

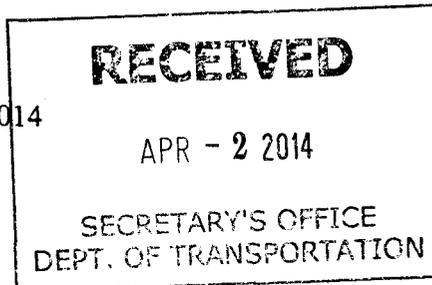
DAVID R. CRAIG
HARFORD COUNTY EXECUTIVE



220 S. MAIN STREET
BEL AIR, MD 21014

OFFICE OF THE COUNTY EXECUTIVE

March 7, 2014



Mr. James T. Smith
Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 598
Hanover, Maryland 21076

RE: Harford County Transportation Priorities

Dear Secretary Smith:

Harford County has once again established a list of transportation priorities that focuses on immediate projects. 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. Coordination with the County's municipalities is reflected in these priority projects.

In order to meet the continuing needs of BRAC, we believe the following projects should be considered the highest priority for the State due to their importance to BRAC and Aberdeen Proving Ground. Specifically, the intersection improvements of:

- US 40/MD 159/MD 7
- MD 22/MD 132
- MD 22/MD 462
- MD 22/Beards Hill Road
- US 40/MD 155/MD 7A
- US 40/MD 22
- US 40/MD 543

In establishing these priorities, concerns continue to be raised regarding an improved east-west movement from Aberdeen Proving Ground to points west/north and south. Capacity enhancements to the MD 22 corridor from MD 543 to APG builds on past State and local studies to improve access, mobility and safety for passenger and freight traffic as well as connectivity for pedestrian, bicyclists and transit. The MD 22 Multimodal Corridor Study was completed in September 2012 and identified short, medium and long term solutions to persistent traffic issues

(over)

~ Preserving Harford's past; promoting Harford's future ~

410.638.3350 • 410.879.2038 • FAX: 410.638.1387 • TTY 410.638.3086 • www.harfordcountymd

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST.



and the short term solutions in particular should be considered as soon as practicable. As also identified in the study, a multimodal approach is needed to serve existing and future travel demand, while offsetting congestion and improving air quality. Specifically, improvements to the MD 22 corridor should include an inbound AM peak HOV lane from Old Post Road to the APG Gate, an eastbound queue jump lane for Harford Transit at the MD 543 intersection, mainline and intersection improvements from west of Prospect Mill Road to east of Thomas Run/Schucks Road, mainline and intersection improvements from west of MD 136 to east of MD 155, bicycle and pedestrian upgrades, and better access management to the restaurants and shopping centers throughout the corridor where appropriate.

Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. The dualization of the US 1 Bel Air Bypass has been an anticipated highway project for a number of years and includes improvements to the interchanges. In addition, an upgrade to the intersection of Business US 1/MD 24 inside the Town of Bel Air is identified, including improvements for bicycle and pedestrian circulation. This is a key intersection within the Town's transportation system and serves as a major crossroad in the County.

Harford County's goal is for efficient and convenient transit and rail service that addresses local and regional needs. Average annual growth on the MARC Penn Line has been 3.5% from 2007 to 2012 and ridership demand is expected to continue to grow at historical rates. A new multimodal train station and TOD in Aberdeen is a priority. Included as part of the TOD and new train station is Station Square Plaza, a green terraced plaza on the east and west side of the tracks and with a wide open pedestrian underpass structure that connects the neighborhood to the east of the tracks with downtown and the area to the west of the tracks and replaces the pedestrian overpass structure. Other priorities for the Aberdeen TOD include additional parking and roadway improvements on East Bel Air Avenue and APG Road and a US 40 "Green Boulevard". With the completion of the Edgewood Train Station, the priority shifts toward making MD 755 a Complete Street with the completion of Phase II of the MD 755 streetscape project.

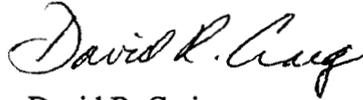
Improving access to and from the Perryman Peninsula has been studied for several years and continues to be a top priority. A roundabout is proposed at the MD 159/Old Philadelphia Road intersection which serves as the access to the Perryman Peninsula.

We would like to thank the Maryland Department of Transportation for the continued support it has provided while meeting the transportation needs of the area. Construction of the Edgewood MARC Train Station is completed, as well as the construction of the US 40/MD 715 interchange. Construction funds for Phase I of the US 40/MD 7/MD 159 intersection have been secured and are currently under construction. Likewise, construction funds are allocated towards the MD 22/MD 132 intersection and a notice to proceed has been issued.

(over)

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

Cordially,



David R. Craig
Harford County Executive



William K. "Billy" Boniface
Harford County Council President



Del. Richard K. Impallaria
Chairman, Harford County Delegation

cc: Timothy F. Whittie, Director, Department of Public Works
H. Hudson Myers, III, Deputy 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
C. Pete Gutwald, Director, Department of Planning and Zoning
Anthony S. McClune, Deputy Director, Department of Planning and Zoning
Alex Rawls, Transportation Planner, Department of Planning and Zoning

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: _____ to FY: _____ CTP

- 1) Name of Project: BRAC Intersections Improvement
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): US 40 @ MD 7/MD 159; MD 22 @ MD 132; MD 22 @ MD 462; MD 22 @ Beards Hill Road; US 40 @ MD 155/MD 7A; US 40 @ MD 22; US 40 @ MD 543 - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): Federal and State Funding; \$31.7 million - US 40 @ MD 7/MD 159 (Phase I Funded and Under Construction); \$8.6 million (DAR Request) - MD 22 @ MD 132 (R/W is Underway and Construction Anticipated in 2014); \$20.3 million (DAR Request) - MD 22 @ MD 462 (R/W is Underway and Construction Anticipated in 2015); \$16.1 million - MD 22 @ Beards Hill Road (R/W is Underway and Construction Anticipated in 2014); \$14.5 million - US 40 @ MD 155/MD 7A; \$35 million - US 40 @ MD 22; \$2.4 million - US 40 @ MD 543
- 6) Description of project purpose and need (up to one paragraph): Purpose - The purpose is to provide operational and safety improvements to these priority intersections which provides access to the Aberdeen Proving Ground (APG). These improvements will allow the road network to handle traffic better and improve access and mobility for passenger, freight and transit vehicles, bicyclist and pedestrians. Need - Maryland has received thousands of new jobs and hundreds of families to APG and the Harford County Community as a results of BRAC (Base Realignment and Closure). Improving these critical intersections is imperative to improve safety and ease congestion. Construction is underway on phase one of the US 40 @ MD 7/MD 159 intersection improvement. Construction on the MD 22 @ MD 132 intersection and the MD 22 @ Beards Hill Road intersection is set to begin in FY 14 and on the MD 22 @ MD 462 intersection in FY 15.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The upgrade to

these intersections fulfill Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The BRAC intersections are identified as priority transportation projects in the 2010 Harford County Transportation Plan

9) In county priority letter? Yes No

10) Smart Growth status and explanation: The project complies with principles of Smart Growth - all intersections are located inside the State designated Priority Funding Area and inside the County's Development Envelope.

