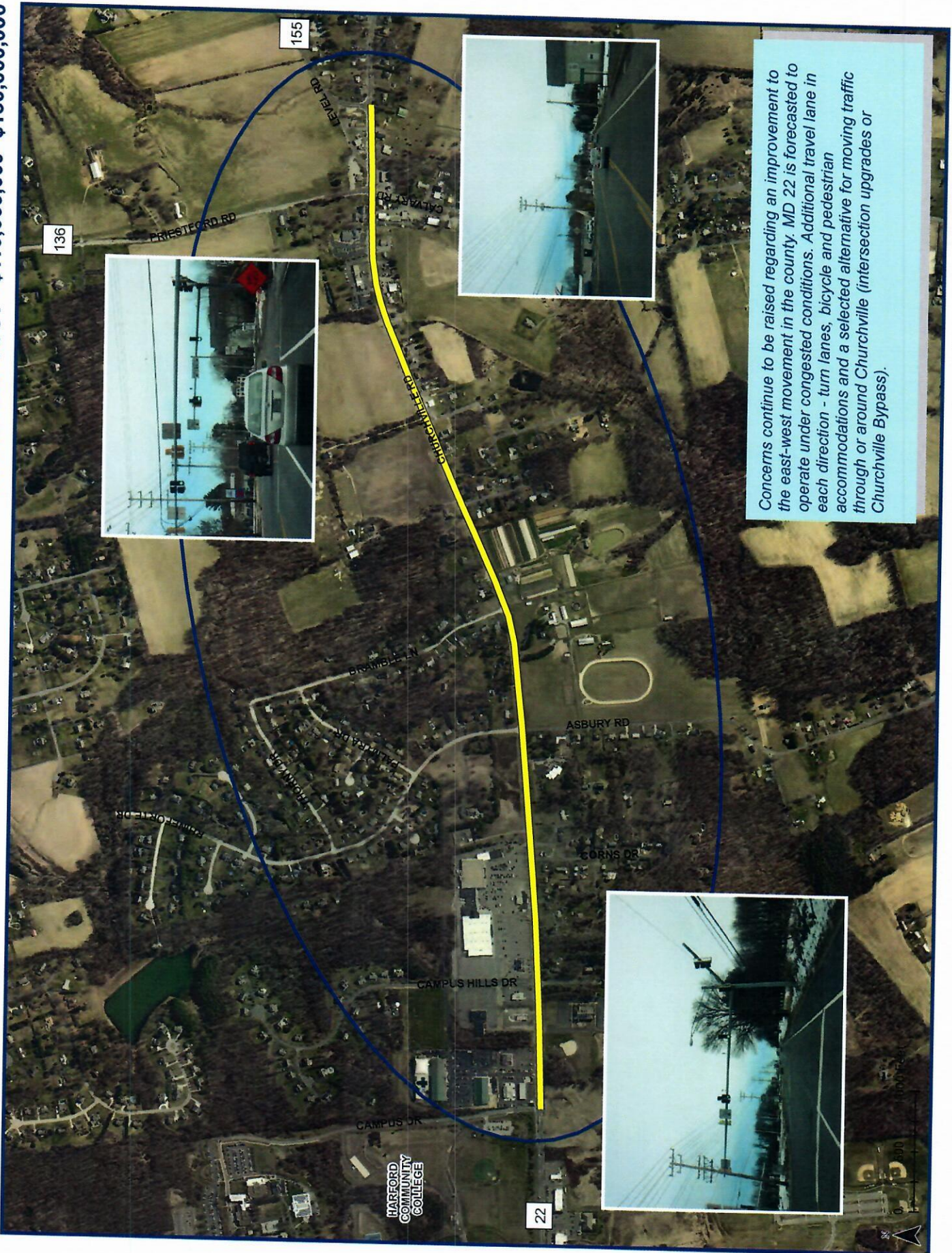


# PRIORITY # 6

# MD 22 CORRIDOR

CATEGORY - CAPACITY

ESTIMATED COST - \$110,000,000 - \$150,000,000



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. Additional travel lane in each direction - turn lanes, bicycle and pedestrian accommodations and a selected alternative for moving traffic through or around Churchville (intersection upgrades or Churchville Bypass).

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22



# PRIORITY # 7

# MD 23 @ GRAFTON SHOP ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$1,000,000



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 # 8

# MD 7 @ STEPNEY ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$1,500,000



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 MDOT program funding to acquire right-of-way, design, and construct a roundabout to improve the safety and flow of traffic through this intersection.



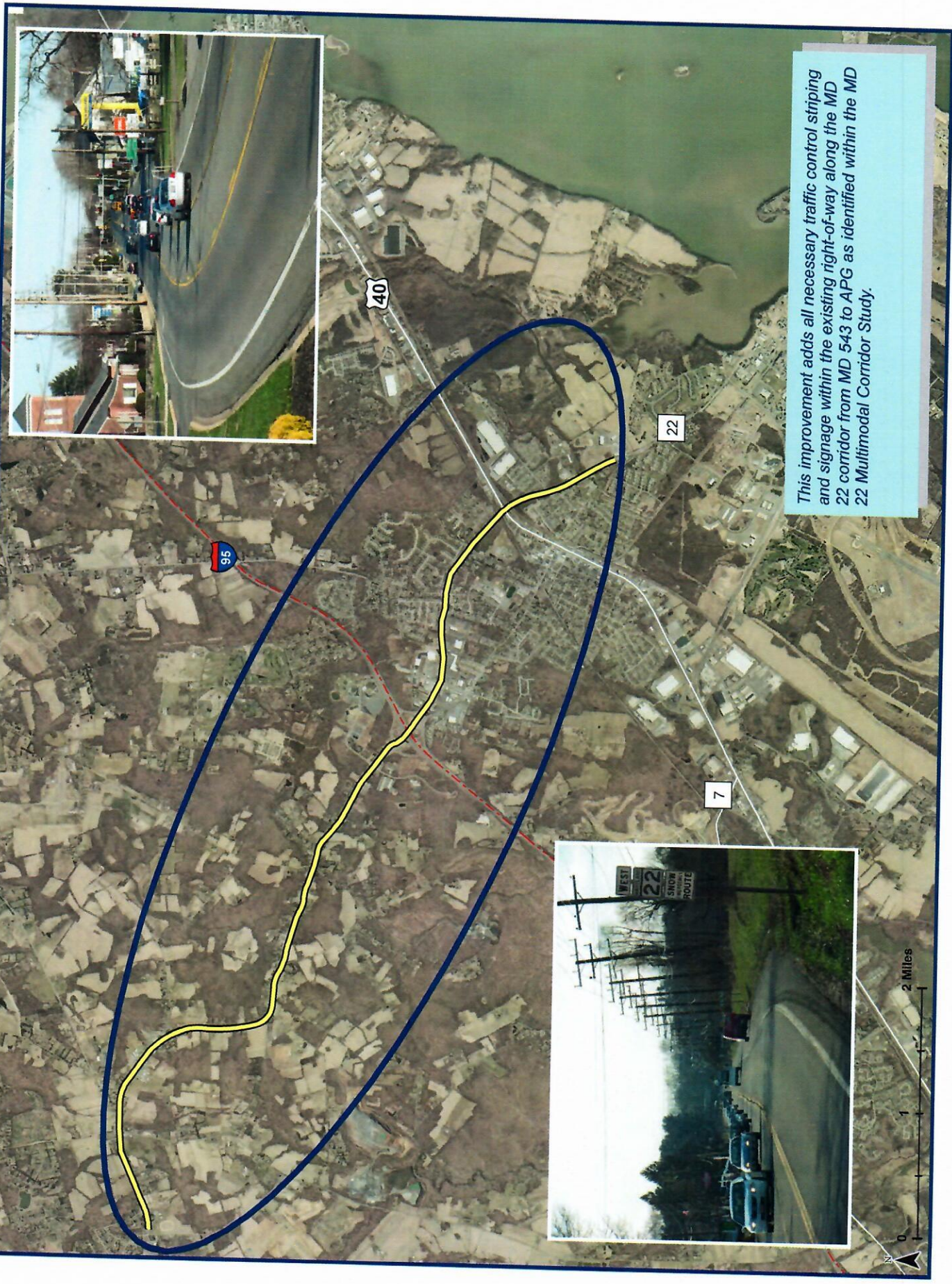


# PRIORITY # 9

# MD 22 BICYCLE AND PEDESTRIAN UPGRADES

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED COST \$500,000 - \$1,000,000



*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 APG as identified within the MD 22 Multimodal Corridor Study.*

