

2022 Harford County Priority Letter FY23 Request



Barry Glassman
Harford County Executive



BARRY GLASSMAN

HARFORD COUNTY EXECUTIVE

March 25, 2022

Honorable James F. Ports, Jr.
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 Ports:

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 and rail 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. 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 are reflected in these priority projects.

A total of twenty projects are listed and 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 FY 2022 Priority Letter dated April 1, 2021. 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. 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 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:

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- *US 1 Bypass @ MD 24 Interchange:* Originally included in our priority letter in 2007 as a project to dualize the US 1 Bypass, this breakout project improves the safety of this interchange. Harford County proposes that MDOT 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.
- *MD 24 Northbound Lane:* In our priority letter since 2015, this proposal is to construct a third northbound travel lane on MD 24 from north of the I-95 interchange to north of Plumtree Road.
- *MD 543 @ I-95 Southbound Ramp:* In our priority letter since 2016, 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 (HCC to MD 155):* 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 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.
- *MD 23 @ MD 146/Madonna Road Roundabout:* In our priority letter since 2015, Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this 4-way stop intersection.
- *MD 152 @ MD 147:* New to the priority letter this year, this project widens northbound and southbound MD 147 and adds through lanes in each direction. This project has been identified by MDOT SHA as one of their System Preservation Projects but placed on hold. Harford County requests that MDOT program funding to design, purchase the necessary right-of-way, and construct this improvement.

Safety/Operations

Harford County is committed to enhancing the safety and operations on our roadways and intersections. The benefit 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:

- *MD 23 @ Grafton Shop Road Roundabout:* This project has been included in our priority letter since 2015. Numerous crashes have occurred at this intersection over the years. Therefore, Harford County requests that MDOT program funding to design and construct a roundabout to improve the overall safety at this intersection.
- *MD 7 @ Stepney Road Roundabout:* In our priority letter since 2015, 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.

- *Business US 1/MD 22 Access Management:* In our priority letter since 2012, 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.
- *US 40 @ Otsego Street/Ohio Street Intersection:* In our priority letter since 2010 as one of the original seven MDOT BRAC intersections, this intersection is significantly impacted by the domino effect of congestion on I-95, as well as the discount toll structure on the Hatem Bridge which encourages traffic diversions from I-95 to US 40. The impact is especially prevalent during weekday peak hours. A range of improvements considered would enhance traffic safety, reduce congestion, improve capacity, enhance air quality, pedestrian, and bicyclist safety, and provide greater community cohesion and quality of life. Improvements would include modifying the toll structure at the Hatem Bridge to primarily address local traffic needs for Harford and Cecil County, as well as assuring access to health facilities for veterans. This could be well accommodated with the new electronic toll structure now in place and would be consistent with “congestion pricing” initiatives that have proven successful on a national level.
- *MD 23 @ MD 165 Intersection:* Included in our priority letter since 2019, 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 dedicated southbound left turn lane at the 3-way traffic signal with MD 23 (East-West Highway).
- *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.
- *MD 165 @ Dooley Road Intersection:* Added to the priority letter in 2021, Harford County recommends that MDOT program funds to analyze the safety and flow of traffic through this skewed intersection to determine a safety improvement to be constructed.
- *MD 155 @ I-95 Northbound Off Ramp:* New to the priority letter this year, the existing lane configuration at this intersection creates a safety issue for eastbound MD 155 traffic and vehicles exiting northbound I-95. Harford County recommends that MDOT 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.

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. We support the State’s Regional Transit Plan which

includes two Harford County long-term opportunity corridor projects. Our specific Transit projects are listed below:

- *Aberdeen Train Station Improvements:* Additional parking at the Aberdeen Train Station has been anticipated for several years. Included in our priority letter since 2012, this project includes an upgrade to the MTA off-street gravel parking lot located off Polk Street.
- *Aberdeen MARC Train Station TOD:* A multimodal facility in Aberdeen has been included in our priority letter since 2007. 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:* 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 – as identified within the 2012 MD 22 Multimodal Corridor Study.
- *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.
- *US 40 Shared Use Path:* A Regional Project led by the Baltimore Metropolitan Council (BMC) is proposed which will evaluate the transportation and land use network along and adjacent to this corridor. A piece of this is a proposed shared use path adjacent to the US 40 roadway from the Aberdeen Train Station to the Hatem Bridge. This project was added to the priority letter in 2021.
- *Bel Air to Harford Community College Trail:* Added to the priority letter in 2021, an on-road and off-road trail is proposed that will connect the Town of Bel Air to the Harford Community College. Harford County requests that MDOT program funding to acquire right-of-way, design, and construct this trail connection.

We would like to thank MDOT for the continued support they have provided while meeting the transportation needs of the area. Construction of a new Park and Ride Lot on Woodsdale Road at the MD 924/MD 24 interchange is complete. Segment 2 of the Ma & Pa Trail is currently under construction. MDTA's I-95 northbound ETL Project is also under construction. A surety has been accepted by MDOT SHA and an Access Permit has been issued for the MD 543 at I-95 southbound ramp improvement. Engineering and design have been completed with Transportation Alternative Program funds and a notice to proceed has been issued for the construction of the Aberdeen Train Station Connectivity Enhancement Project. 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 through the MDOT SHA Congested Intersection Program, for the construction of a third northbound MD 24 lane from I-95 to north of Singer Road with the MDTA I-95 ETL Project, and for the MD 24 Shared Use Path (Forest Hill section) through the Bicycle Retrofit Program. Planning studies are underway for a US 40 Bicycle and Pedestrian Improvements Study using Unified Planning Work Program funds and the Bel Air to Harford Community College Trail using the Maryland Bikeways grant.

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

Cordially,



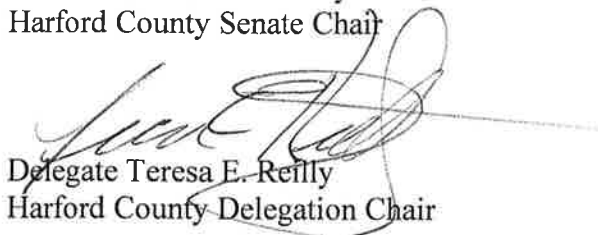
Barry Glassman
Harford County Executive



Patrick S. Vincenti
Harford County Council President



Senator Robert G. Cassilly
Harford County Senate Chair



Delegate Teresa E. Reilly
Harford County Delegation Chair

CC: Honorable J.B. Jennings
Honorable Jason C. Gallion
Honorable Lauren R. Arian
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Honorable Kathy Szeliga
Honorable Steve Johnson
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Honorable Joseph M. Woods
Honorable Tony "G" Giangiardano
Honorable Chad R. Shrodes
Honorable Robert S. Wagner
Honorable Curtis L. Beulah
William K. "Billy" Boniface, Chief Advisor

Ben Lloyd, Director of Administration
Joseph Siemek, Director, Department of Public Works
Steven Walsh, Deputy Director, Department of Public Works
Glen Hebel, Chief Engineer, Department of Public Works
Jeffery Stratmeyer, P.E., Department of Public Works
Jenny Jarkowski, Director, Department of Planning and Zoning
David Culver, Deputy Director, Department of Planning and Zoning
Joel Gallihue, Chief, Long-Range Planning, Department of Planning and Zoning
Alex Rawls, Transportation Planner, Long-Range Planning, Department of Planning and Zoning
Phyllis Grover, Director of Planning and Community Development, City of Aberdeen
Shane Grimm, Director of Planning, City of Havre de Grace
Kevin Small, Director of Planning, Town of Bel Air