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: These intersections serve the primary corridors and access points to APG. APG is vital to our nation's defense, providing testing, research and development. Therefore, improving access for employees is essential. Two (2) of the intersections (US 40 @ MD 7/MD 159 and US 40 @ MD 155/MD 7A) have been identified by SHA as secondary candidate safety improvement locations (CSIL).

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: These intersection improvements demonstrate the commitment to investing resources in better roads and infrastructure. In 2008, MDOT performed a Traffic and Intersection Improvement Study for BRAC. The study included traffic counts, projected traffic volumes and level of service (LOS) at 47 intersections. The no build option projected each of these intersections to fail. Improvements are identified to mitigate the impact from BRAC at each intersection. The improvements at these priority intersections enhance the projected LOS which is a key measure of effectiveness. An MD 22 Multimodal Corridor Study was completed recently which examined multimodal solutions to enhance the movement of people, goods and services throughout the corridor including through the MD 22 BRAC intersections.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Travel times and delay for passengers and freight traffic accessing APG, the office and industrial park complexes in Aberdeen and Riverside, and the distribution centers on the Perryman Peninsula will be reduced.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: These intersections are projected to fail without upgrades. Congestion leads to increased emissions and greenhouse gases. The proposed intersection improvements will help to alleviate congestion which in turn lessens adverse air quality impacts.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The US 40, MD 715 and MD 22 corridors are important local and regional links for passenger and freight traffic and serve as gateways to APG.

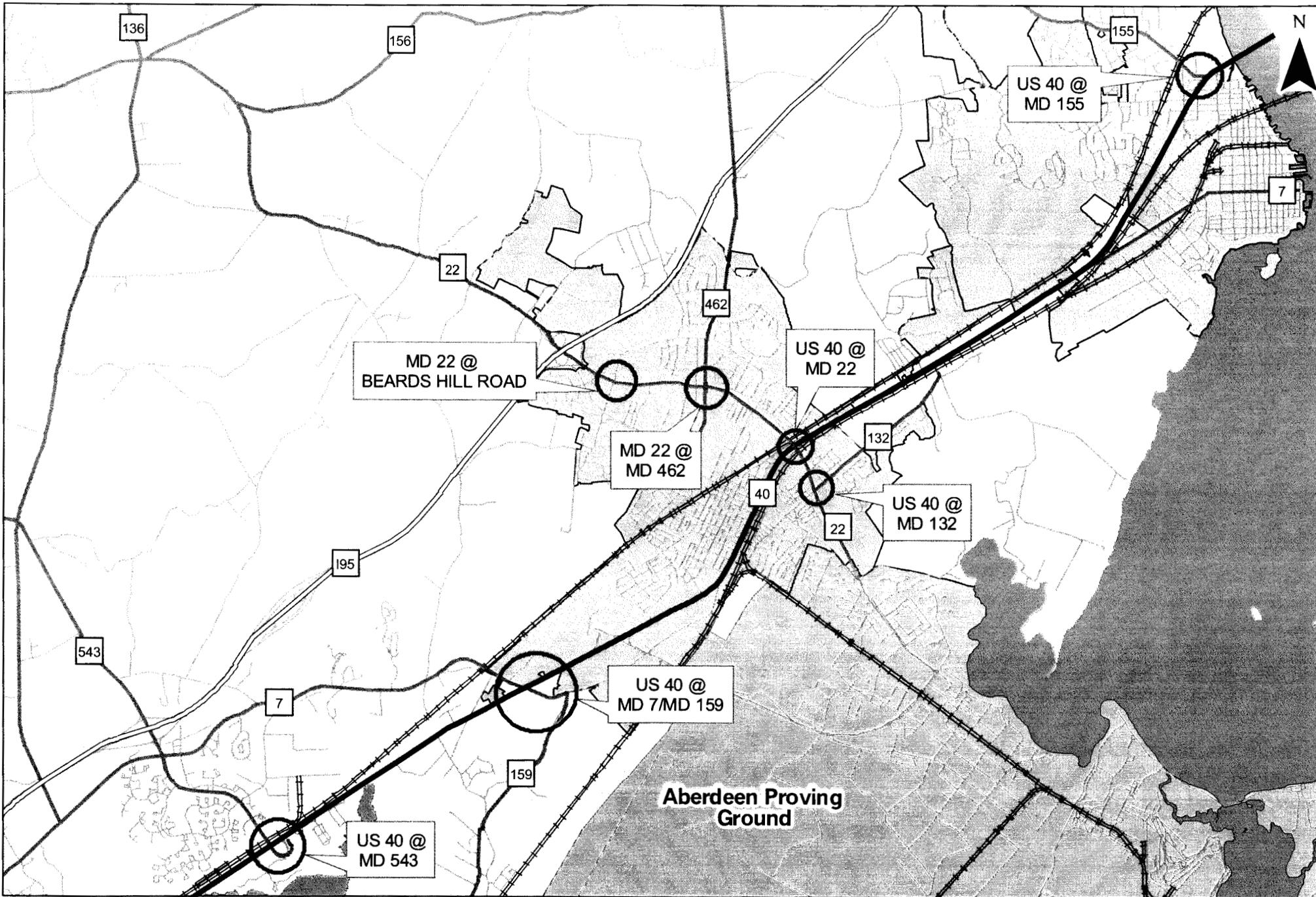
Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Not only does improving these priority intersections improve access for employees and contractors at APG, in Perryman and in Aberdeen, but also connectivity for all commuters in the region.

12) Additional Comments/Explanation: The improvements to these intersections are essential for the transportation network's ability to handle the continued stress on the infrastructure leading to APG.