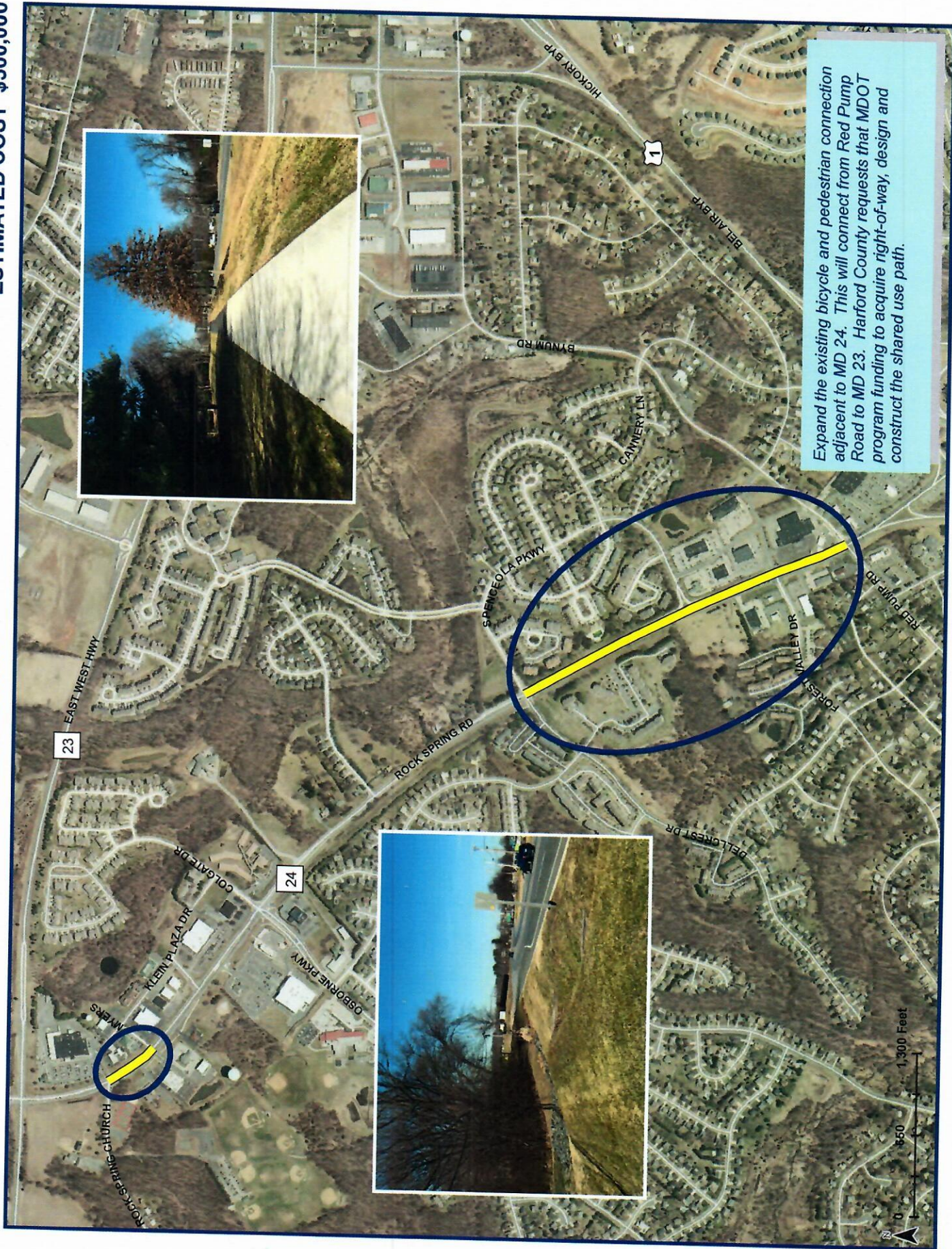


# PRIORITY # 10

# MD 24 SHARED USE PATH (FOREST HILL)

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED COST \$500,000



Expand the existing bicycle and pedestrian connection adjacent to MD 24. This will connect from Red Pump Road to MD 23. Harford County requests that MDOT program funding to acquire right-of-way, design and construct the shared use path.



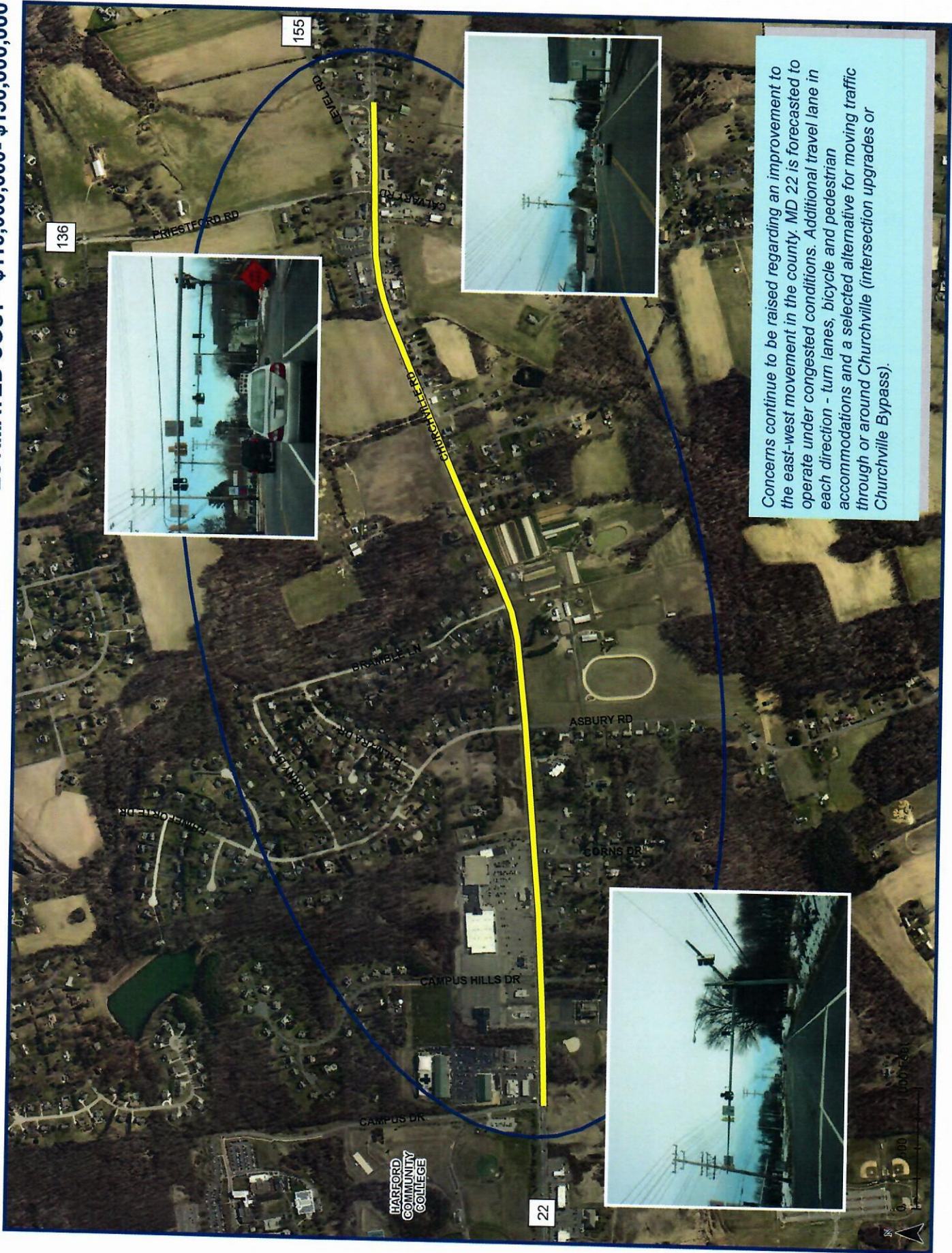


# PRIORITY # 6

# MD 22 CORRIDOR

CATEGORY - CAPACITY

ESTIMATED COST - \$110,000,000 - \$150,000,000



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. Additional travel lane in each direction - turn lanes, bicycle and pedestrian accommodations and a selected alternative for moving traffic through or around Churchville (intersection upgrades or Churchville Bypass).



**PRIORITY # 7**

**MD 23 @ GRAFTON SHOP ROUNDABOUT**

**CATEGORY - SAFETY/OPERATIONS**

**ESTIMATED COST - \$1,000,000**



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.





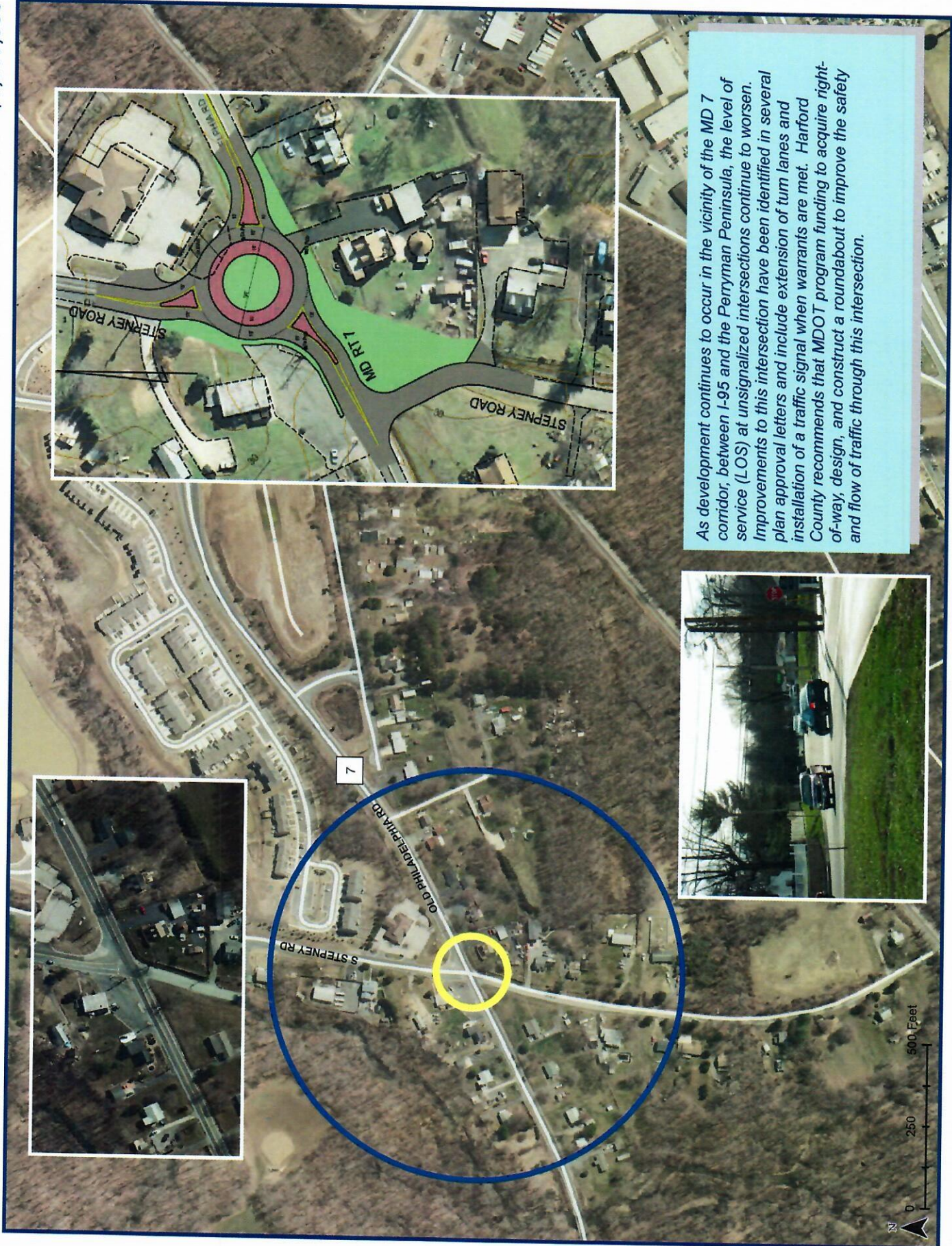


# PRIORITY # 8

CATEGORY - SAFETY/OPERATIONS

# MD 7 @ STEPNEY ROUNDABOUT

ESTIMATED COST - \$1,500,000



As development continues to occur in the vicinity of the MD 7 corridor, between I-95 and the Peryman 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 MDOT program funding to acquire right-of-way, design, and construct a roundabout to improve the safety and flow of traffic through this intersection.