2022 HARFORD COUNTY PRIORITY LETTER

FY23 REQUEST

COMPARISON TO FY22 REQUEST

2022/ FY23 PRIORITY RANKING	PRIORITY	2021/FY22 RANKING	INITIAL YEAR ON PRIORITY LIST	CATAGORY	ESTIMATED PRODUCTION COST
1	US 1 BYPASS @ MD 24 INTERCHANGE	1	2007	CAPACITY	\$2,000,000
2	MD 24 NORTHBOUND LANE	2	2015	CAPACITY	\$2,500,000
3	I-95 @ MD 543 INTERCHANGE	3	2016	CAPACITY	\$500,000
4	ABERDEEN TRAIN STATION IMPROVEMENTS – PARKING	4	2012	TRANSIT	\$800,000
5	MD 22 CORRIDOR (HCC TO MD 155)	5	2007	CAPACITY	\$110,000,000 -\$150,000,000
6	MD 23 @ GRAFTON SHOP ROAD ROUNDABOUT	6	2015	SAFETY/OPERATIONS	\$1,000,000
7	MD 7 @ STEPNEY ROAD ROUNDABOUT	7	2015	SAFETY/OPERATIONS	\$1,500,000
8	MD 22 BICYCLE AND PEDESTRIAN UPGRADES	8	2012	BICYCLE/PEDESTRIAN/ SHARED USE PATH	\$500,000 - \$1,000,000
9	MD 24 SHARED USE PATH (FOREST HILL)	9	2017	BICYCLE/PEDESTRIAN/ SHARED USE PATH	\$500,000
10	BUSINESS US 1/MD 22 ACCESS MANAGEMENT	10	2012	SAFETY/OPERATIONS	\$1,125,000
11	US 40 @ OSTEGO STREET/OHIO STREET	11	2010	SAFETY/OPERATIONS	\$12,000,000
12	ABERDEEN MARC TRAIN STATION - TOD	12	2007	TRANSIT	\$5,000,000
13	MD 23 @ MD 146/MADONNA ROAD ROUNDABOUT	13	2015	CAPACITY	\$1,200,000
14	MD 23 @ MD 165 INTERSECTION	14	2019	SAFETY/OPERATIONS	\$500,000
15	BUSINESS US 1 @ MD 922 - BEL AIR CIRCULATION IMPROVEMENTS	15	2016	SAFETY/OPERATIONS	\$3,000,000
16	US 40 @ SHARED USE PATH	16	2021	BICYCLE/PEDESTRIAN	\$1,731,939 (PER MILE)
17	BEL AIR TO HCC TRAIL	17	2021	BICYCLE/PEDESTRIAN	\$2,579,939 (PER MILE)
18	MD 165 @ DOOLEY ROAD INTERSECTION	18	2021	SAFETY/OPERATIONS	\$50,000
19	MD 152 @ MD 147	N/A	2022	CAPACITY	\$6,500,000
20	MD 155 @ I-95	N/A	2022	SAFETY/OPERATIONS	\$450,000