1 in = 1 miles

HARFORD COUNTY TRANSPORTATION PRIORITY CRITICAL INTERSECTION PROJECTS



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: _____ to FY: _____ CTP

- 1) Name of Project: MD 22
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): From APG to MD 543
- 5) Anticipated cost and funding source (approximate if available): \$6 million - MD 22 road and intersection improvements from west of Prospect Mill Road to east of Thomas Run Road/Schucks Road; \$70 million - MD 22 road and intersection improvements from west of MD 136 to east of MD 155; \$0.5 million - HOV lane from Old Post Road to APG Gate; N/A - Pedestrian and ADA upgrades throughout the corridor where applicable; N/A - Additional "Share The Road" signs throughout the corridor; N/A - Eastbound Transit Queue Jump Lane at MD 22 @ MD 543 intersection; N/A - Bus Stop amenities where applicable; N/A - Access Management upgrades near Thomas Run Station and at Beards Hill Shopping Center.
- 6) Description of project purpose and need (up to one paragraph): Purpose - The purpose of this project is to build on the past studies and to implement the MD 22 Multimodal Corridor Study. This project improves access, mobility, and safety for passengers and freight traffic and connectivity for pedestrians, bicyclists and transit. The project may include additional travel lanes in sections of the corridor, auxiliary lanes, access management, traffic control devices, sidewalks, crosswalks and streetscaping. Need - Concerns continue to be raised regarding an improvement to the east-west movement in the County. BMC's 2035 travel forecast projects the MD 22 corridor to operate under congested conditions between MD 543 and US 40. Maryland has received thousands of new jobs and hundreds of families to APG and the Harford County Community as a result of BRAC. Upgrading this corridor will improve safety and ease congestion. A multimodal approach is needed to serve existing and future travel demand, while offsetting congestion and improving air quality.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: A multimodal MD 22

corridor fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. MD 22 is identified as a priority transportation project in the 2010 Harford County Transportation Plan. A multimodal corridor study was completed which identified feasible and cost efficient improvements including new TDM strategies, transit upgrades, bicycle and pedestrian improvements, access management, and intersection improvements and roadway widening throughout the corridor.

9) In county priority letter? Yes No

10) Smart Growth status and explanation: The sustainability of the roadway is stressed by the implementation of BRAC. This road traverses inside and outside of the Priority Funding Area, serving nodes and activity centers inside the Priority Funding Area and connecting these areas. The demand for road expansion outside the PFA is not essential.

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The MD 22 corridor serves commuters to APG, Harford Community College, the Town of Bel Air, and has interchanges at I-95 and US 40 to serve regional commuters. Major bottlenecks are located at intersections near APG, near the I-95 interchange, near Harford Community College and in the Village of Churchville. The efficient movement of all modes of traffic through these choke points is at the core of this project.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: BMC's travel forecast projects the MD 22 corridor to operate under congested conditions between MD 543 and US 40. LOS is a key measurement in the performance of a roadway and the efficiency of personal throughput. Therefore, improvements are needed throughout this corridor for existing and future travel demands in order to offset congestion and improve air quality.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

- Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.
- Objective: Maintain and enhance customer satisfaction with transportation services across modes.
- Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.
- Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The MD 22 corridor is a major east-west arterial in Harford County connecting the municipalities of Bel Air and points west with Aberdeen and provides direct access to APG. This project will reduce travel time and delay for all modes of transportation by improving freight and vehicular mobility, improving access to transit, and providing bicycle and pedestrian facilities and connections where appropriate.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

- Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.
- Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.
- Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.
- Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: This project takes a multimodal approach to easing congestion by including HOV for APG commuters, TDM strategies, bicycle and pedestrian accommodations, and transit improvements.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

- Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.
- Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.
- Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: MD 22 links different modes of travel. The corridor is served by Harford Transit LINK and MTA. Park and Ride lots are located near the I-95 interchange and at the Aberdeen Train Station on US 40 near the MD 22 interchange. In addition,

many APG bicycle commuters use this route. MD 22 is a favorite route for recreational cyclists as well and a portion of the corridor is a designated bikeway by the East Coast Greenway.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

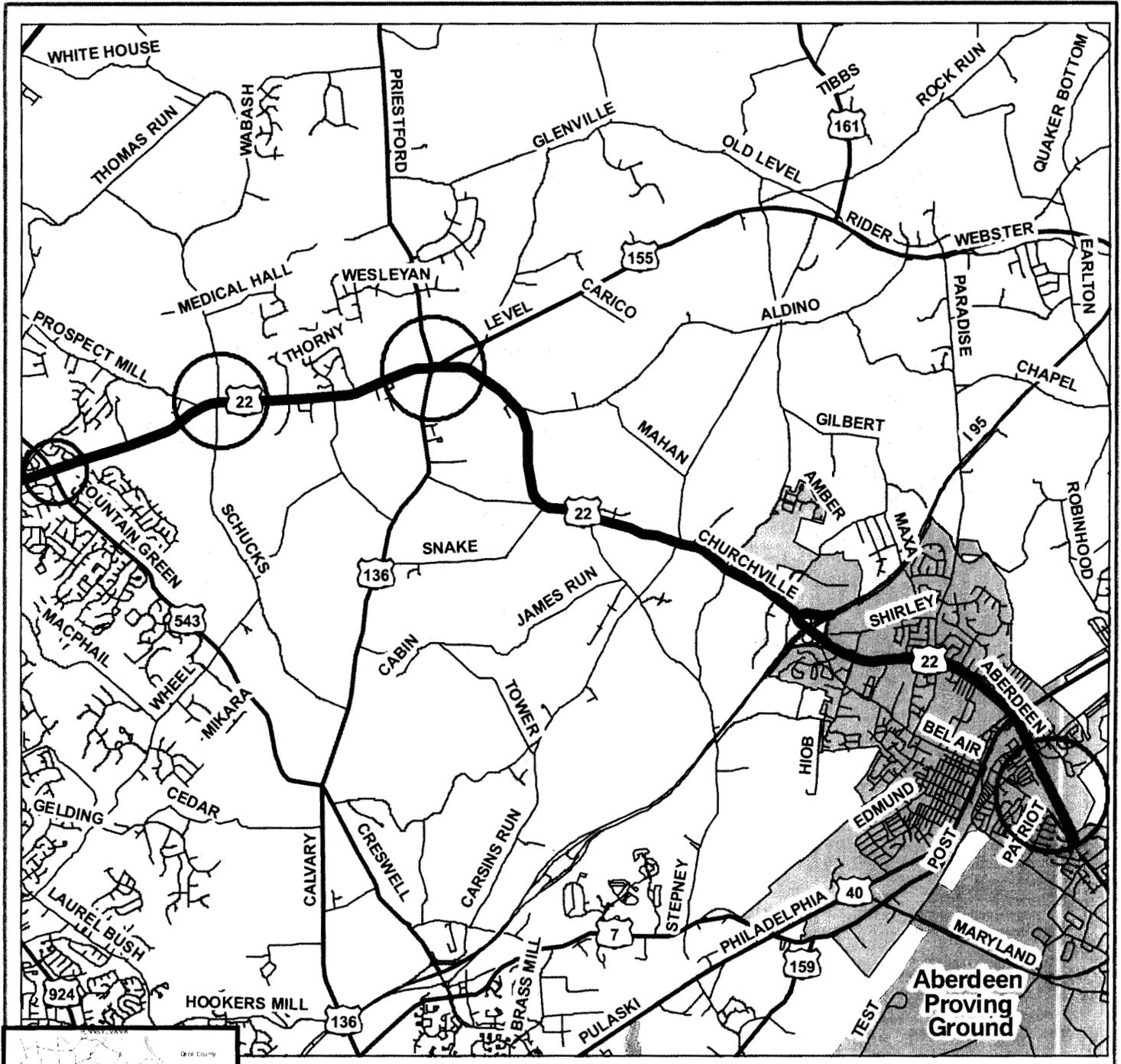
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Improving this corridor in a multimodal way will enhance the movement of people, goods and services. MD 22 serves as a gateway corridor for commuters and freight traffic to the Town of Bel Air, the City of Aberdeen and APG. The corridor also serves the Village of Churchville, Harford Community College, the Ripken Stadium Complex and the University Center/HEAT.