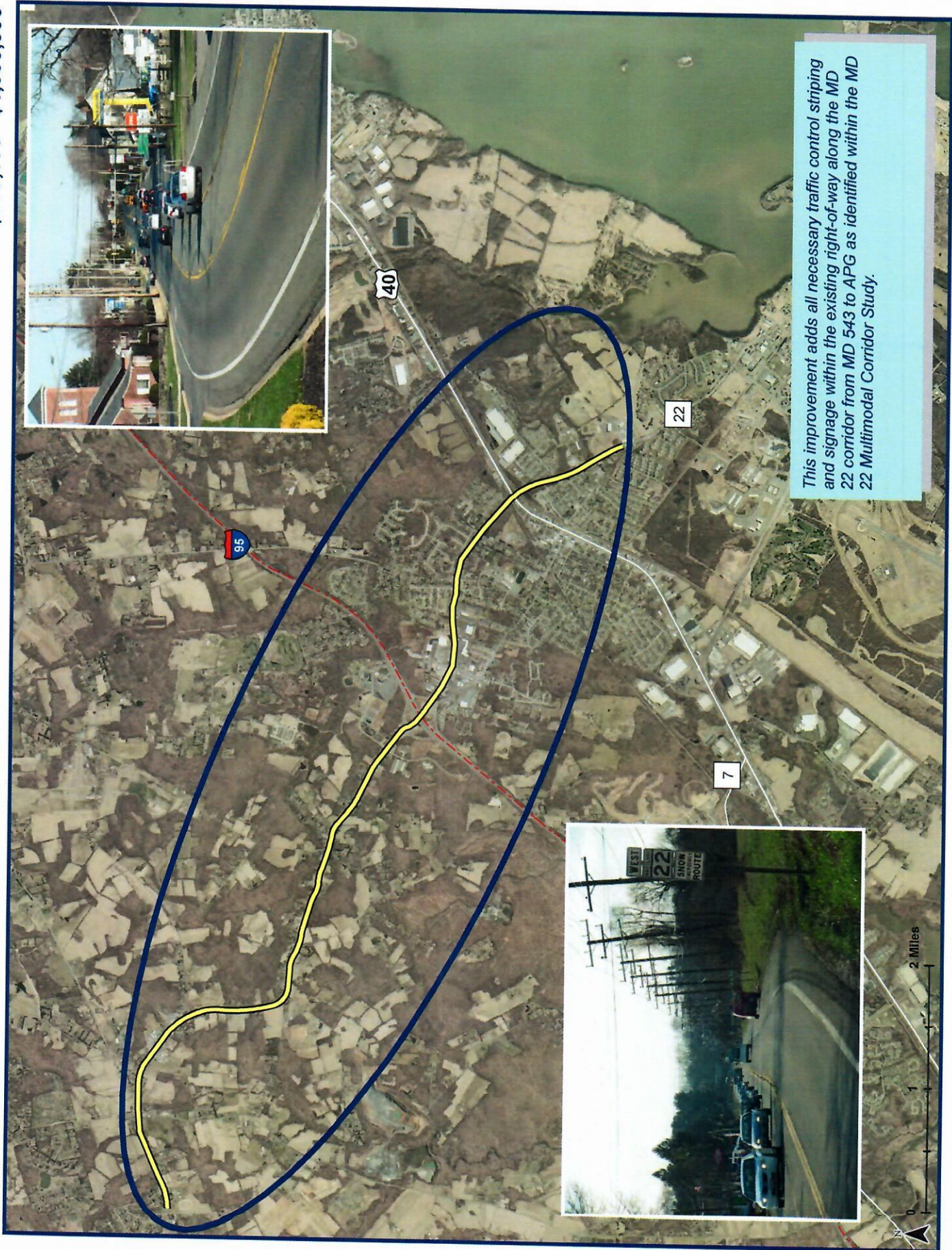


# PRIORITY # 9

# MD 22 BICYCLE AND PEDESTRIAN UPGRADES

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED COST \$500,000 - \$1,000,000



*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 APG as identified within the MD 22 Multimodal Corridor Study.*





# PRIORITY # 10

# MD 24 SHARED USE PATH (FOREST HILL)

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED COST \$500,000



Expand the existing bicycle and pedestrian connection adjacent to MD 24. This will connect from Red Pump Road to MD 23. Harford County requests that MDT program funding to acquire right-of-way, design and construct the shared use path.

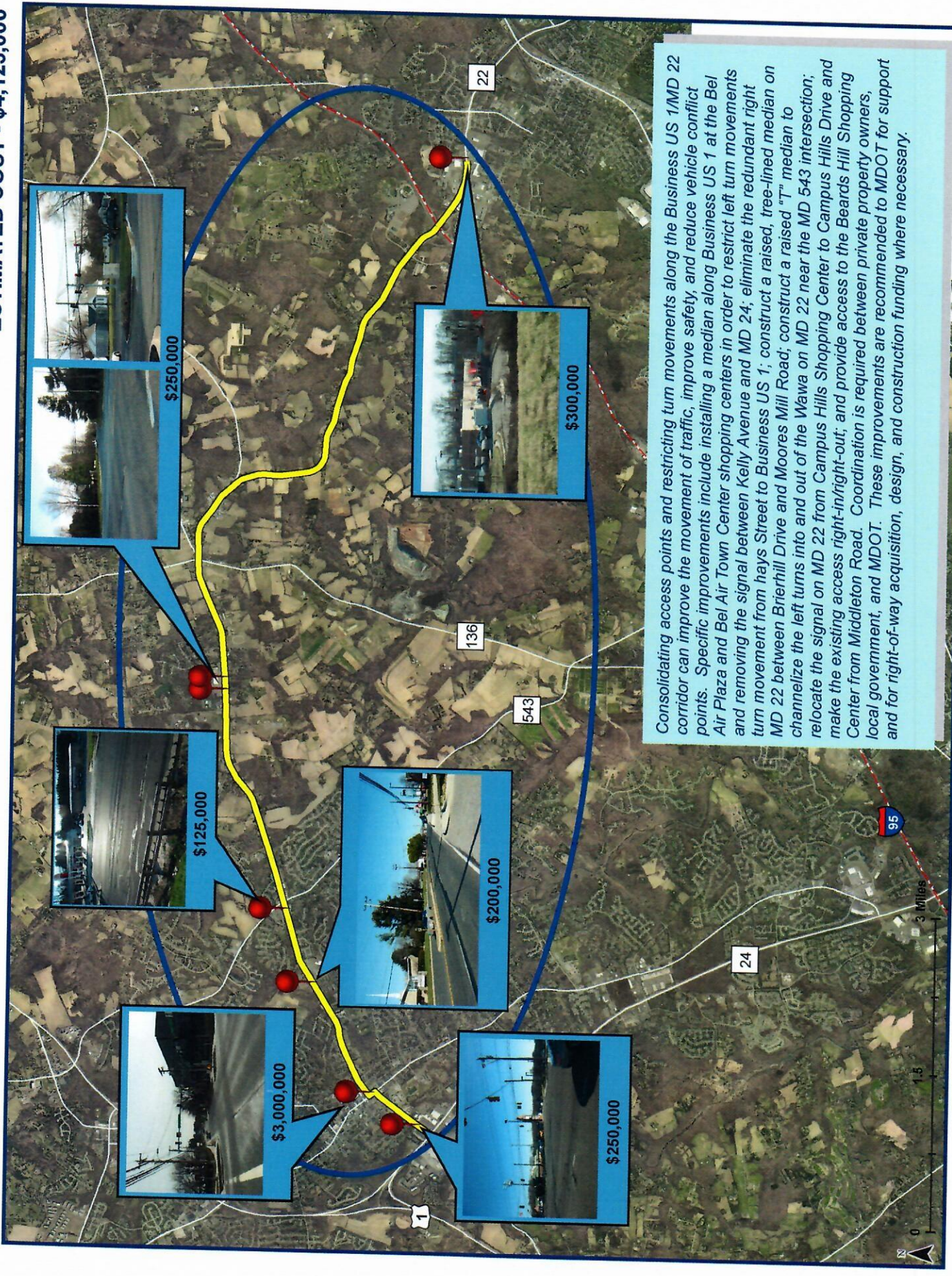


# PRIORITY # 11

CATEGORY - SAFETY/OPERATIONS

# MD 22 ACCESS MANAGEMENT

ESTIMATED COST - \$4,125,000



Consolidating access points and restricting turning movements along the Business US 1/MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points. Specific improvements include installing a median along Business US 1 at the Bel Air Plaza and Bel Air Town Center shopping centers in order to restrict left turn movements and removing the signal between Kelly Avenue and MD 24; eliminate the redundant right turn movement from hays Street to Business US 1; construct a raised, tree-lined median on MD 22 between Brierhill Drive and Moores Mill Road; construct a raised "T" median to channelize the left turns into and out of the Wawa on MD 22 near the MD 543 intersection; relocate the signal on MD 22 from Campus Hills Shopping Center to Campus Hills Drive and make the existing access right-in/right-out; and provide access to the Beards Hill Shopping Center from Middleton Road. Coordination is required between private property owners, local government, and MDTOT. These improvements are recommended to MDTOT for support and for right-of-way acquisition, design, and construction funding where necessary.