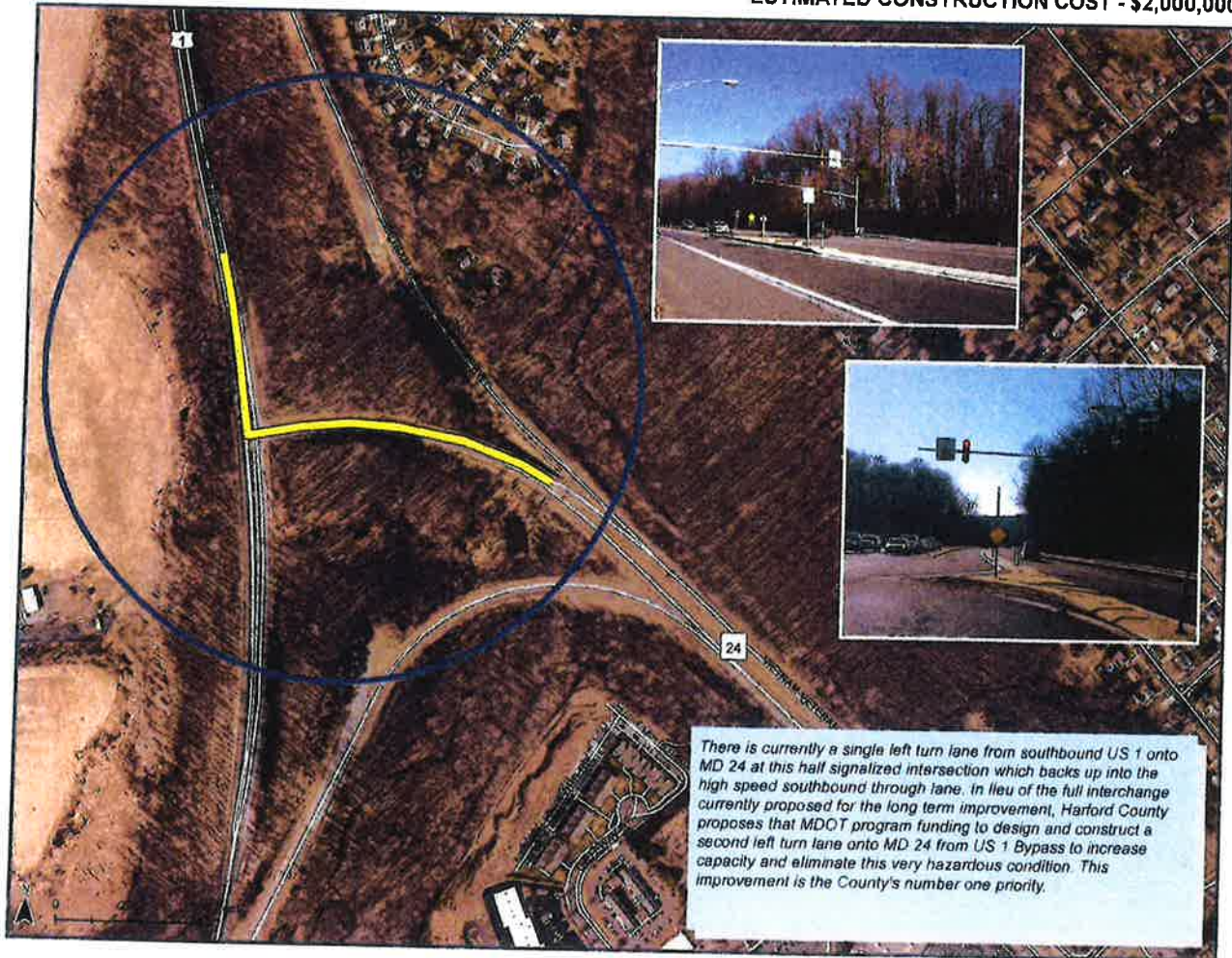


PRIORITY # 1

US 1 BYPASS @ MD 24 INTERCHANGE

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$2,000,000



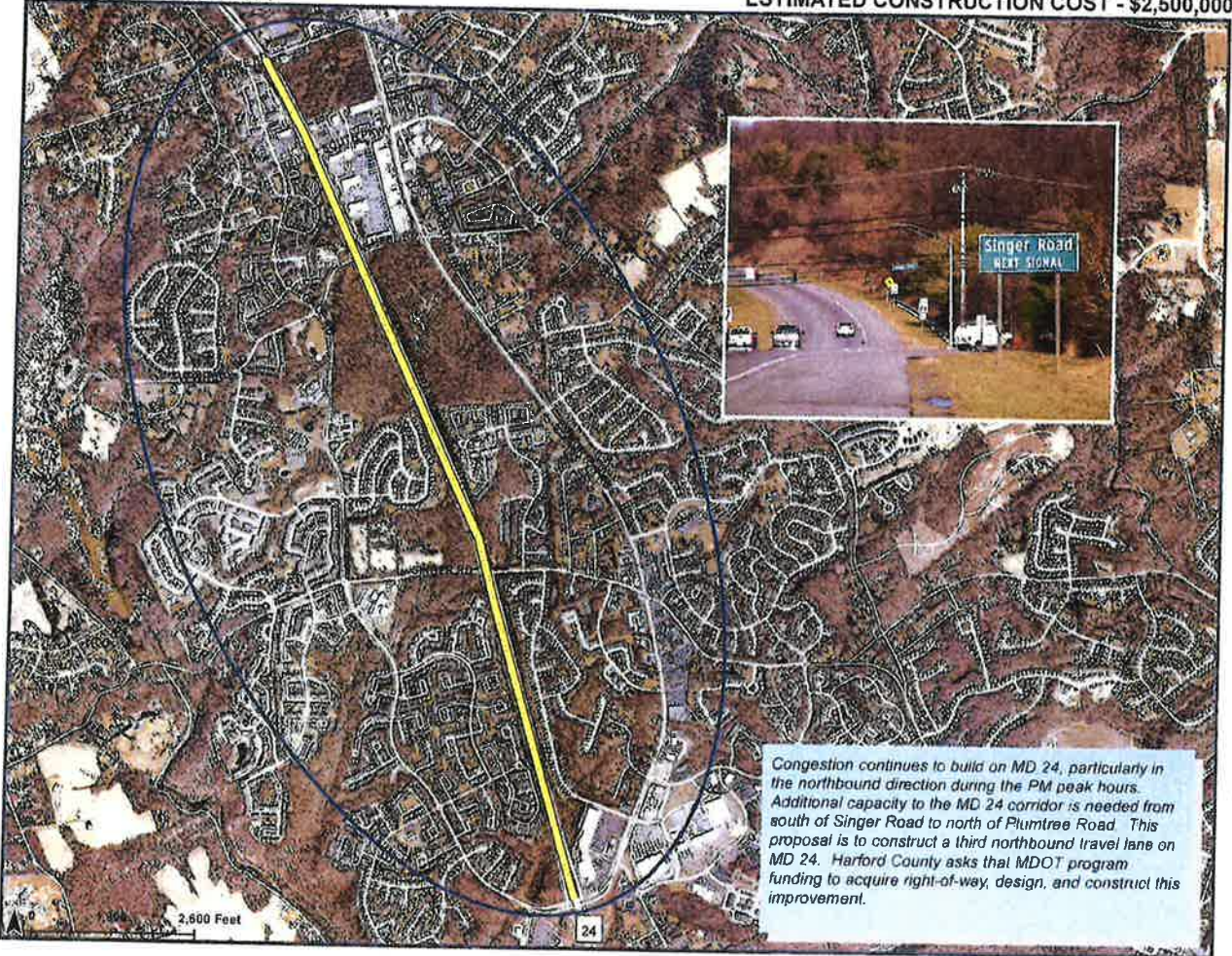


PRIORITY # 2

MD 24 NORTHBOUND LANE

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION 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.