- 12) Additional Comments/Explanation: MD 22 capacity studies date back to the 1980s, including the evaluation of a bypass around the Village of Churchville and the State Highway Administration's widening project from the Town of Bel Air to MD 543. An MD 22 multimodal corridor study was completed in 2013 and identifies improvements for all modes of travel over a short, medium and long term timeframe.

HARFORD COUNTY TRANSPORTATION PRIORITY MD 22



1 in = 1.25 miles



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: _____ to FY: _____ CTP

- 1) Name of Project: US 1 Bel Air Bypass
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): US 1 Bypass from MD 147 (Harford Road)/Business US 1 (Baltimore Pike) to Business US 1 (Conowingo Road) - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): \$200 Million - US 1 Bypass multilane reconstruction, US 1 Bypass/MD 24 interchange reconstruction and US 1 Bypass/MD 24/MD 924 improvement (Project Planning complete)
- 6) Description of project purpose and need (up to one paragraph): Purpose - The purpose of this project is to improve access, mobility, and safety for transit, passenger and freight traffic. The dualization of the Bel Air Bypass includes interchange improvements with MD 24 and MD 924. Project Planning has been completed. Need - Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. BMC's travel forecast projects the US 1 corridor to operate under congested conditions from Hickory to I-695 in Baltimore County. This project will improve the safety and operations of the corridor, ease congestion and improve air quality for existing and future travel demand.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The US 1 Bel Air Bypass fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. The Bypass is identified as a priority transportation upgrade project in the 2010 Harford County Transportation Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project is located inside the Priority Funding Area and the County's Development Envelope.

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The US 1 Bel Air Bypass serves commuters from northern Harford County to employment centers in Harford County, Baltimore County, Baltimore City and points south and west. The Bypass is mostly an undivided roadway. In addition to increasing the capacity of the road, a traffic barrier and shoulders were recently installed to provide safety for commuters.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: BMC's travel forecast projects the US 1 Bypass to operate under congested conditions. LOS is a key measurement in the performance of a road and in the efficiency of personal throughput. Therefore, improvements are needed to address existing and future travel demands and to offset congestion and improve air quality. The strain on the road network around Bel Air will be eased because of the enhancements to the interchange and the corridor.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project will improve travel time and reduce delays for most commuters and freight traffic around Bel Air. Shoulder improvements will accommodate bicycles and sidewalks will be included where appropriate.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: A trumpet type interchange is proposed at MD 24, eliminating the signal there and improvements to the MD 924 interchange are proposed. These improvements will ease congestion and offset emissions.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The US 1 Bypass is served by an MTA Commuter Bus and a Park and Ride lot is located at the US 1/MD 24/MD 924 interchange. The Harford Mall near the US 1/MD 24 interchange is a transfer hub for Harford Transit LINK.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

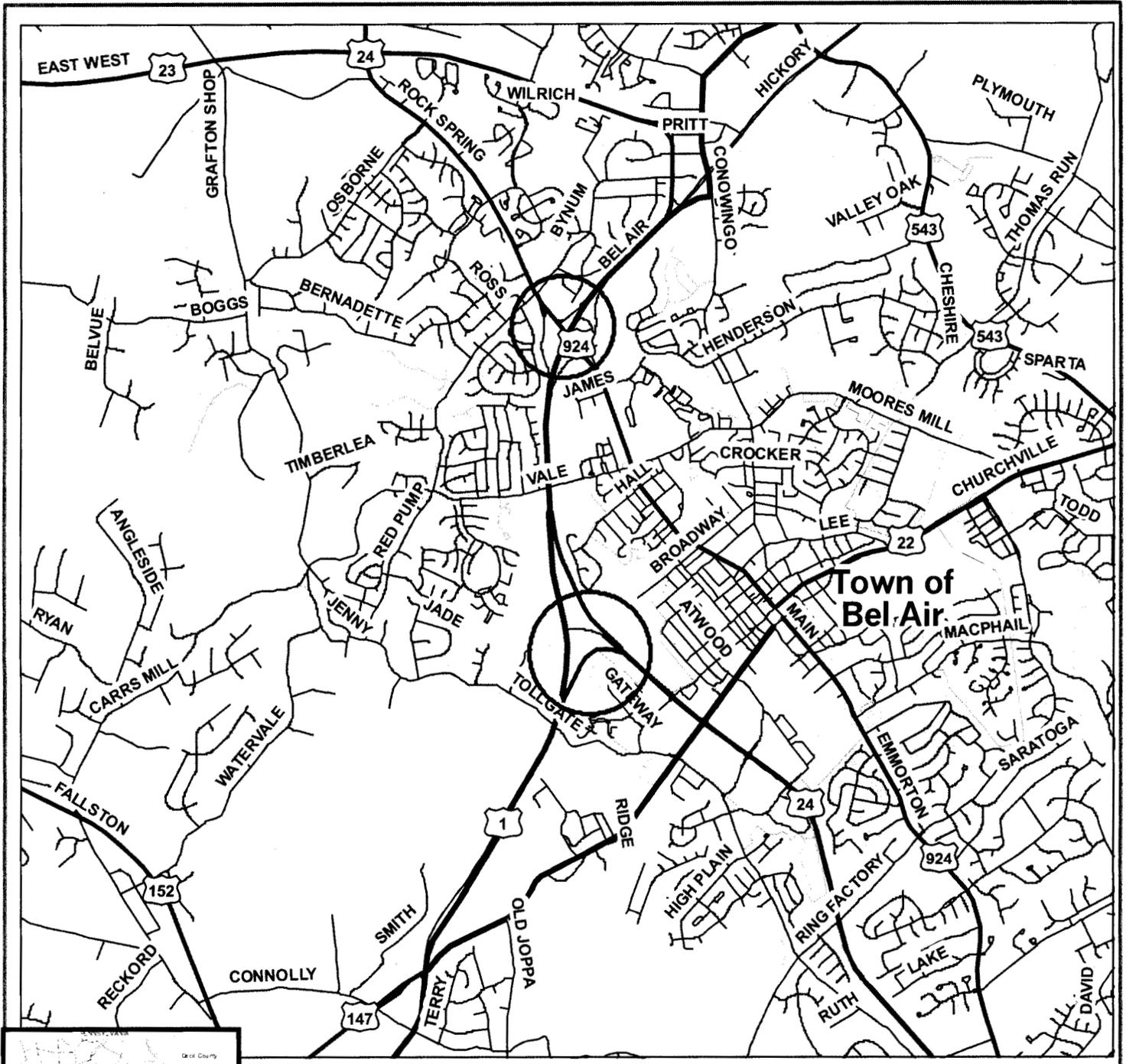
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The improvement to the US 1 Bel Air Bypass, including improvements to the interchanges, improves access to industrial parks, shopping centers and recreational facilities and for local and regional commuters throughout the road network.