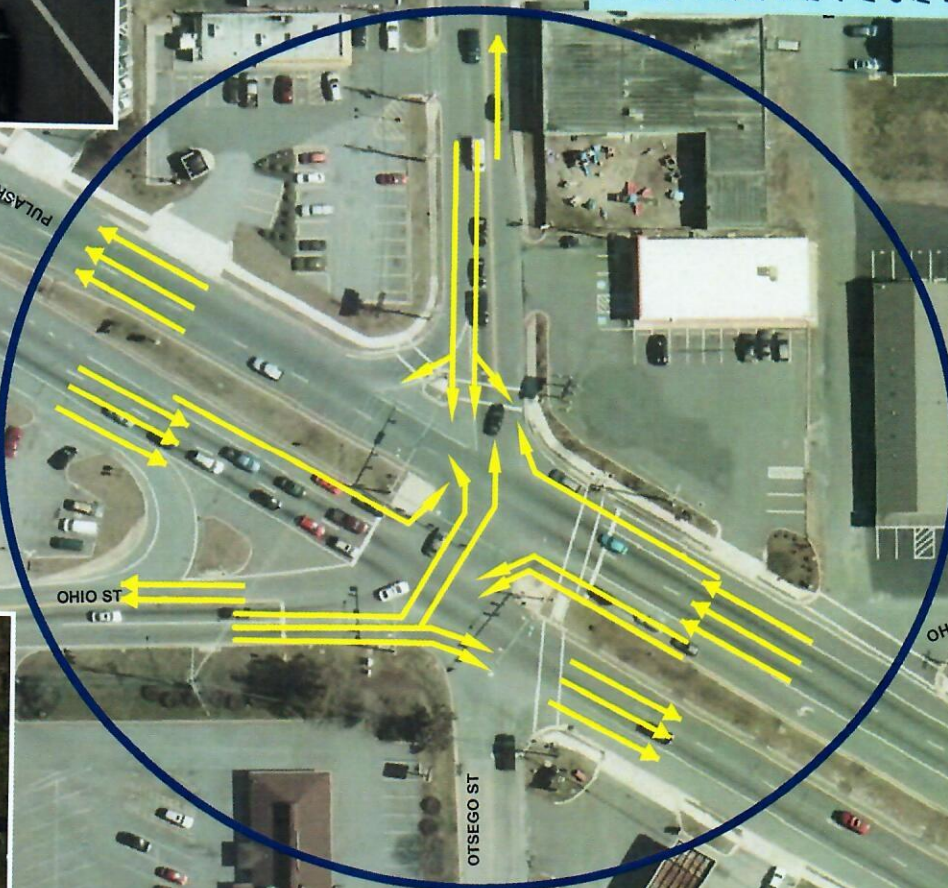


# PRIORITY # 12

# US 40 @ OTSEGO STREET / OHIO STREET

CATEGORY - SAFETY / OPERATIONS

ESTIMATED COST - \$12,000,000



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 that can change the traffic loading of this area within minutes and can impact the Hatem Bridge and traffic on US 40. Providing the same EZ Pass Commuter option on the I-95 Tydings Bridge which is available on the Hatem Bridge improves the flow and operation of traffic at US 40/Otsego Street/Ohio Street in Havre de Grace. Harford County requests that MDT program funding for the design, acquire 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 the equipment on I-95 at the Tydings Bridge needed to implement this Commuter E-Z Pass Plan.



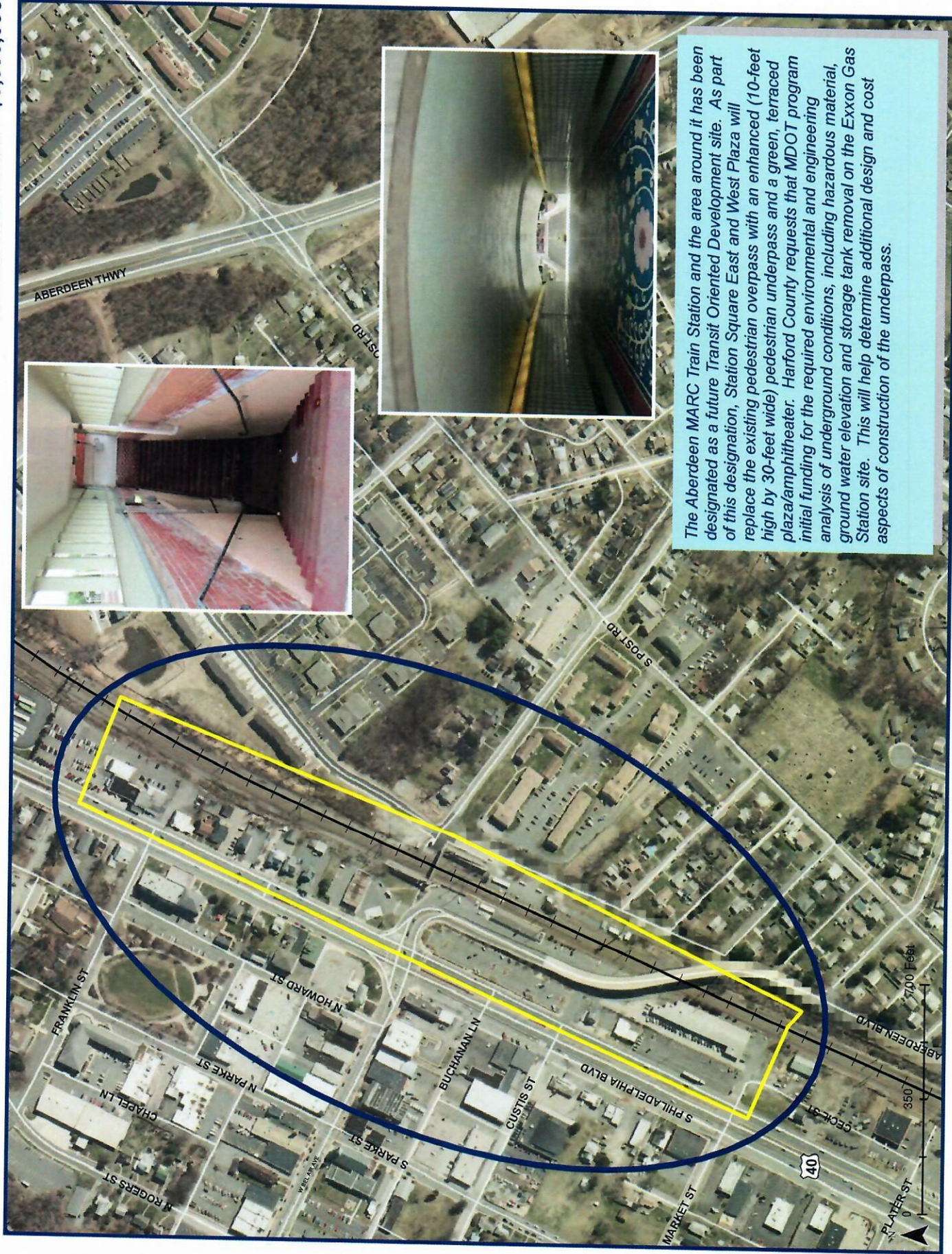


# PRIORITY # 13

# ABERDEEN MARC TRAIN STATION

CATEGORY - TRANSIT

ESTIMATED COST - \$5,000,000



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-foot high by 30-foot wide) pedestrian underpass and a green, terraced plaza/amphitheater. Harford County requests that MDT 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 # 14**

**MD 23 @ MD 146/MADONNA ROUNDABOUT**

**CATEGORY - SAFETY/OPERATIONS**

**ESTIMATED COST - \$1,200,000**



*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.*



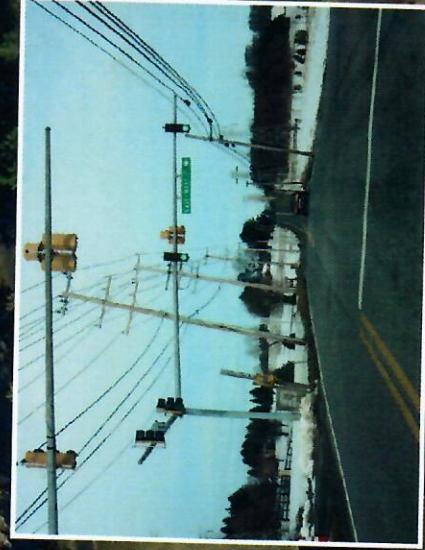
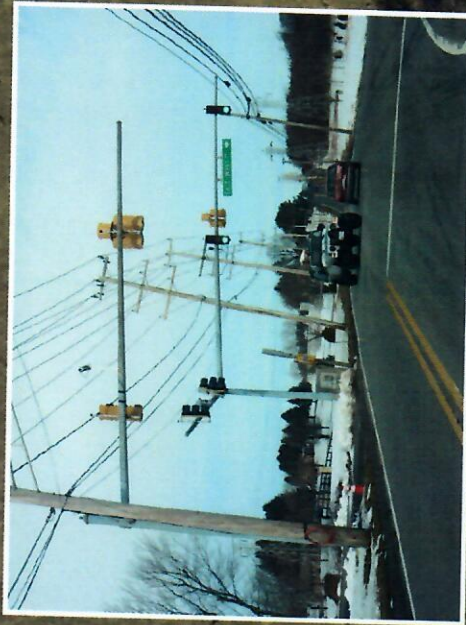