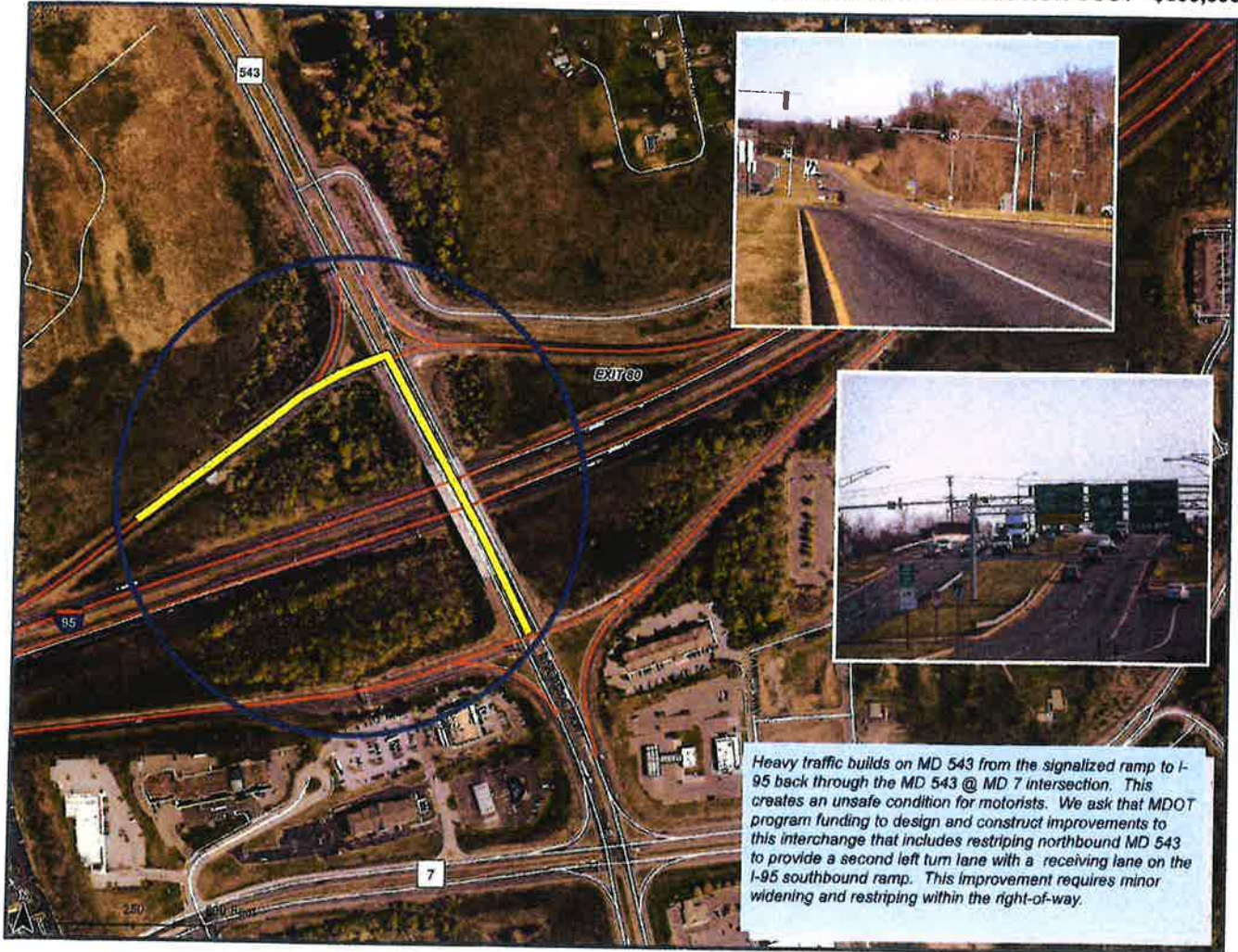


PRIORITY # 3

I-95 @ MD 543 INTERCHANGE

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$500,000





PRIORITY # 4

ABERDEEN TRAIN STATION

CATEGORY - TRANSIT

ESTIMATED CONSTRUCTION COST - \$800,000



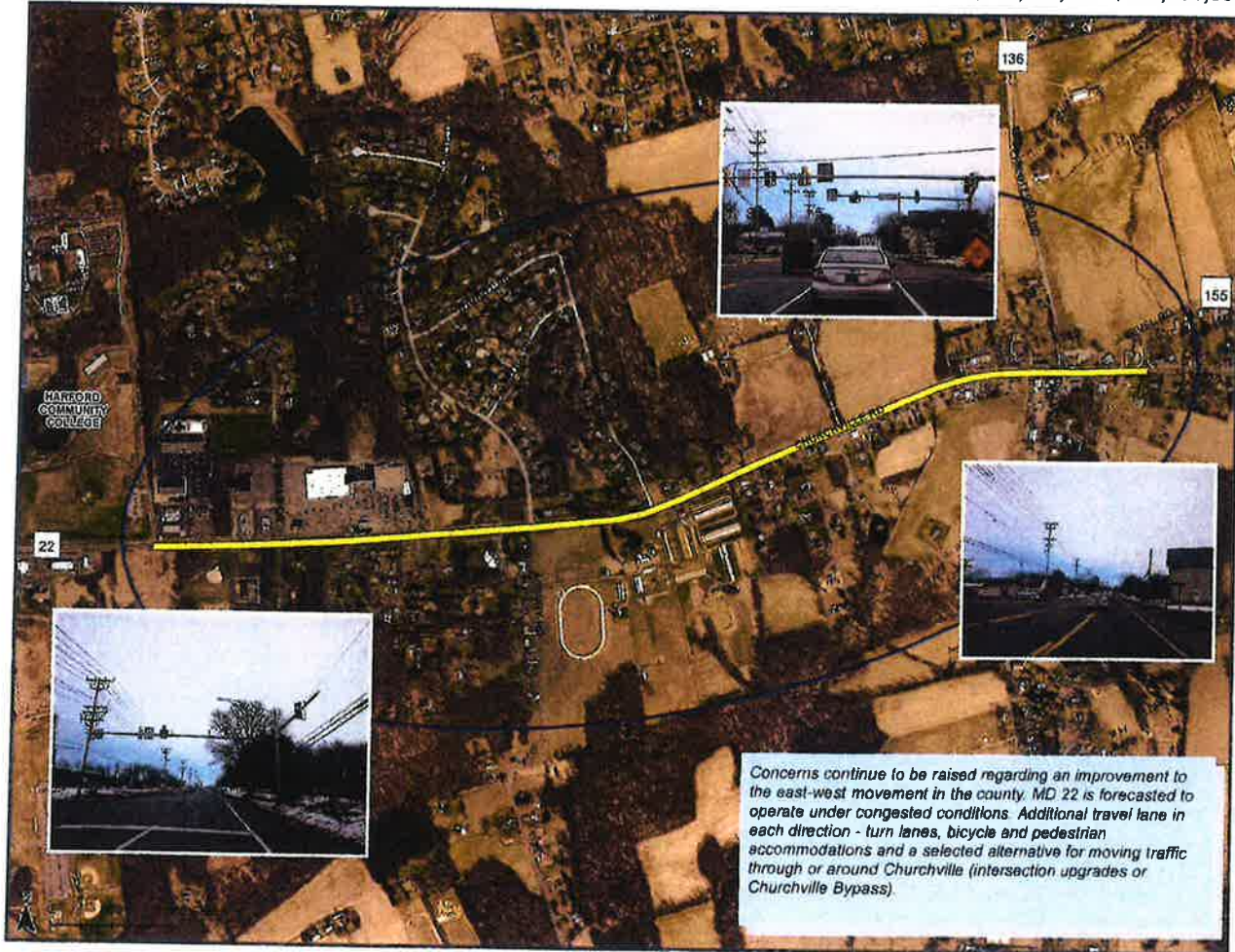


PRIORITY # 5

MD 22 CORRIDOR

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION 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).

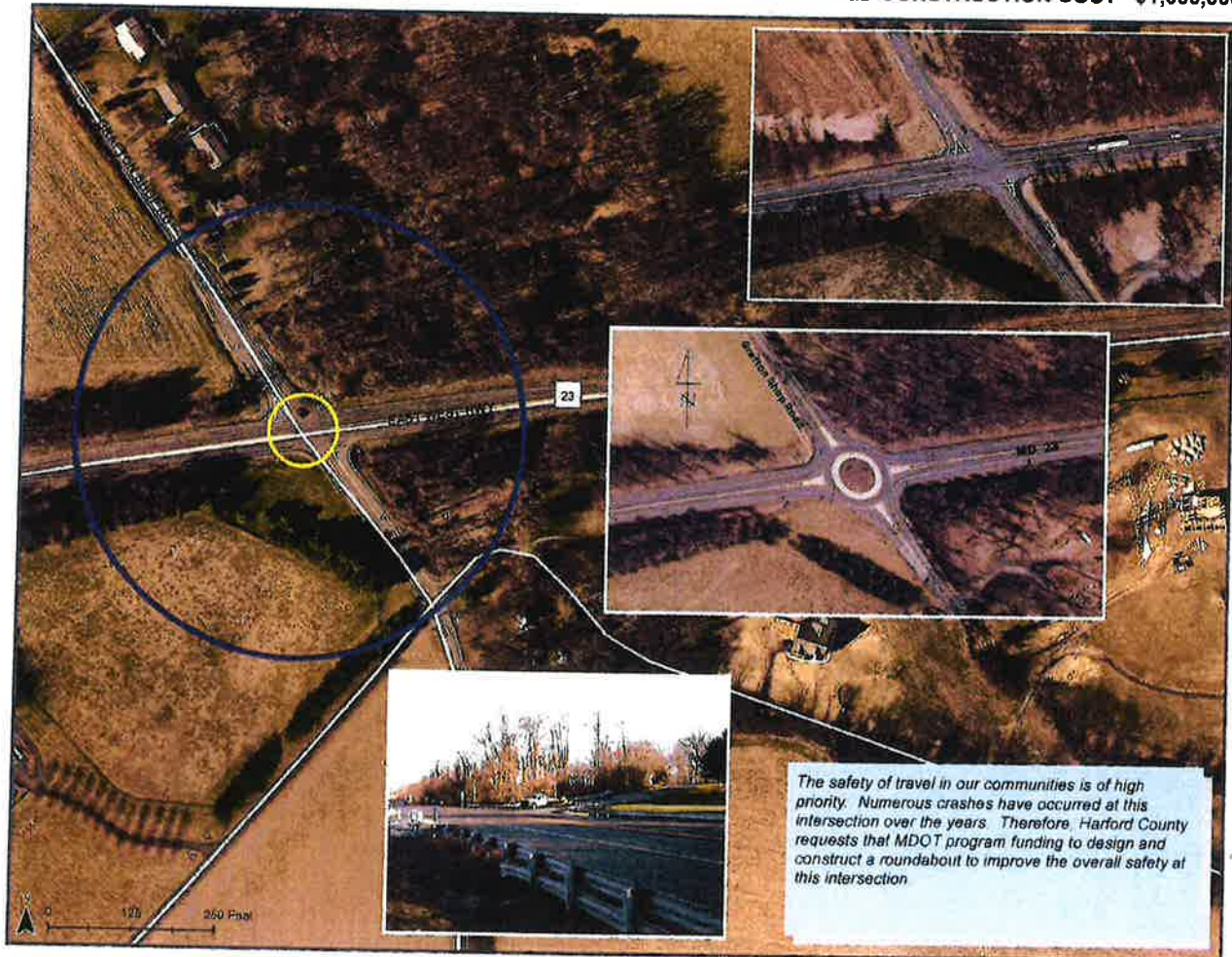


PRIORITY # 6

MD 23 @ GRAFTON SHOP ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,000,000