12) Additional Comments/Explanation: Project Planning is complete for the section of the Bel Air Bypass from MD 147 (Harford Road)/Business US 1 (Baltimore Pike) to US 1 (Conowingo Road) in Hickory and the project has gone through the NEPA Process.

HARFORD COUNTY TRANSPORTATION PRIORITY US 1/BEL AIR BYPASS



1 in = 0.75 miles



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: _____ to FY: _____ CTP

- 1) Name of Project: Business US 1 @ MD 24 Intersection
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): Business US 1 @ MD 24 - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): N/A - Business US 1 @ MD 24
- 6) Description of project purpose and need (up to one paragraph): Purpose - The Town of Bel Air has identified congestion management as a top priority. The purpose of this project is to improve access, mobility, and safety for transit, passenger and freight traffic at the congested commercial intersection inside the Town of Bel Air. Need - Increased traffic volumes continue to stress the roadway network in and around the Town of Bel Air. Poor pedestrian and bicycle access to and from shopping centers in this area is a major concern. This project will improve safety and operations for all mode users, ease congestion at the intersection and improve air quality for existing and future travel demand.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. In addition, this intersection has been identified as a priority transportation upgrade project in the Town of Bel Air Comprehensive Plan.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project is located inside the Priority Funding Area, the County's Development Envelope and the Town of Bel Air's municipal limits.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: MD 24 essentially creates a barrier to bicycle and pedestrian circulation. Upgrades to Business US 1 @ MD 24 intersection will improve safety and operations for mode uses including bicycle and pedestrian movements near the mall and other retail services in this commercial district. Signal improvements, refuge islands, crosswalk upgrades, and visible signage will make crossing at this intersection less dangerous.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Improvements are needed to address existing and future travel demands and to offset congestion and improve air quality. The strain on the road network around Bel Air will be eased by the improvement to this gateway intersection.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This project will improve travel time and reduce delays for most commuters and freight traffic in and around the Town of Bel Air. Improvements will include providing better bicycle and pedestrian access in this Bel Air commercial district.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The improvements at this intersection improves air quality by reducing congestion and creates a safer environment for pedestrians, bicyclists and motorists and shows a commitment to invest in existing communities which is a fundamental smart growth practice.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The improvement to the Business US 1 @ MD 24 commercial intersection inside the Town of Bel Air, improves access to this shopping district and for local and regional commuters throughout the road network.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

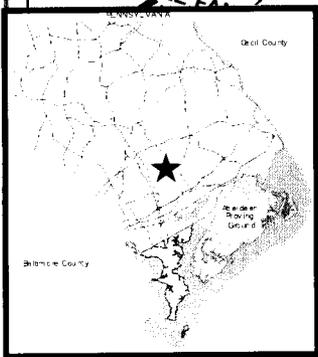
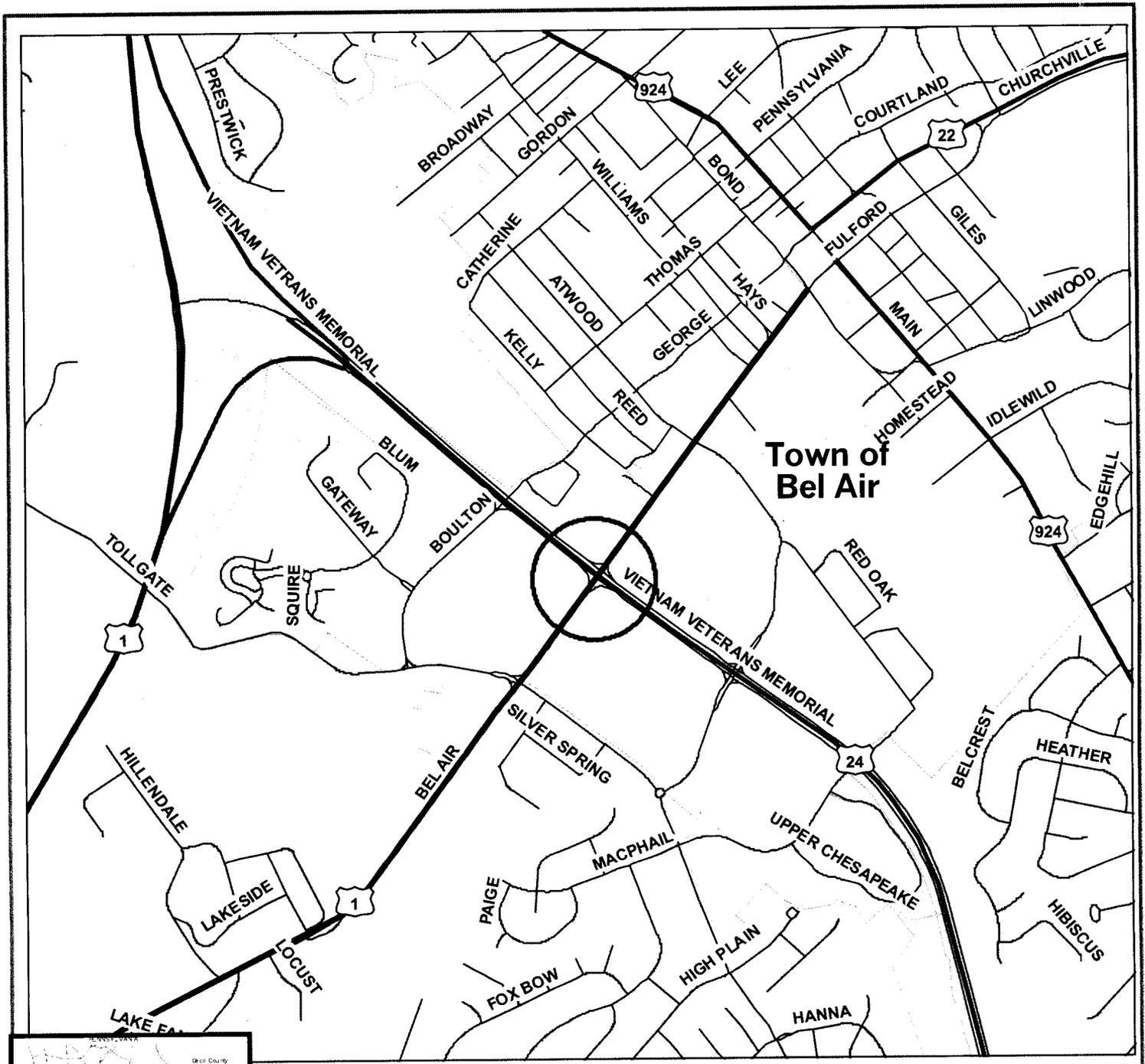
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: This intersection is located approximately 0.5 miles from the Town's Main Street District. In addition, the Harford Mall located at this intersection is a transfer hub for Harford Transit LINK.