# PRIORITY # 15

CATEGORY - SAFETY/OPERATIONS

# MD 23 @ MD 165

ESTIMATED COST - \$500,000



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



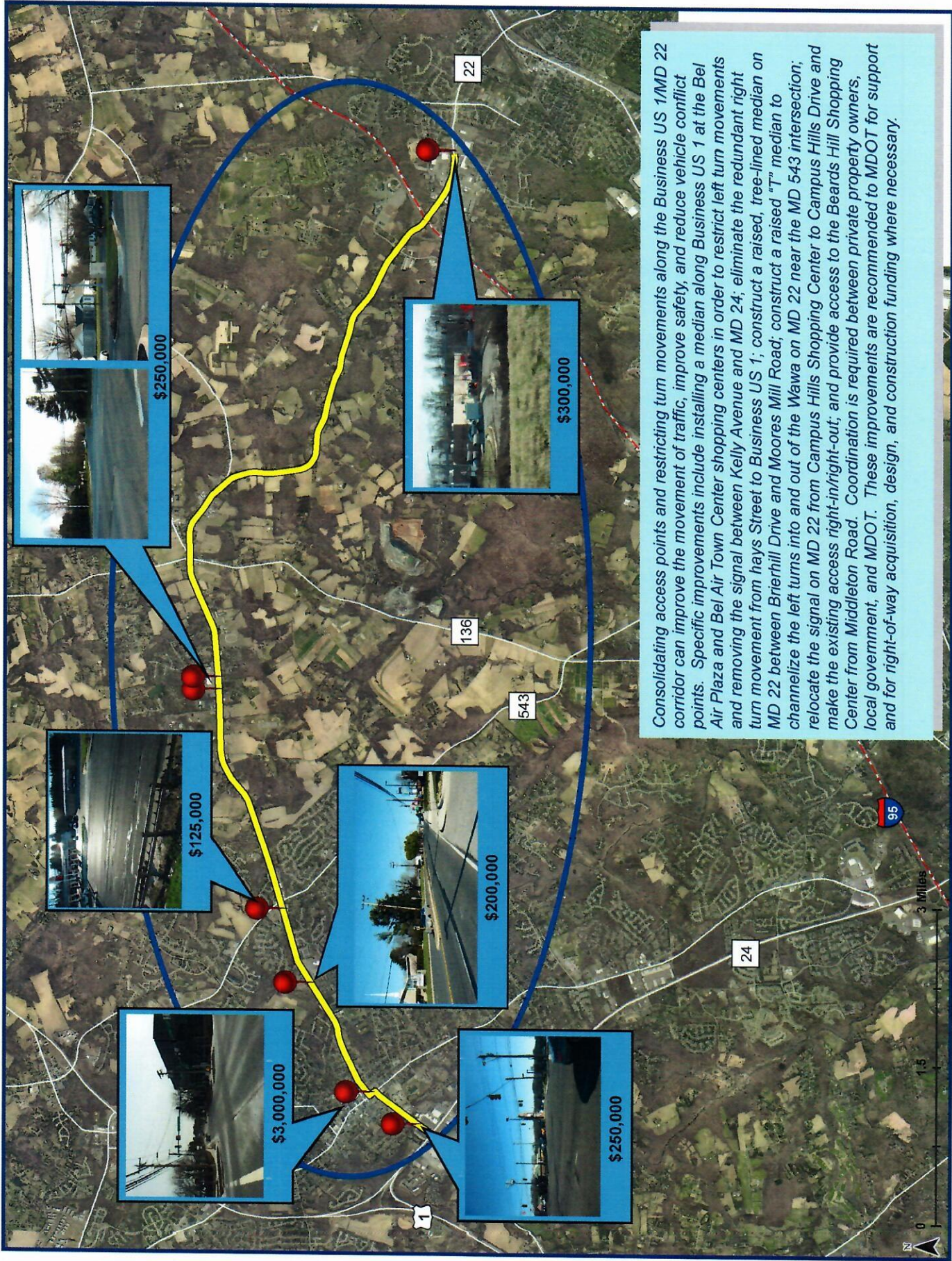


# PRIORITY # 11

# MD 22 ACCESS MANAGEMENT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$4,125,000



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. Specific improvements include installing a median along Business US 1 at the Bel Air Plaza and Bel Air Town Center shopping centers in order to restrict left turn movements and removing the signal between Kelly Avenue and MD 24; eliminate the redundant right turn movement from hays Street to Business US 1; construct a raised, tree-lined median on MD 22 between Brierhill Drive and Moores Mill Road; construct a raised "T" median to channelize the left turns into and out of the Wawa on MD 22 near the MD 543 intersection; relocate the signal on MD 22 from Campus Hills Shopping Center to Campus Hills Drive and make the existing access right-in/right-out; and provide access to the Beards Hill Shopping Center from Middleton Road. Coordination is required between private property owners, local government, and MDTOT. These improvements are recommended to MDTOT for support and for right-of-way acquisition, design, and construction funding where necessary.

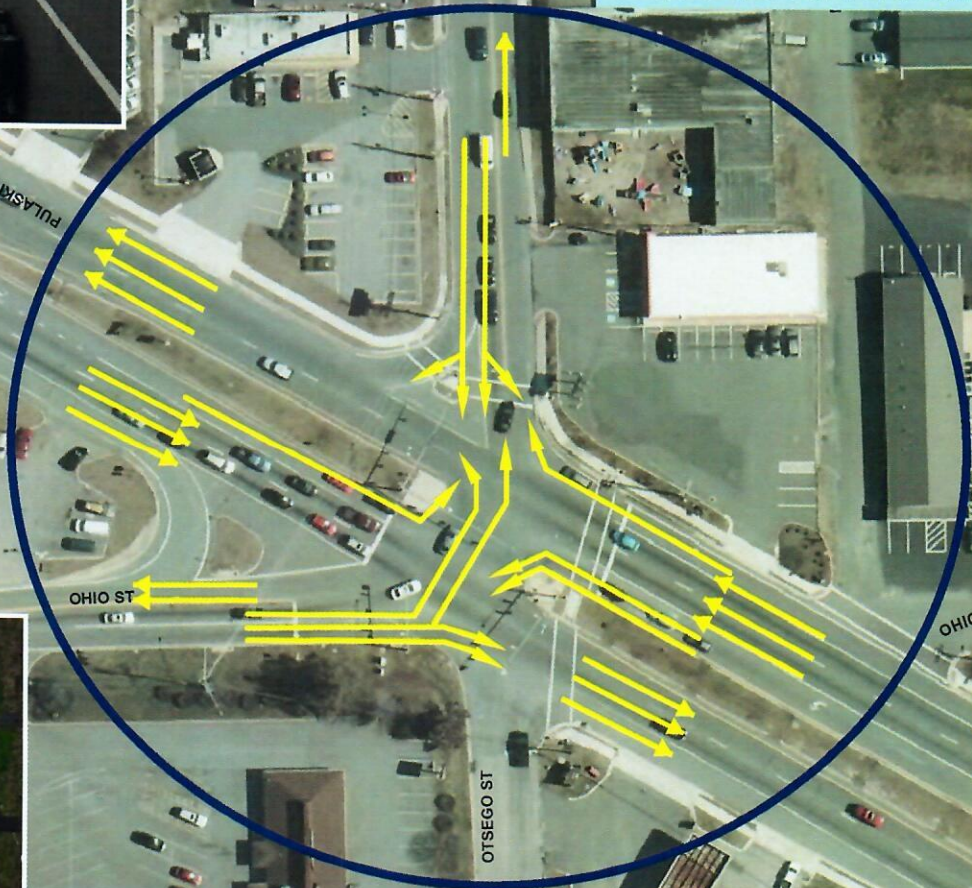


# PRIORITY # 12

# US 40 @ OTSEGO STREET / OHIO STREET

CATEGORY - SAFETY / OPERATIONS

ESTIMATED COST - \$12,000,000



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 that can change the traffic loading of this area within minutes and can impact the Hatem Bridge and traffic on US 40. Providing the same E-Z Pass Commuter option on the I-95 Tydings Bridge which is available on the Hatem Bridge improves the flow and operation of traffic at US 40/Otsego Street/Ohio Street in Havre de Grace. Harford County requests that MDOT program funding for the design, acquire 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 the equipment on I-95 at the Tydings Bridge needed to implement this Commuter E-Z Pass Plan.