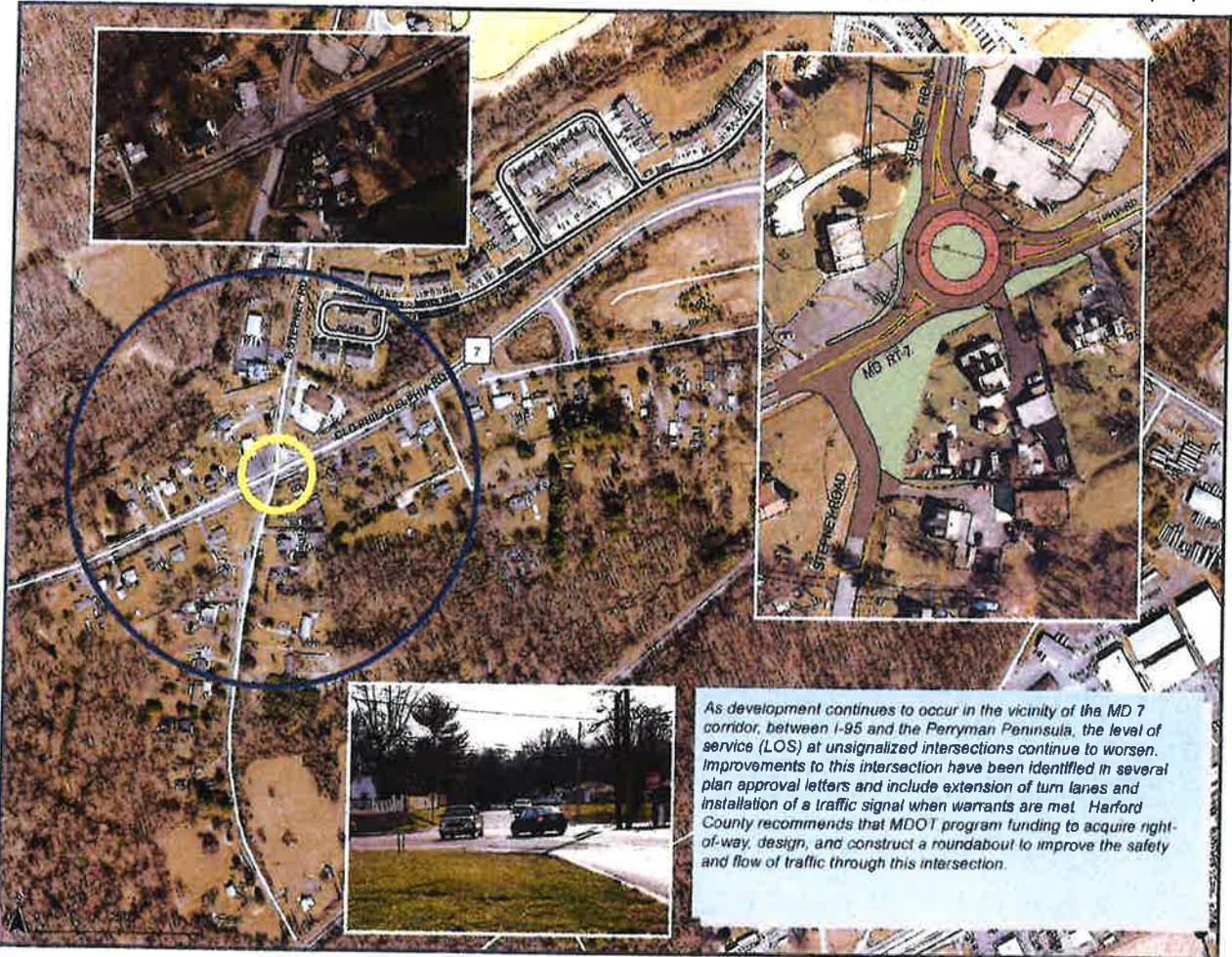


PRIORITY # 7

MD 7 @ STEPNEY ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,500,000

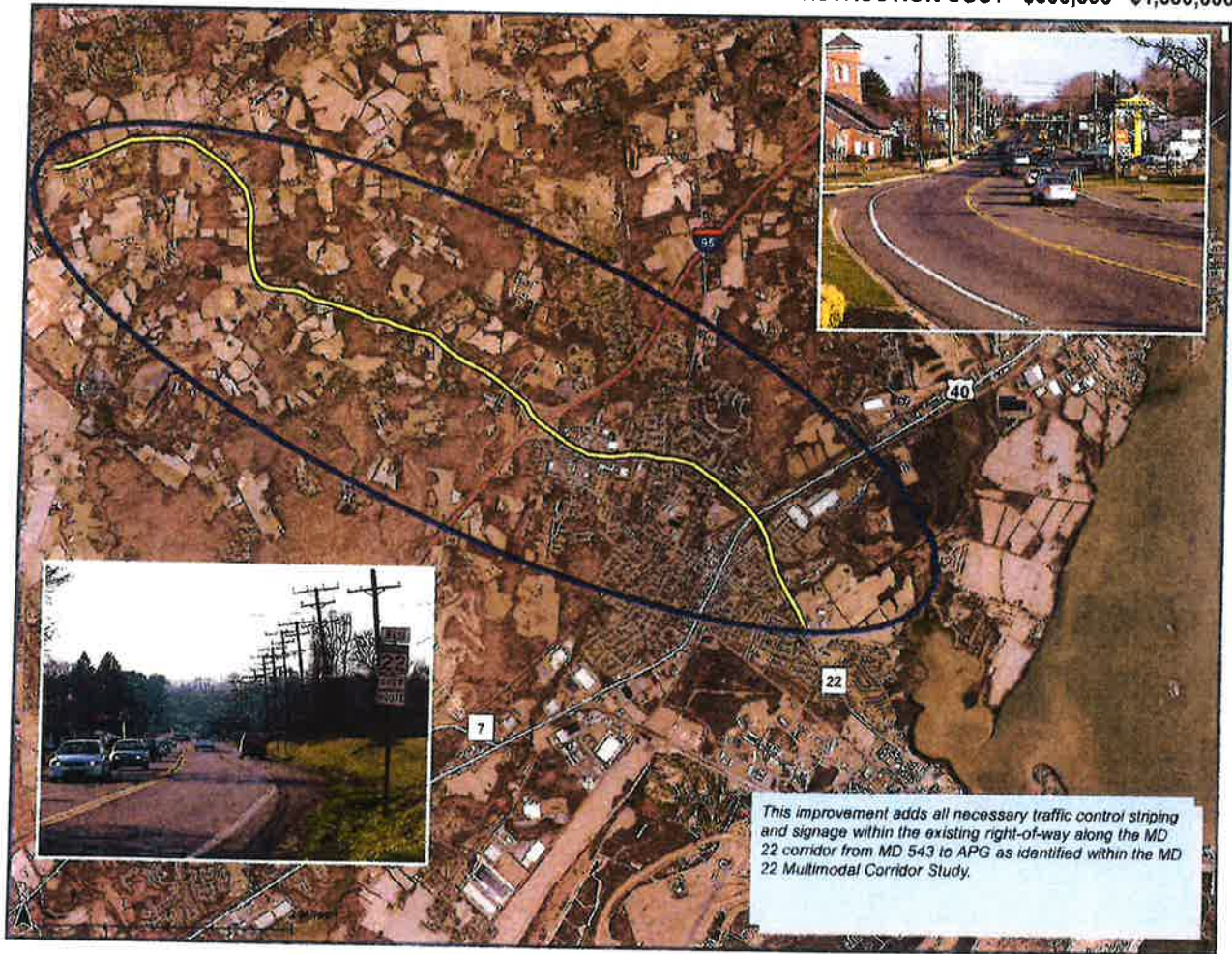




PRIORITY # 8

MD 22 BICYCLE AND PEDESTRIAN UPGRADES

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



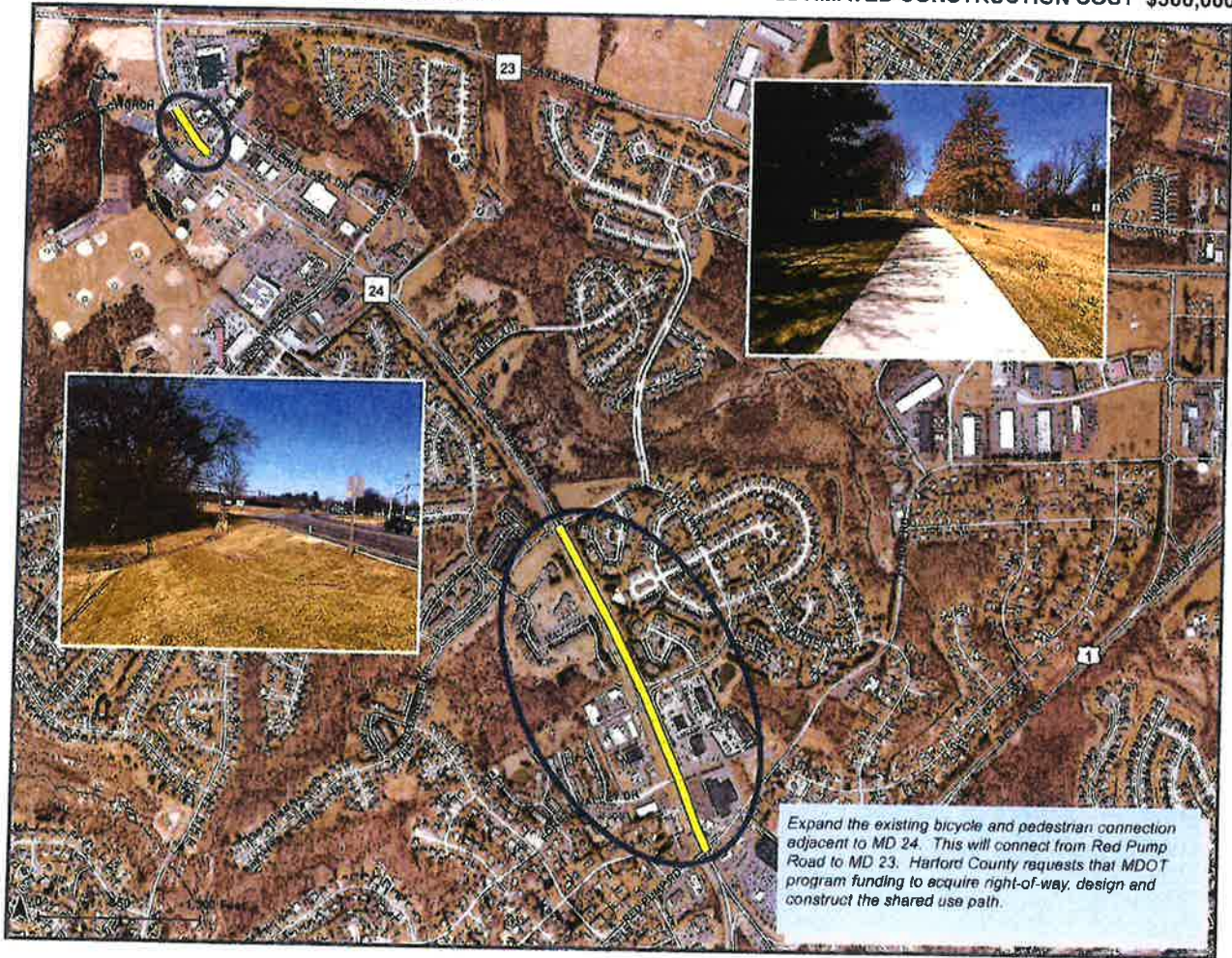


