



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**Darrell B. Mobley**  
Acting Secretary

**Leif A. Dormsjo**  
Acting Deputy Secretary

October 2, 2012

Mr. Gregory Murrill  
Division Administrator  
Attn: Mr. Kwame Arhin  
Federal Highway Administration  
10 South Howard Street  
Suite 2450  
Baltimore, MD 21201

Ms. Brigid Hynes-Cherin  
Regional Administrator  
Attn: Ms. Gail McFadden-Roberts  
Federal Transit Administration  
1760 Market Street, Suite 500  
Philadelphia, PA 19103

RE: Amendment to the Fiscal Year (FY) 2013 Maryland Statewide Transportation Improvement Program (STIP) to Add Funds for the Right-of-Way Phase of the MD Route 331 Dover Bridge Project in Caroline County  
MDOT Control #13-14

Dear Mr. Murrill and Ms. Hynes-Cherin:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2013 Maryland Statewide Transportation Improvement Program to add \$640,000 in Right-of-Way funding for the MD 331 Dover Bridge project. Project funding information is detailed on the attached STIP Amendment form.

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact me at 410-865-1295, toll-free at 1-888-713-1414 or via email at [mnixon@mdot.state.md.us](mailto:mnixon@mdot.state.md.us). Thank you for your assistance.

Sincerely,

Michael W. Nixon, Manager  
Office of Planning and Capital Programming

**Attachment**

**cc: Mr. Ian Beam, Regional Planner, Office of Planning and Capital Programming, MDOT  
Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, State Highway Administration  
Ms. Lyn Erickson, Manager Federal Liaison, Office of Planning and Capital Programming, MDOT  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, MDOT**



State Highway  
Administration

MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

Darrell B. Mobley, Acting Secretary  
Melinda B. Peters, Administrator

**MEMORANDUM**

**TO:** Mr. Ian Beam  
Regional Planner  
Office of Planning and Capital Programming, MDOT

**FROM:** Mary Deitz, Chief *Mary Deitz*  
Regional and Intermodal Planning Division

**DATE:** August 30, 2012

**SUBJECT:** Amendment Request to the Maryland Department of Transportation's (MDOT)  
FY 2013-2018 Statewide Transportation Improvement (STIP)

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The Regional and Intermodal Planning Division (RIPD) would like to submit the following amendment to the FY 2013-2018 Statewide Transportation Improvement Program (STIP):

- The addition of \$640,000 to fund the right-of-way phase of the MD 331 Dover Bridge project.

This amendment to the programming is due to an increase in federal aid obligation authority assumptions. A copy of the project information form is attached for your use.

Please feel free to contact Mr. Eric Beckett, Regional Planner for the Eastern Shore, State Highway Administration (SHA) if you have any questions. He can be reached at (410) 545-5666 or via email at [ebeckett@sha.state.md.us](mailto:ebeckett@sha.state.md.us).

**Attachments**

cc: Mr. Eric Beckett, Regional Planner, SHA  
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA  
Mr. Mike Nixon, MPO Manager, Office of Planning and Capital Programming, MDOT  
Mr. Jeff Robert, Project Engineer, Office of Structures, SHA  
Mr. Terry Wright, District Engineer, District 2, SHA

My telephone number/toll-free number is 410-545-5675/1-888-204-4828

Maryland Relay Service for Impaired Hearing or Speech 1.800.785.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0800 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