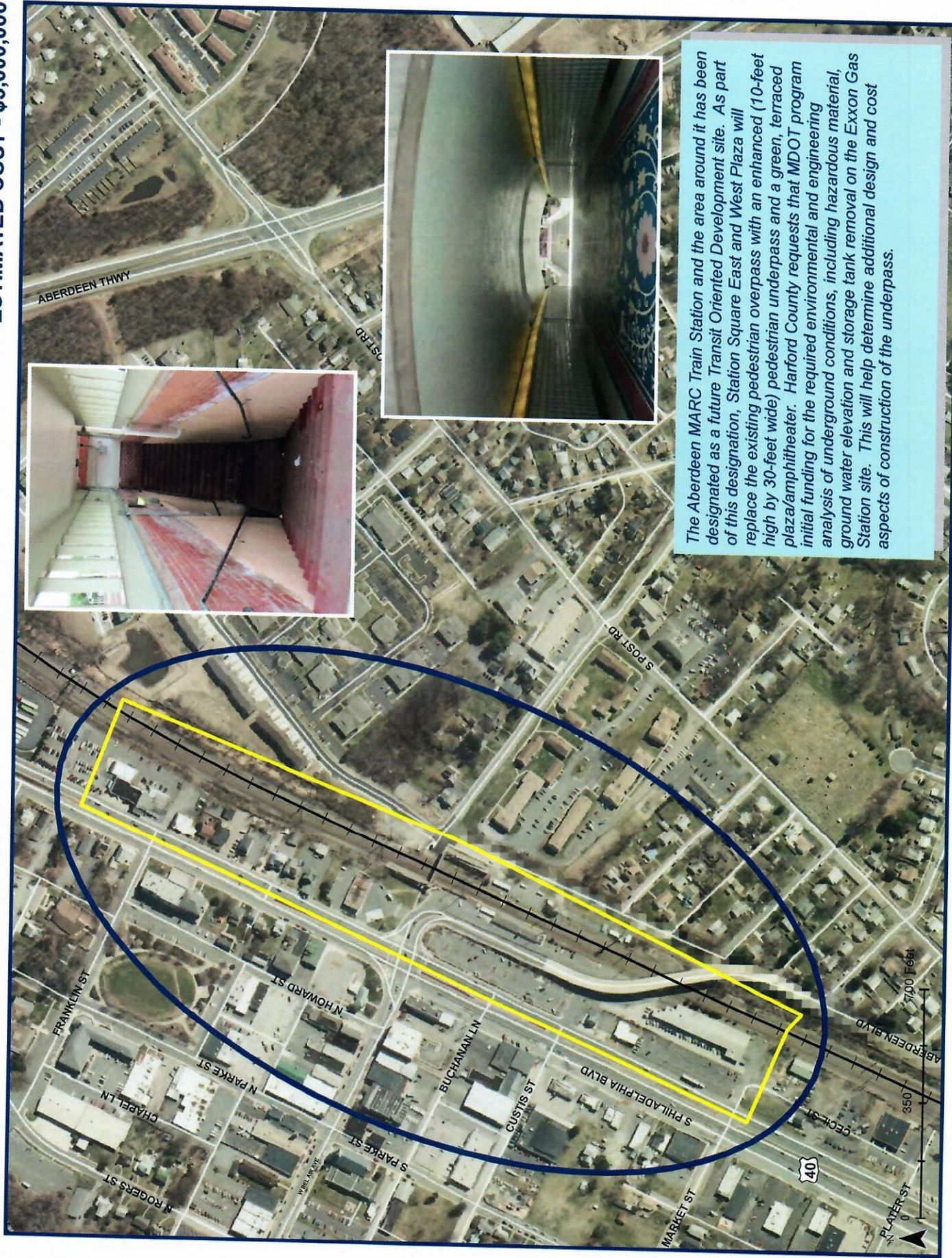


**PRIORITY # 13**

**CATEGORY - TRANSIT**

**ABERDEEN MARC TRAIN STATION**

**ESTIMATED COST - \$5,000,000**



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-foot high by 30-foot wide) pedestrian underpass and a green, terraced plaza/lamphitheater. 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.

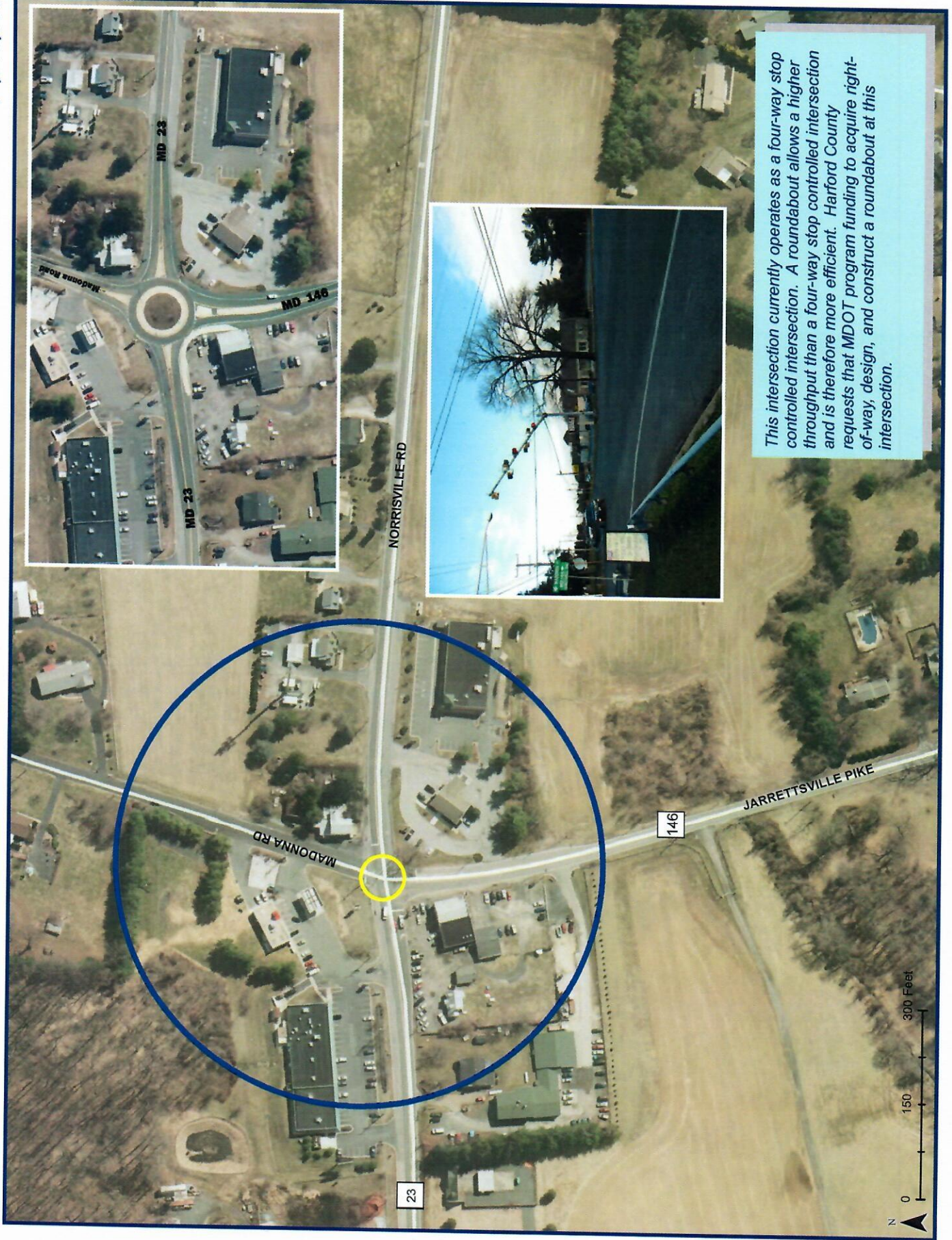


**PRIORITY # 14**

**MD 23 @ MD 146/MADONNA ROUNDABOUT**

**CATEGORY - SAFETY/OPERATIONS**

**ESTIMATED COST - \$1,200,000**



*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.*

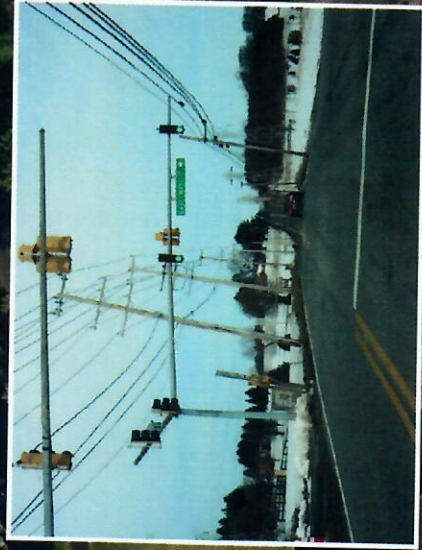
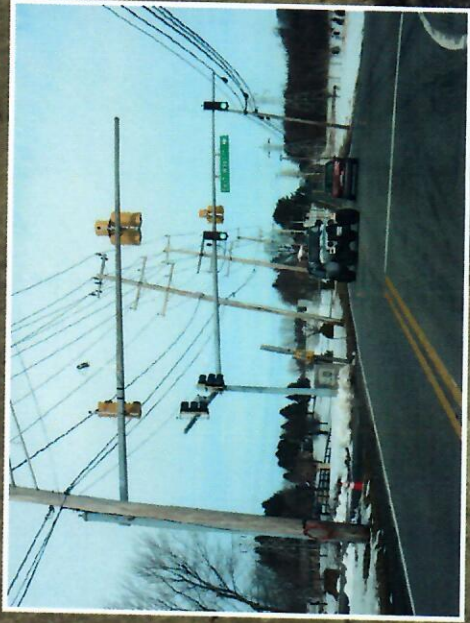
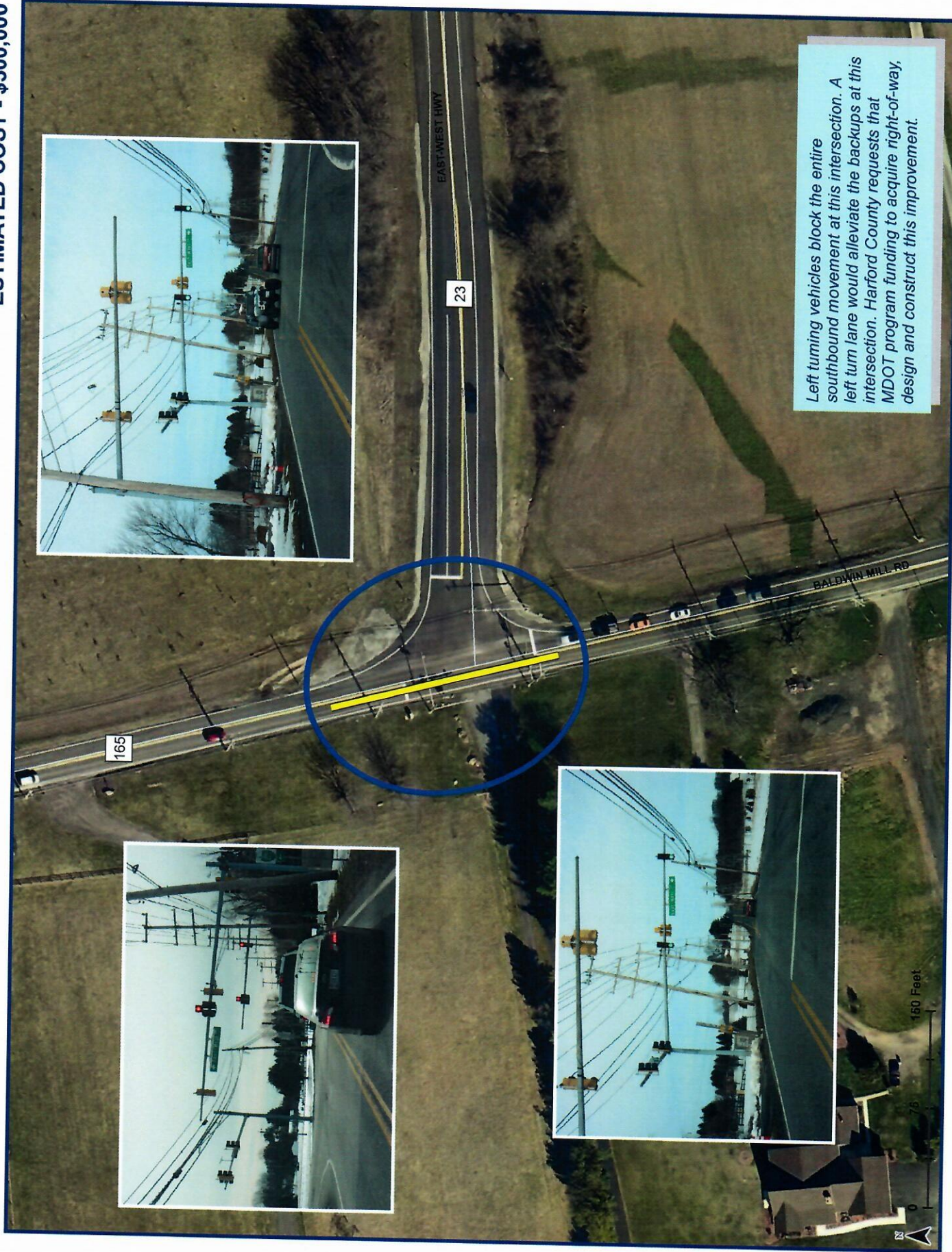