PRIORITY # 9

MD 24 SHARED USE PATH (FOREST HILL)

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

ESTIMATED CONSTRUCTION COST \$500,000



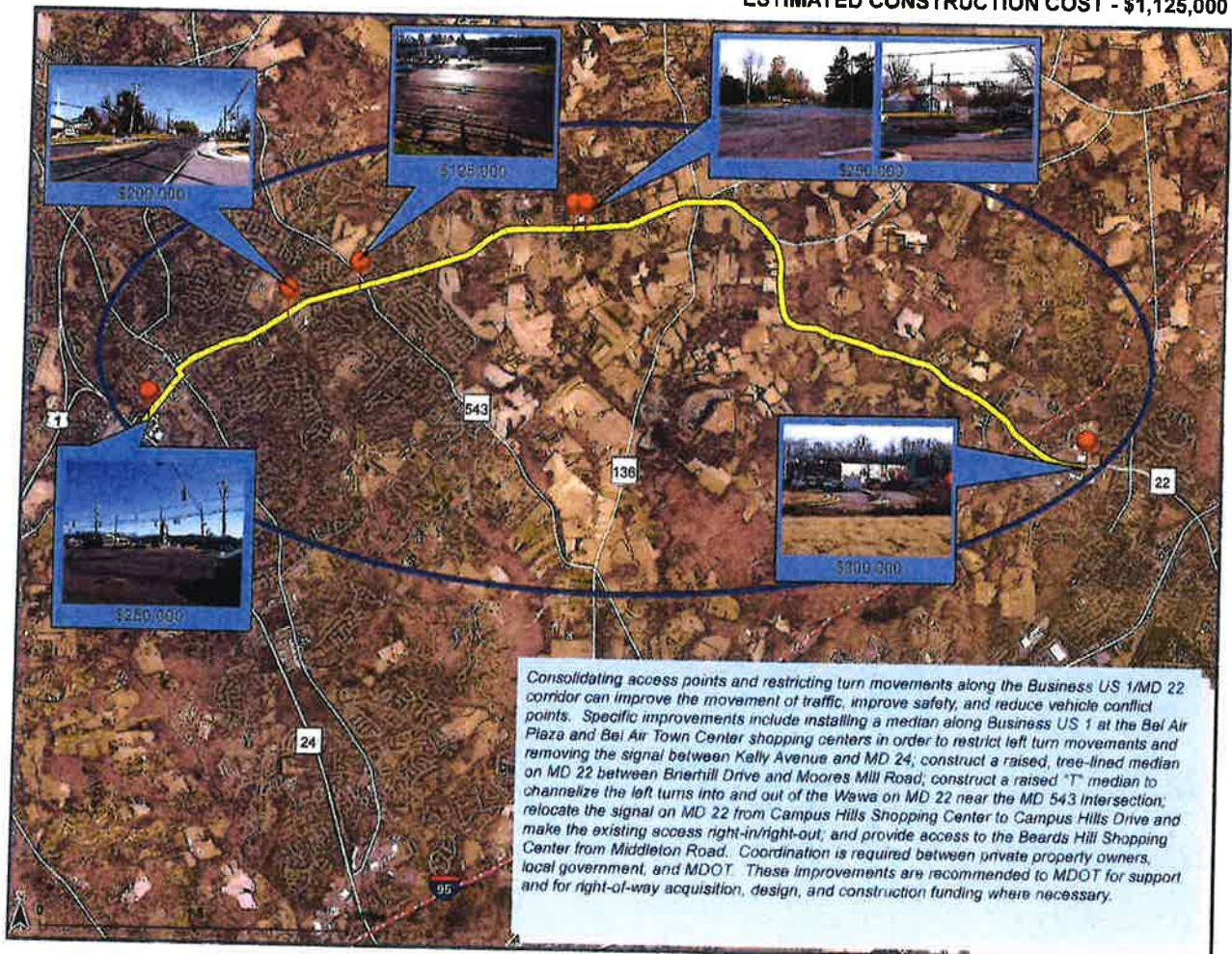


PRIORITY # 10

MD 22 ACCESS MANAGEMENT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,125,000