- 12) Additional Comments/Explanation: This intersection operates as a chokepoint in the road network and significantly impacts the operation of MD 24 and US 1 as bypass routes.

HARFORD COUNTY TRANSPORTATION PRIORITY BUSINESS US 1 @ MD 24



1 in = 0.25 miles



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for **each** major capital project priority identified

FY: _____ to FY: _____ CTP

- 1) Name of Project: Aberdeen MARC Station Transit Oriented Development (TOD)
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): US 40 @ MD 132/Bel Air Road - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): \$46.2 Million - New Train Station; \$2.6 Million - Additional Parking; N/A - Road improvements to East Bel Air Avenue and APG Road; N/A - US 40 "Green Boulevard"; \$36 Million - Station Square East and West Plaza which replaces the existing pedestrian overpass with an enhanced (10-foot high by 30-foot wide) pedestrian underpass and a green, terraced plaza/amphitheater.
- 6) Description of project purpose and need (up to one paragraph): Purpose - In 2008, Aberdeen was designated by the State as a Transit Oriented Development (TOD) location. Aberdeen Train Station has many assets and opportunities including proximity to APG, the I-95, US 40 and MD 22 corridors, downtown Aberdeen and established neighborhoods, and a growing population base. This project is the initial step in supporting TOD in Aberdeen. Need - According to the MARC Growth and Investment Plan, average annual growth on the MARC Penn Line has been 3.5% from 2007 to 2012 and ridership demand is expected to continue to grow at historical rates. Capacity and parking constraints threaten the ability of the MARC system to meet demand with acceptable level and quality of service. Maryland has received thousands of new jobs and hundreds of families to APG and the Aberdeen Community as a result of BRAC. BRAC provides growth and development opportunities that supports and complements TOD in Aberdeen.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: The Aberdeen MARC Train Station TOD project supports Harford County's goal for providing efficient and convenient transit and rail service that addresses local and regional needs. In addition, this project supports the reduction in vehicle miles traveled (VMT) and the improvement to air quality. Aberdeen TOD

is identified as a priority project in the 2010 Harford County Transportation Plan. The Aberdeen TOD is consistent with the City of Aberdeen Comprehensive Plan. The City of Aberdeen has adopted an Aberdeen TOD Plan, the Station Square Feasibility Study and amendments to the Development Code.

9) In county priority letter? Yes No

10) Smart Growth status and explanation: TOD is a key element of livable and sustainable communities. Utilizing the existing train station for the TOD is an example of smart growth.

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Improvements to the existing train station include better lighting and ADA compliant platforms. The existing pedestrian tunnel will be replaced with a wider, more open crossing under the track which will open up to a green, terraced plaza/amphitheater on both the east and west side of the tracks. This will create a safer and more pleasant environment for transit commuters and the community at large.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Over the years, Harford County and the City of Aberdeen have focused on revitalizing the US 40 corridor. Creating TOD at the existing train station site will improve the site design with better access to the station and the different modes of transit, good pedestrian and bicycle linkages, parking improvements including parking garages, uniform streetscape with the creation of a "Green Boulevard" on US 40, and increased density - including infill development.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The Aberdeen MARC Train Station TOD will enhance community character around the existing train station and improve regional access and local walking, bicycling and transit services. This project improves the level and quality of service provided to the users of the different modes served.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: TOD is a growth management and sustainability tool that encourages revitalization, thus preserving open space and natural resources and reducing sprawl. The creation of safe, walkable and bike friendly communities near transit helps to enhance the quality of life by promoting a reduction in air and water pollution and the reduction of emissions related to climate change. An increase in transit ridership means lower VMT.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: The Aberdeen MARC Train Station TOD supports an overall sustainable transportation network that addresses increase in commuting trips associated with BRAC. The station is served by AMTRAK, an MTA commuter bus and Harford Transit LINK. Reconnecting the station with downtown Aberdeen and with the neighborhood to the east which has been cut off since the 1980s is a vital component of the plan. This includes improving all non-motorized access to the train station and connections within the designated TOD area.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