| MARYLAND STATEWIDE TIP F.Y. 2013-2018   |  |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
|---|--|-------------------|--|------------------------------|---------------|---------------|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| MDOT STIP# TA3921   |  |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
| SUMMARY TABLE   |  |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
| Project   | Amendment Criteria (A/B/C)   | Conformity Status | Environmental Status                   | Current Funding Level (000s) |               |               | Net Change (000s) |               |               |               |               |               |               |               |               |
|   |  |                   |  | Federal                      | Local         | Total         | Federal           | Local         | Total         |               |               |               |               |               |               |
| MD 331 Dover Bridge   | B  | Exempt            |  | \$3.52                       | \$0.88        | \$4.40        | \$0.51            | \$0.13        | \$0.64        |               |               |               |               |               |               |
|   | Administration   | Area/MPO          | CIP Page (with year, ext. H-22 FY2005) |                              |               |               |                   |               |               |               |               |               |               |               |               |
|   | SHA  | Non-MPO           | SHA CO-5/SHA T-3 FY2013                |                              |               |               |                   |               |               |               |               |               |               |               |               |
| Description   | Replace Bridge 20023 over the Choptank River. The new span will be located south of the existing roadway and will provide a 50' river clearance. Shoulders will accommodate bicycle and pedestrians.   |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
| Justification   | Constructing a new bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties with the drawbridge in the past that have affected commerce and emergency services in Caroline and Talbot Counties. This bridge is functionally obsolete. |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
| INDIVIDUAL REQUEST FORM   |  |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
| STIP/TIP Amendment Criteria<br><input type="checkbox"/> A Adds new individual projects to the current STIP/TIP.<br><input checked="" type="checkbox"/> B Increase/decrease, scope change, advance, delay, or phase change<br><input type="checkbox"/> C Removes or delays individual listed project from the STIP/TIP | Current (000s)   | Funding           | FY2012                                 | FY2013                       | FY2014        | FY2015        | FY2016            | FY2017        | Total         |               |               |               |               |               |               |
|   |  | Total             | \$2.26                                 | \$0.81                       | \$1.14        | \$0.19        | \$0.00            | \$0.00        | \$4.40        |               |               |               |               |               |               |
|   | Federal  | \$1.81            | \$0.65                                 | \$0.92                       | \$0.15        | \$0.00        | \$0.00            | \$3.52        |               |               |               |               |               |               |               |
|   | Local  | \$0.45            | \$0.16                                 | \$0.23                       | \$0.04        | \$0.00        | \$0.00            | \$0.88        |               |               |               |               |               |               |               |
|    | Proposed (000s)  | Total             | \$2.26                                 | \$0.81                       | \$1.64        | \$0.34        | \$0.00            | \$0.00        | \$5.04        |               |               |               |               |               |               |
|   |  | Federal           | \$1.81                                 | \$0.65                       | \$1.31        | \$0.27        | \$0.00            | \$0.00        | \$4.03        |               |               |               |               |               |               |
|   | Local  | \$0.45            | \$0.16                                 | \$0.33                       | \$0.07        | \$0.00        | \$0.00            | \$1.01        |               |               |               |               |               |               |               |
|   | Net Change (000s)  | Total             | \$0.00                                 | \$0.00                       | \$0.49        | \$0.15        | \$0.00            | \$0.00        | \$0.64        |               |               |               |               |               |               |
|   | Federal  | \$0.00            | \$0.00                                 | \$0.39                       | \$0.12        | \$0.00        | \$0.00            | \$0.51        |               |               |               |               |               |               |               |
|   | Local  | \$0.00            | \$0.00                                 | \$0.10                       | \$0.03        | \$0.00        | \$0.00            | \$0.13        |               |               |               |               |               |               |               |
| PHASR DETAIL  |  |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
| Current PHASE   | Thru FY2011  |                   | FY2012                                 |                              | FY2013        |               | FY2014            |               | FY2015        |               | FY2016        |               | TOTAL         |               |               |
|   | Federal  | Local             | Federal                                | Local                        | Federal       | Local         | Federal           | Local         | Federal       | Local         | Federal       | Local         | Federal       | Local         | Total         |
| PP  | \$0.47   | \$0.12            |  |                              |               |               |                   |               |               |               |               |               | \$0.47        | \$0.12        | \$0.58        |
| PE  | \$1.34   | \$0.34            | \$0.65                                 | \$0.16                       | \$0.92        | \$0.23        | \$0.15            | \$0.04        |               |               |               |               | \$3.06        | \$0.76        | \$3.82        |
| ROW   |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| CON   |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| OTH   |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| <b>TOTAL</b>  | <b>\$1.81</b>  | <b>\$0.45</b>     | <b>\$0.65</b>                          | <b>\$0.16</b>                | <b>\$0.92</b> | <b>\$0.23</b> | <b>\$0.15</b>     | <b>\$0.04</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$3.52</b> | <b>\$0.88</b> | <b>\$4.40</b> |
| Source: BR Fed%: 80% Local%: 20%  |  |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
| Proposed PHASE  | Thru FY2011  |                   | FY2012                                 |                              | FY2013        |               | FY2014            |               | FY2015        |               | FY2016        |               | TOTAL         |               |               |
|   | Federal  | Local             | Federal                                | Local                        | Federal       | Local         | Federal           | Local         | Federal       | Local         | Federal       | Local         | Federal       | Local         | Total         |
| PP  | \$0.47   | \$0.12            |  |                              |               |               |                   |               |               |               |               |               | \$0.47        | \$0.12        | \$0.58        |
| PE  | \$1.34   | \$0.34            | \$0.65                                 | \$0.16                       | \$0.92        | \$0.23        | \$0.15            | \$0.04        |               |               |               |               | \$3.06        | \$0.76        | \$3.82        |
| ROW   |  |                   |  |                              | \$0.39        | \$0.10        | \$0.12            | \$0.03        |               |               |               |               | \$0.51        | \$0.13        | \$0.64        |
| CON   |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| OTH   |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| <b>TOTAL</b>  | <b>\$1.81</b>  | <b>\$0.45</b>     | <b>\$0.65</b>                          | <b>\$0.16</b>                | <b>\$1.31</b> | <b>\$0.33</b> | <b>\$0.27</b>     | <b>\$0.07</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$0.00</b> | <b>\$4.03</b> | <b>\$1.01</b> | <b>\$5.04</b> |
| Source: BR Fed%: 80% Local%: 20%  |  |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |
| Change PHASE  | Thru FY2011  |                   | FY2012                                 |                              | FY2013        |               | FY2014            |               | FY2015        |               | FY2016        |               | TOTAL         |               |               |
|   | Federal  | Local             | Federal                                | Local                        | Federal       | Local         | Federal           | Local         | Federal       | Local         | Federal       | Local         | Federal       | Local         | Total         |
| PP  |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| PE  |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| ROW   |  |                   |  |                              | \$0.39        | \$0.10        | \$0.12            | \$0.03        |               |               |               |               | \$0.51        | \$0.13        | \$0.64        |
| CON   |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| OTH   |  |                   |  |                              |               |               |                   |               |               |               |               |               | \$0.00        | \$0.00        | \$0.00        |
| <b>TOTAL</b>  |  |                   |  |                              | <b>\$0.39</b> | <b>\$0.10</b> | <b>\$0.12</b>     | <b>\$0.03</b> |               |               |               |               | <b>\$0.51</b> | <b>\$0.13</b> | <b>\$0.64</b> |
| Source: BR Fed%: 80% Local%: 20%  |  |                   |  |                              |               |               |                   |               |               |               |               |               |               |               |               |