PRIORITY # 11

US 40 @ OTSEGO STREET / OHIO STREET

CATEGORY - SAFETY / OPERATIONS

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

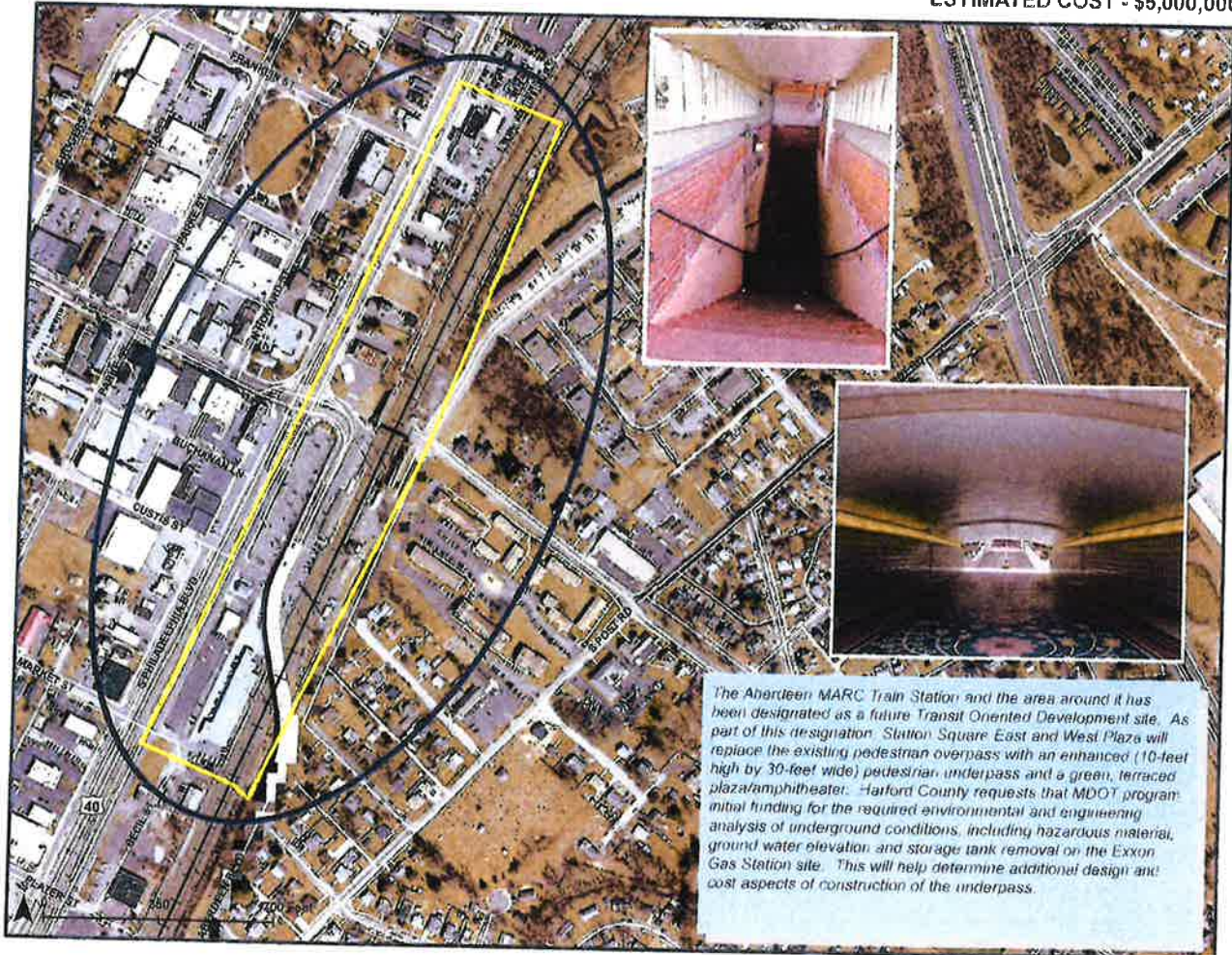


PRIORITY # 12

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 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 # 13

MD 23 @ MD 146/MADONNA ROUNDABOUT

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$1,200,000



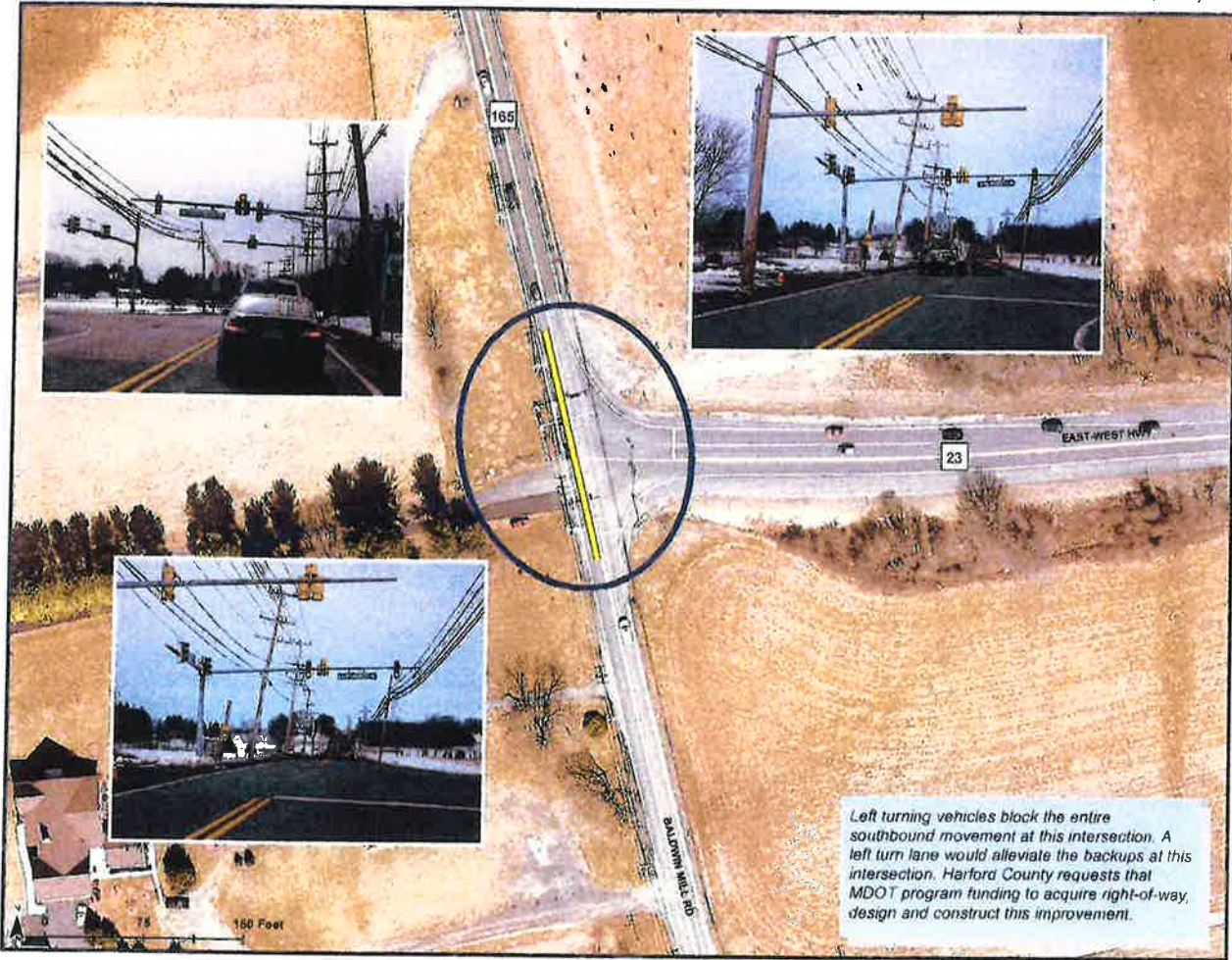


PRIORITY # 14

MD 23 @ MD 165

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION 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 # 15