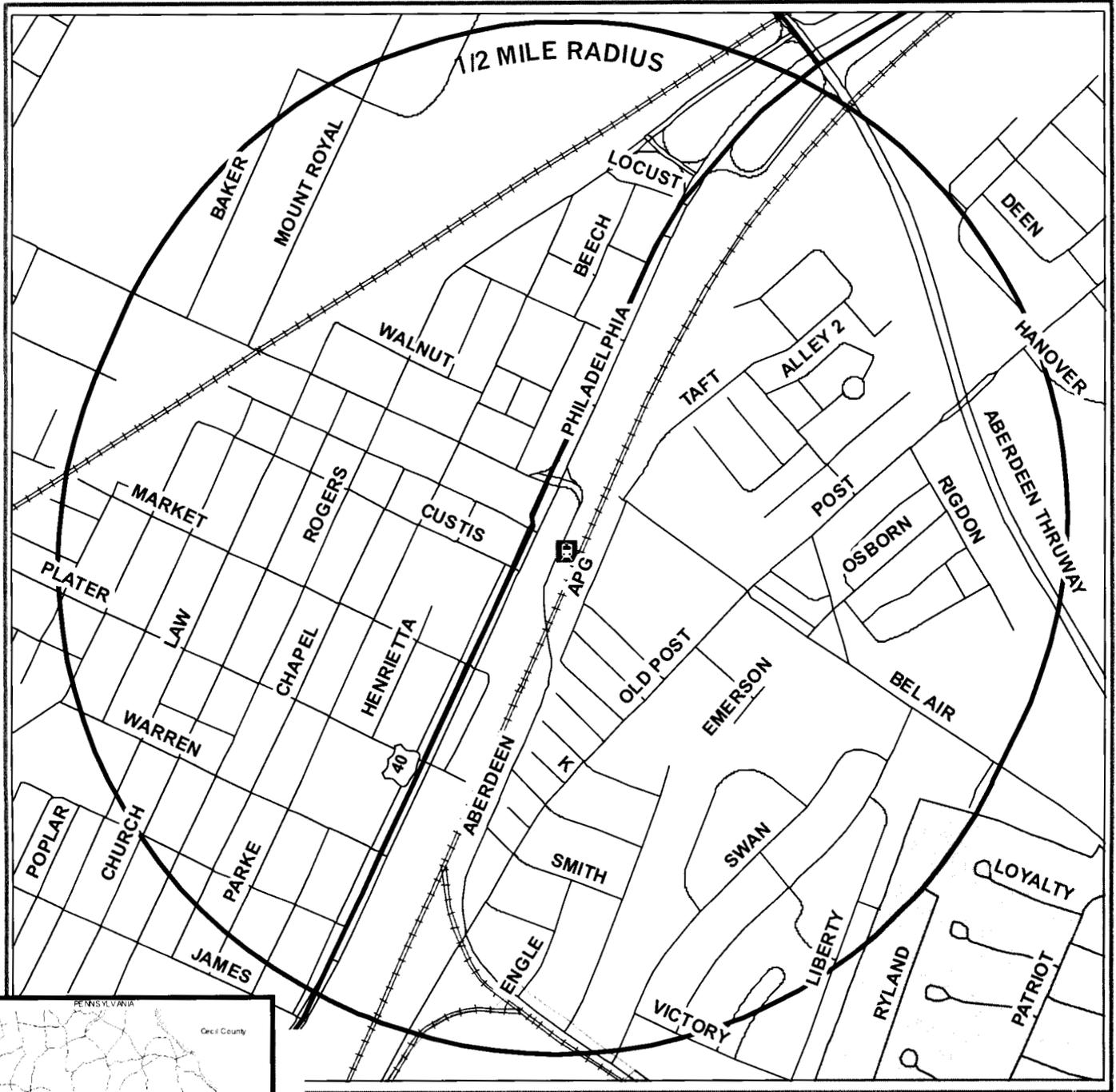
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Over the years, Harford County and the City of Aberdeen have focused on revitalizing the US 40 corridor. Creating TOD at the existing train station site fulfills this goal.

12) Additional Comments/Explanation: Final reports for the Aberdeen TOD and the Aberdeen Station Square Feasibility Study were completed in 2012. Amendments to the Development Code was approved by the Aberdeen City Council.

HARFORD COUNTY TRANSPORTATION PRIORITY ABERDEEN MULTIMODAL TRAIN FACILITY



0 0.08 Miles



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: _____ to FY: _____ CTP

- 1) Name of Project: MD 755 Streetscape
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): MD 755 from Willoughby Beach Road to the Edgewood MARC Train Station - See Attached Map
- 5) Anticipated cost and funding source (approximate if available): \$5.1 Million - MD 755 Streetscape (Engineering and R/W Funded)
- 6) Description of project purpose and need (up to one paragraph): Purpose - With the recent completion of the Edgewood MARC Train Station, the focus shifts towards the road that serves the train station and completes the streetscape that began at MD 24. Need - The Edgewood Community Master Plan calls for MD 755 to serve as the Main Street of the Edgewood Community. This project improves the link between the Edgewood Community, the MARC Train Station and the APG-Edgewood Area.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project fulfills Harford County's goal of maintaining a safe and adequate roadway network that enhances mobility, strengthens the economy and protects the environment. The Harford County Transportation Plan and the Harford County Bicycle and Pedestrian Master Plan includes the establishment of Complete Streets and promoting livability and walkability where appropriate.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This project is located inside the Priority Funding Area and inside the County's Development Envelope and promotes Traffic Calming, Context Sensitive Solutions design principles and Complete Streets.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Pedestrian and bicycle safety will be improved with the implementation of this project. The upgrade to the roadway improves overall public safety and provides more efficient access to APG-Edgewood Area which is part of APG, the County's largest employer and key in our nation's defense.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Connectivity is improved for pedestrians, bicyclists, freight, transit users, as well as commuters to APG-Edgewood Area and commuters using the MARC Edgewood Train Station.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: MD 755 Streetscape Project improves multimodal connectivity by adding sidewalks and bicycle lanes and connecting the Edgewood Community to the MARC Edgewood Train Station and APG-Edgewood Area. This project will improve the character of the Community and alleviate the existing constraints that limit the quality of service. Better access to the train station may increase ridership and reduce the need to expand roadways.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Investing in this Complete Street project shows environmental and transportation sustainability. Improving the corridor with all users of the roadway in mind reduces congestion. With the increases in ridership on the MARC lines, improving access to the train station will assist in handling the existing and anticipated growth. An increase in transit ridership also means lower VMT.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: This corridor will be improved with a streetscape project that will tie the Edgewood Community to the train station and APG-Edgewood Area. The parking lot at the train station serves as a Park and Ride and the MD 755 corridor is served by Harford Transit LINK.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The MD 755 Streetscape improvement supports overall sustainable transportation network that addresses the increase in commuting trips. The MARC Edgewood Train Station is accessed by MD 755.

12) Additional Comments/Explanation: This project is currently funded for Engineering and R/W only. Phase I from MD 24 to Willoughby Beach Road and the Edgewood MARC Train Station have been constructed.

HARFORD COUNTY TRANSPORTATION PRIORITY EDGEWOOD MARC TRAIN STATION / MD 755 STREETScape



1 in = 0.1 miles



Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for **each** major capital project priority identified

FY: _____ to FY: _____ CTP

- 1) Name of Project: MD 159/Old Philadelphia Road Perryman Access
- 2) Submitting Jurisdiction/Modal Agency: Harford County
- 3) Project Jurisdiction/County: Harford County
- 4) Project limits (attach map if available and applicable): MD 159 (Old Philadelphia Road)
- 5) Anticipated cost and funding source (approximate if available): N/A - MD 159 Roundabout
- 6) Description of project purpose and need (up to one paragraph): Purpose - A roundabout is proposed on MD 159 near the access to the Perryman Peninsula. Providing improved access to and from the Perryman Peninsula has been studied for several years. The purpose of this project is to provide operational and safety improvements to this intersection. This improvement allows the road network to handle traffic better and improve access and mobility for passenger, freight, transit, bicyclists and pedestrians. Need - Improving this critical intersection is the first step to improve safety and ease congestion. This roundabout will improve traffic circulation by controlling the ingress and egress from the side street in a safe and efficient manner.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No
Project located outside of MPO boundaries: _____
- 8) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This roundabout fulfills Harford County's goal of maintaining a safe and adequate road network that enhances mobility, strengthens the economy and protects the environment. This improvement will include the transfer of the road from the State to the County after construction.
- 9) In county priority letter? Yes No
- 10) Smart Growth status and explanation: This intersection is located inside the State designated Priority Funding Area and inside the County's Development Envelope and complies with principles of Smart Growth.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security: *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Roundabouts are proven to prevent and reduce the severity of intersection crashes because traffic enters and exits through right turn movements only. Slower travel speeds occur at a roundabout compared to other types of intersections.