# PRIORITY # 15

# MD 23 @ MD 165

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$500,000



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

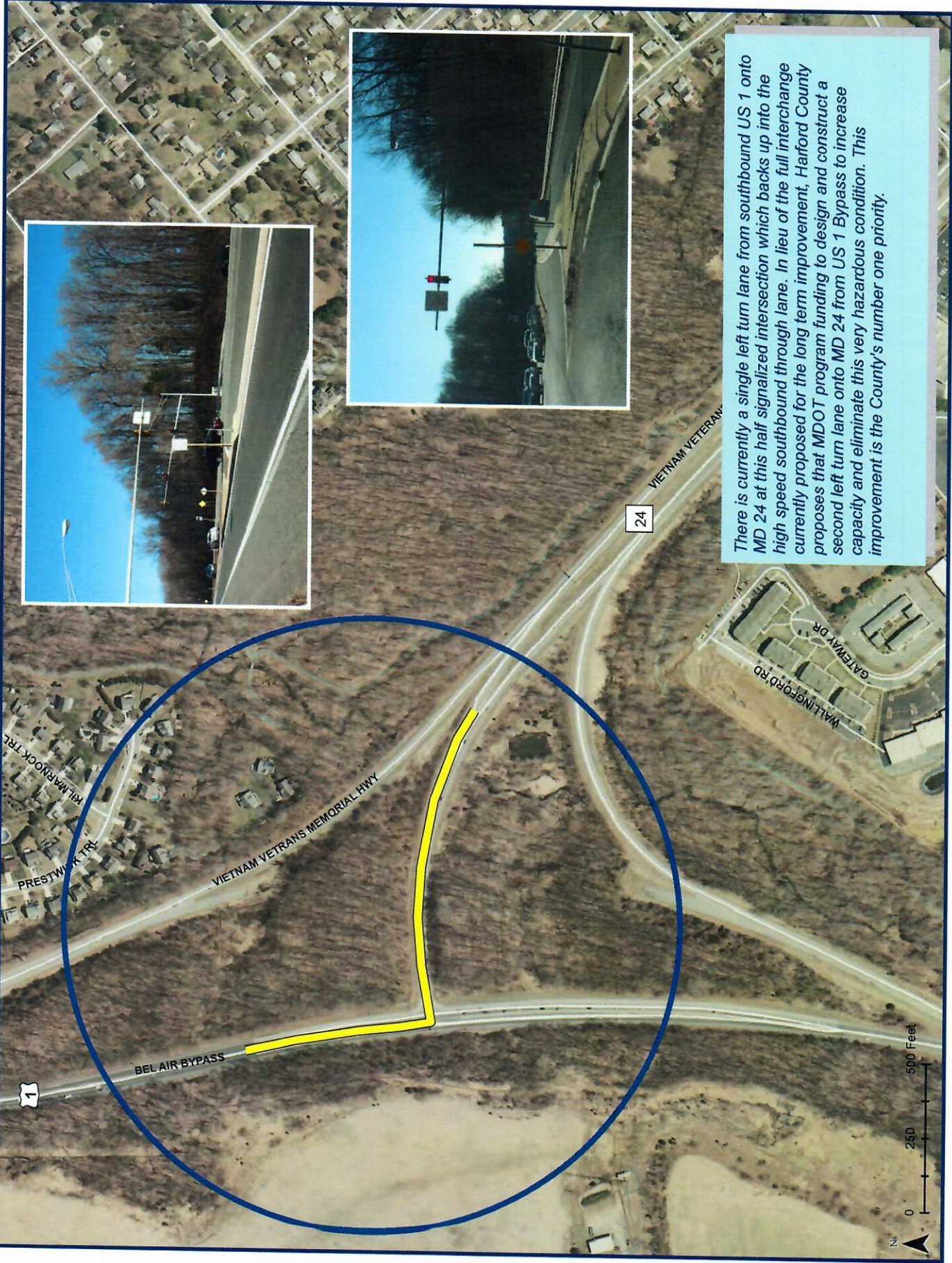


**PRIORITY # 1**

**US 1 BYPASS @ MD 24 INTERCHANGE**

**CATEGORY - CAPACITY**

**ESTIMATED COST - \$2,000,000**



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 MDOT 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. This improvement is the County's number one priority.

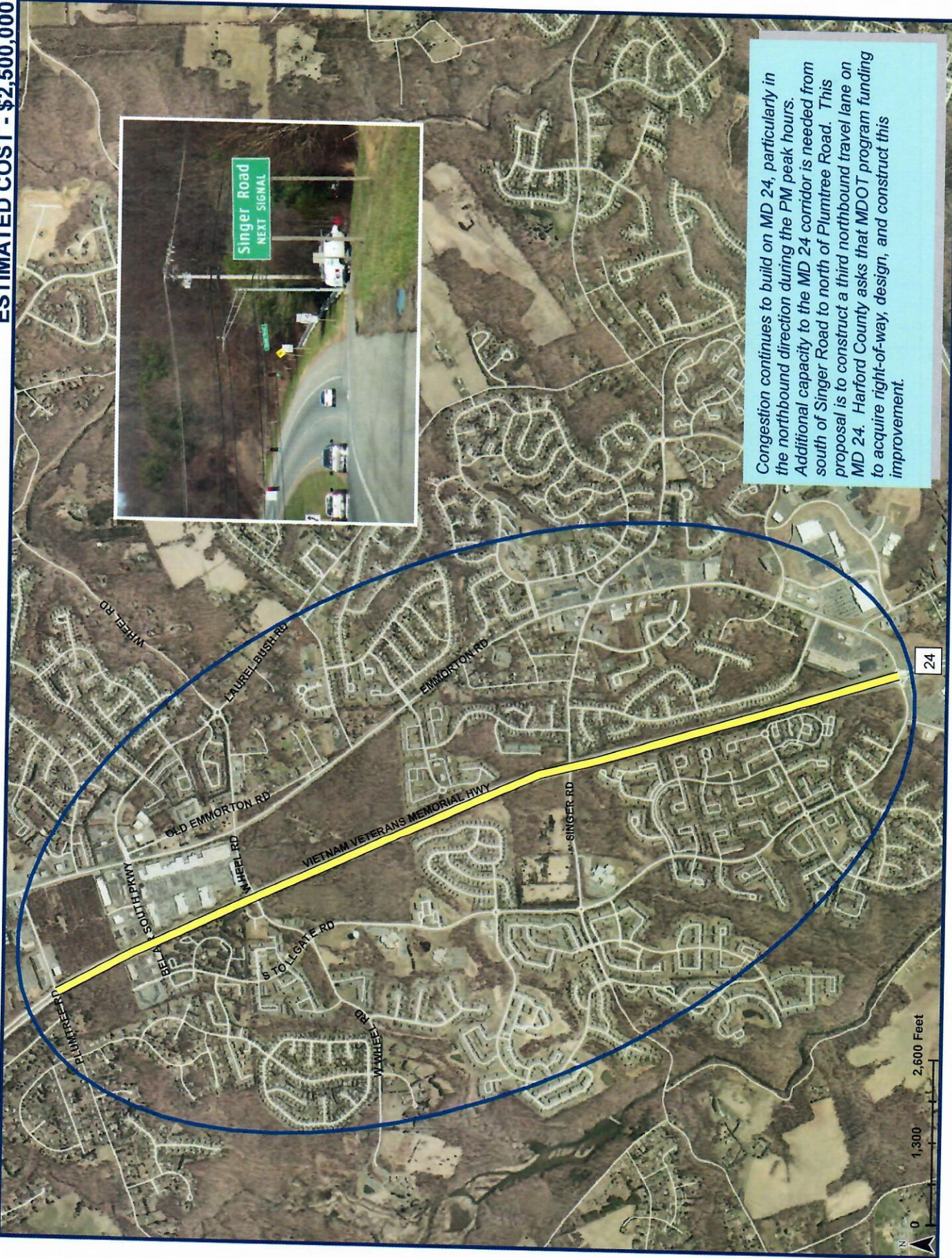


# PRIORITY # 2

# MD 24 NORTHBOUND LANE

CATEGORY - CAPACITY

ESTIMATED COST - \$2,500,000



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. Harford County asks that MDOT program funding to acquire right-of-way, design, and construct this improvement.