BEL AIR CIRCULATION IMPROVEMENTS

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$3,000,000



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



PRIORITY # 16

US 40 @ SHARED USE PATH

CATEGORY - BICYCLE/PEDESTRIAN

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

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



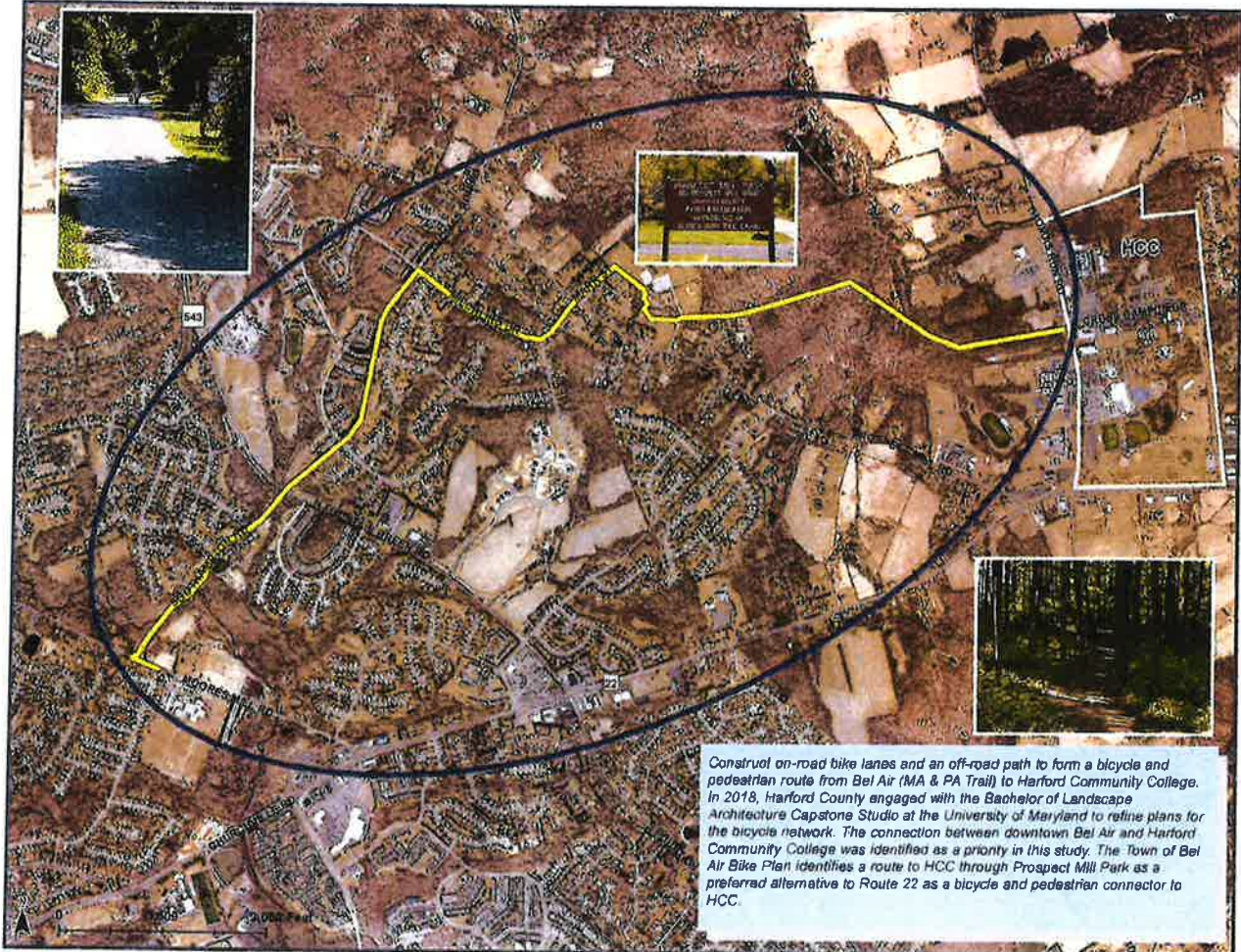


PRIORITY # 17

BEL AIR TO HCC TRAIL

CATEGORY - BICYCLE/PEDESTRIAN

ESTIMATED CONSTRUCTION COST - \$2,579,939 (per mile)



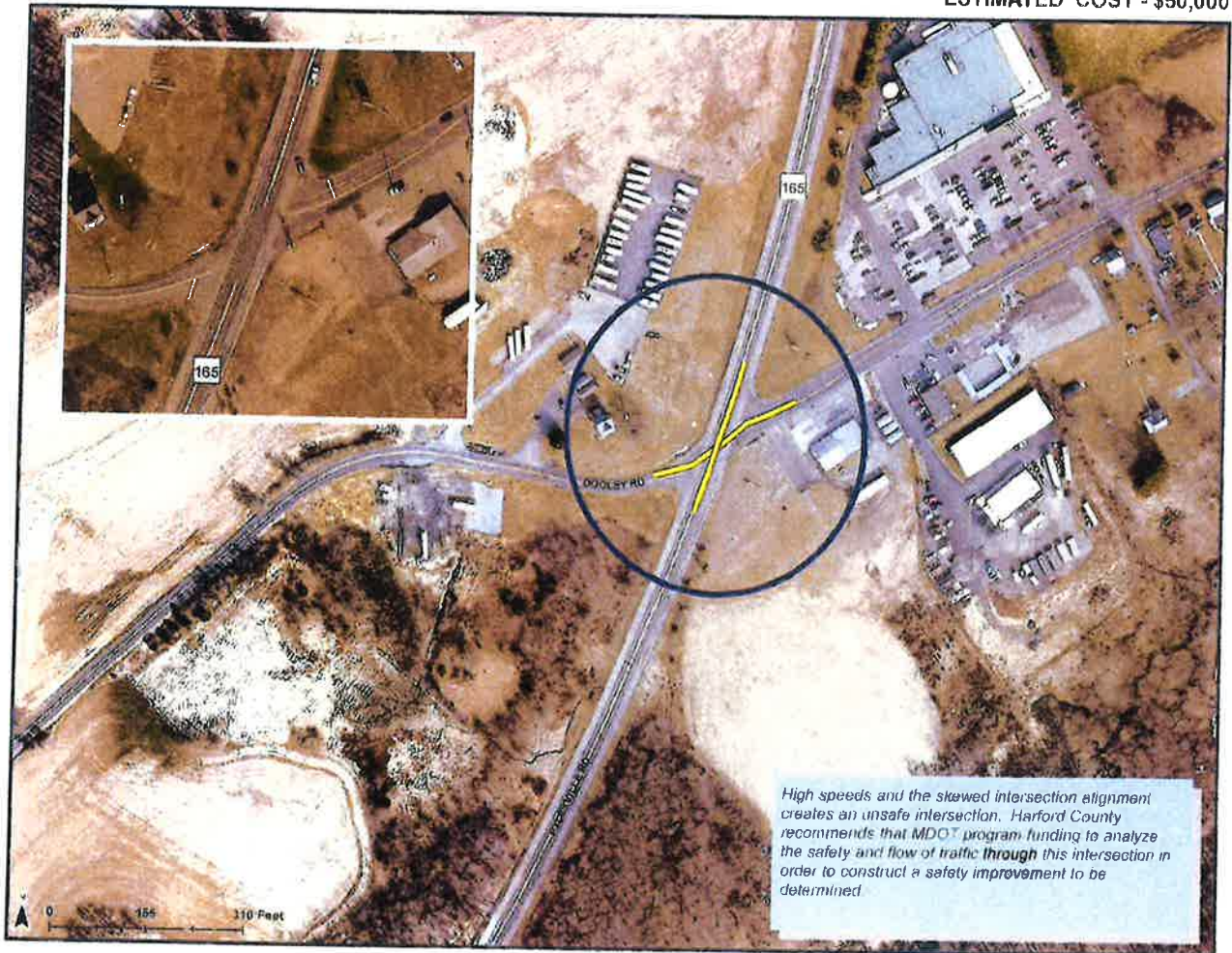


PRIORITY # 18

MD 165 @ DOOLEY ROAD

CATEGORY - SAFETY/OPERATIONS

ESTIMATED COST - \$50,000





PRIORITY # 19

MD 152 @ MD 147

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$6,500,000





PRIORITY # 20

MD 155 @ I-95

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$450,000