Goal: System Preservation: *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: The construction of a roundabout at this intersection enhances the projected LOS which is a key measurement of how effective an intersection works. Without signalization and stop control devices, traffic will continue to flow which increases personal throughput. In addition, the maintenance and operation of a roundabout is substantially less than a traffic signal.

Goal: Quality of Service. *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Providing a roundabout at this intersection will improve travel times for commuters and freight traffic and will lessen congestion on the site street. Access to APG and the distribution centers in Perryman will be improved.

Goal: Environmental Stewardship: *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The MD 159/Old Philadelphia Road intersection is projected to fail without being upgraded. Congestion leads to increased emissions and greenhouse gases. Roundabouts are environmentally friendly because they reduce air pollution and fuel consumption by requiring fewer complete stops and hard accelerations.

Goal: Community Vitality: *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: Relieving congestion and improving access to the Perryman Peninsula are critical to strengthening the County's road network. This intersection improvement is important to local and regional passenger and freight traffic.

Goal: Economic Prosperity: *Support a healthy and competitive Maryland economy.*

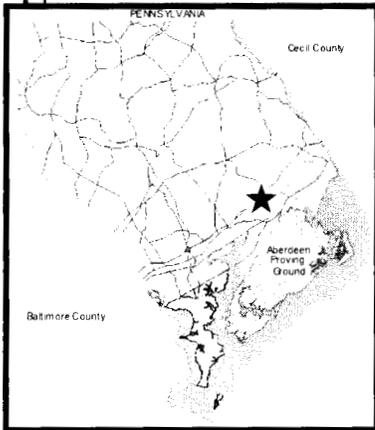
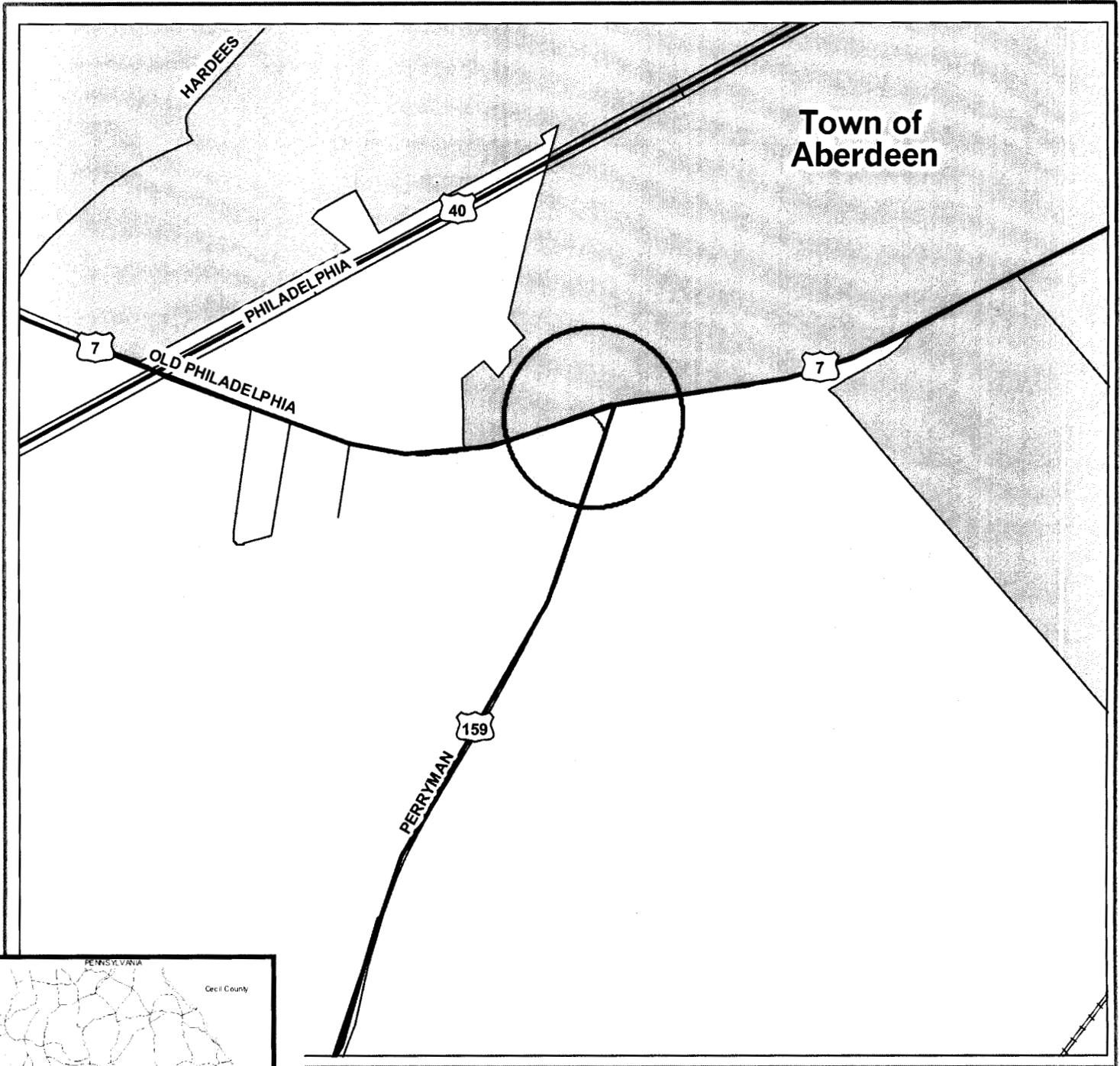
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The MD 159 corridor is a primary access point to the major distribution centers in Perryman and to APG which is the County's largest employer and is vital to our nation's defense, providing testing, research and development.

12) Additional Comments/Explanation: Current plans to construct a roundabout at this intersection are on hold due to funding.

HARFORD COUNTY TRANSPORTATION PRIORITY MD 159 @ OLD PHILADELPHIA ROAD



1 in = 0.11 miles

N