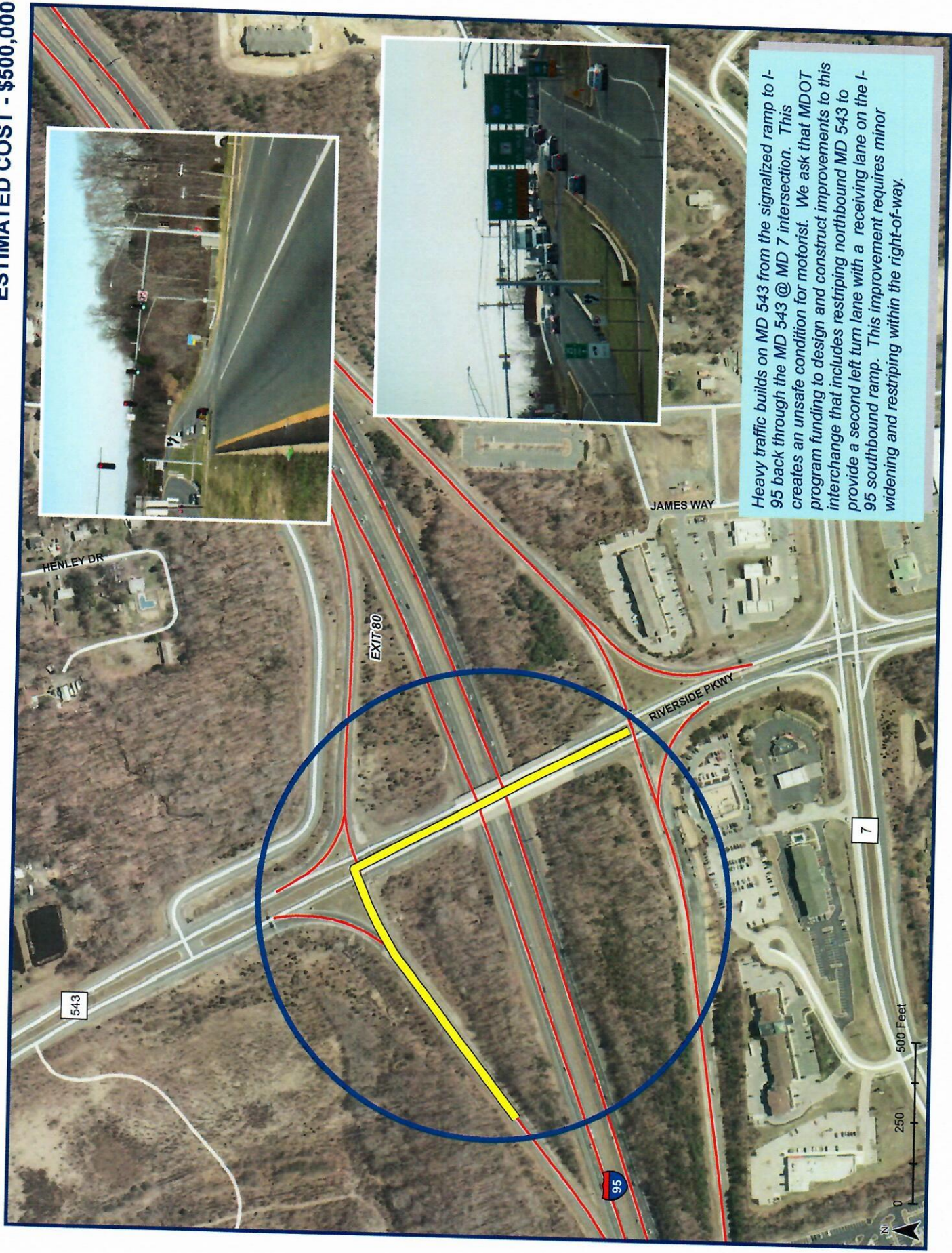


# PRIORITY # 3

CATEGORY - CAPACITY

# I-95 @ MD 543 INTERCHANGE

ESTIMATED COST - \$500,000



Heavy traffic builds on MD 543 from the signalized ramp to I-95 back through the MD 543 @ MD 7 intersection. This creates an unsafe condition for motorists. We ask that MDOT program funding to design and construct improvements to this interchange that includes restriping northbound MD 543 to provide a second left turn lane with a receiving lane on the I-95 southbound ramp. This improvement requires minor widening and restriping within the right-of-way.



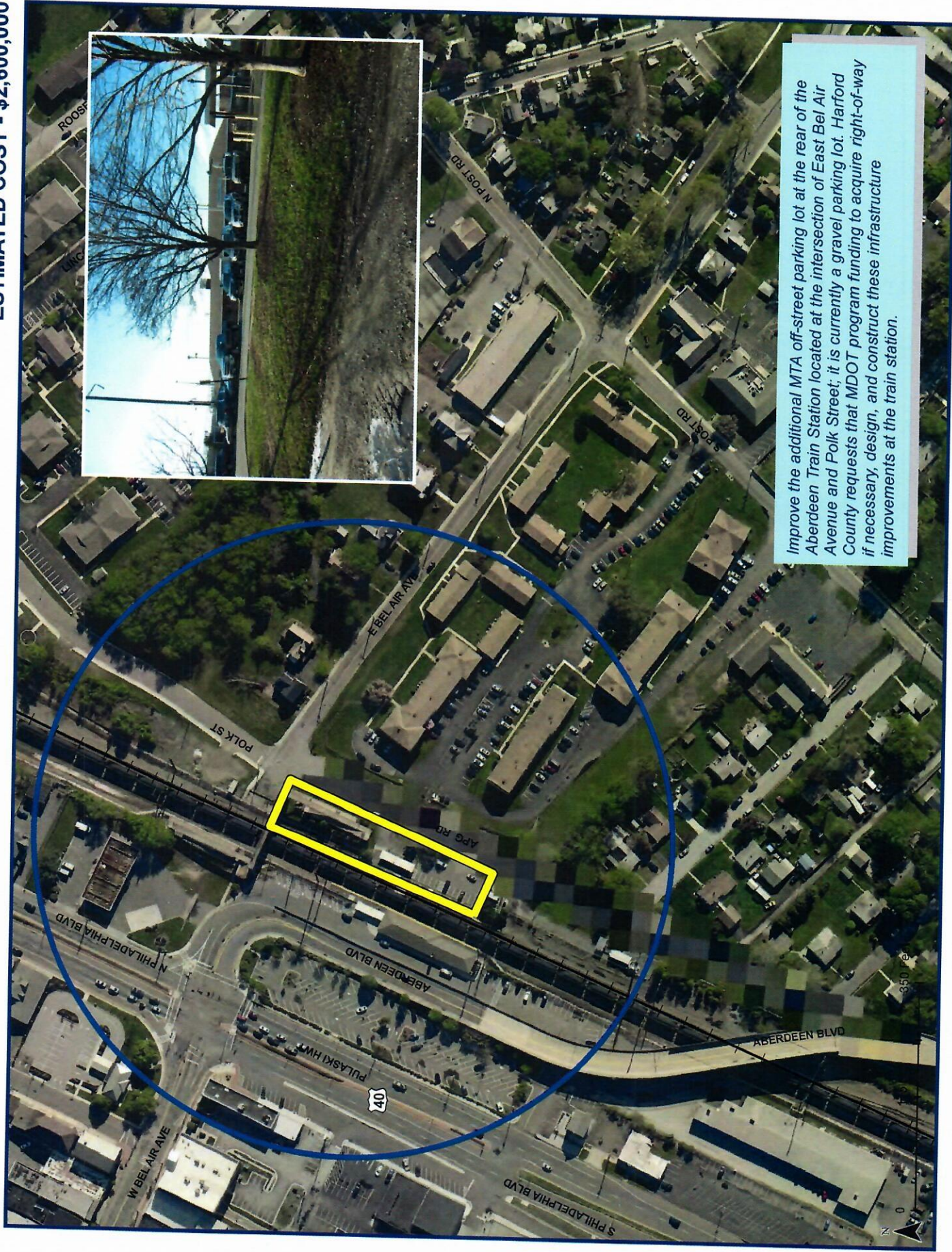


# PRIORITY # 4

# ABERDEEN TRAIN STATION

CATEGORY - TRANSIT

ESTIMATED COST - \$2,600,000



Improve the additional MTA off-street parking lot at the rear of the Aberdeen Train Station located at the intersection of East Bel Air Avenue and Polk Street; it is currently a gravel parking lot. Harford County requests that MDOT program funding to acquire right-of-way if necessary, design, and construct these infrastructure improvements at the train station.



# PRIORITY # 5

# MD 924 PARK AND RIDE LOT

CATEGORY - TRANSIT

ESTIMATED COST - \$500,000



Establish a park and ride lot within the MD 924 corridor. The lot should include a bus pad, seats and shelter, and amenities for passengers. Harford County requests that MDOT program funding for the conversion of an existing parking lot or the construction of a new parking lot into a park and ride lot with amenities and the rerouting of the MTA commuter bus route to pick up and drop off passengers.