

2025 Harford County Priority Letter FY26 Request



Robert G. Cassilly
Harford County Executive

ROBERT G. CASSILLY
Harford County Executive



ROBERT S. McCORD
Director of Administration

March 28, 2025

Honorable Paul J. Wiedefeld
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, Wiedefeld:

Harford County has established a list of transportation priorities focusing on projects currently needed for the safe and efficient flow of all modes of transportation on the County's State highways and transit network. These projects are of various forms 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 have been coordinated and are reflected in these priority projects.

This list reflects an update of the County's FY 2025 Priority Letter dated March 20, 2024. 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. My administration has worked directly with SHA District 4 Engineer and staff, with our SHA Regional Planner, as well as with our state delegation, county council, and the county's three municipalities on the selection of projects listed within this packet. This effort has resulted in a more implementable list of projects.

Lastly, an addendum to our key priorities and a statement on our support for regional priorities is attached to this letter. These projects are listed by specific categories – capacity, safety/operations, transit, bicycle/pedestrian, and economic development. Additional county and municipal priorities will be included in the Regional Long Range Transportation Plan, in the County's master plan, and in the County's Annual Growth Report.

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Key Priorities

We are committed to working with MDOT to advance projects with federal, State, and local resources. We are also committed to working with our municipalities to advance key priorities within their borders. These priorities fall under the categories of capacity, safety/operations, transit, bicycle/pedestrian and economic development. Strategic investment in modern transportation facilities produces many long-term benefits, including traffic congestion relief, improved access to goods and services, better system reliability, increased economic development, and improved air quality.

A total of 14 key priority projects are listed and ranked according to their importance to the County's transportation network, our coordination with MDOT SHA District 4, and in an order that reflects both funding realities and strategic opportunities. Federal, State, or local investment in planning, design and/or construction has been made to move these key projects forward and we request that continued investment be made to move towards implementation.

1. *MD 22 @ MD 136 and MD 22 @ MD 155 Intersection Improvements:* 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 to the MD 22 mainline and intersections from west of MD 136 to east of MD 155 – by adding a second eastbound and westbound travel lane on MD 22 and intersection improvements to the MD 136 intersection and the MD 155 intersection. Harford County is committed to partnering financially with MDOT on the acquisition of right-of-way and requests that MDOT SHA program additional funding for improvements to these intersections and road segment, particularly while adjacent properties remain vacant and easier to acquire.
2. *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. MDOT SHA and Harford County executed a cost-sharing agreement on December 16, 2024. Harford County agreed to fund the ten percent matching capital the state needed to receive the 90 percent federal match and will participate in all phases of the project to help ensure the successful completion of the design phase. Funding for construction has not been programmed yet. In accordance with the executed MOU, MDOT SHA will fully fund the construction of the roundabout once design is complete. Therefore, Harford County requests that MDOT SHA program funding to construct a roundabout to improve the overall safety at this intersection.
3. *MD 7 @ Stepney Road Signal:* In our priority letter since 2015, Harford County recommends that MDOT SHA program funding to acquire right-of-way, design, and install a traffic signal to improve the safety and flow of traffic through this failing intersection. Harford County has committed over \$300,000 in an escrow account for improvements at this intersection collected from multiple developers. Funds not used will be returned beginning in FY 2027. An MOU for this improvement has been executed with MDOT SHA.

4. *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. This project adds a second left turn lane from the US 1 Bypass southbound to southbound MD 24 with a receiving lane. Design is fully funded and construction funding is approved. Harford County requests that MDOT SHA maintain funding to construct this improvement – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study Final Report.
5. *US 40 @ Otsego Street/Ohio Street Intersection* – This concern has been identified in our priority letter since 2010. The confusing geometry of this intersection was studied by MDOT for BRAC planning in 2008. A new study was completed in 2020 which evaluated intersection improvement options that provide greater community cohesion and quality of life. Improvements have scored very high on the MDOT Chapter 30 scoring for several years. Harford County request that MDOT program funds to execute on alternate 2 as identified in the 2020 Intersection Study.
6. *US 40 Shared Use Path:* A concept plan led by the Baltimore Metropolitan Council (BMC) was recently completed which evaluated a proposed shared use path adjacent to the US 40 roadway from the Aberdeen Train Station to Erie Street in Havre de Grace. This project was added to the priority letter in 2021. Harford County will be applying for MDOT's Kim Lamphier Bikeways Program funding to match Federal funds (Carbon Reduction & Transportation Alternative Programs) to complete design on BMC's concept plan.
7. *LOTS – Harford Transit New Operations Facility:* Added to the priority letter in 2023, Harford County is requesting funds from MDOT MTA for land acquisition, design, and construction of a new Harford Transit Operations Facility in the Aberdeen area.
8. *Sidewalk Program:* Harford County is committed to promoting livable communities by connecting neighborhoods and local destinations with sidewalks to enhance the safety and mobility of pedestrians. This project also promotes an active lifestyle. Added to the priority letter in 2024, this project identifies several locations to construct new sidewalks along MDOT SHA roads.
9. *MD 152 @ MD 147:* This project widens northbound and southbound MD 147 and adds through lanes in each direction in order to alleviate queues in the PM peak hours that can extend for nearly a mile on MD 147. This project has been identified by MDOT SHA as one of their System Preservation Projects but has been placed on hold since 2017. Harford County requests that MDOT SHA program funding to design, purchase the necessary right-of-way and construct this improvement. This project was added to the priority letter in 2023.

10. *MD 24 Northbound Lane from Singer Road to Plumtree Road:* 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. A section of this project from I-95 to north of Singer Road is currently under construction with the MDTA I-95 Northbound ETL project. Harford County requests MDOT SHA program additional design and construction funds for this project.
11. *MD 24 from MD 7 to I-95:* This project is a breakout of the larger project that was added to the addendum of our priority letter in 2024. This project addresses the severe capacity issues that occur, specifically in PM peak hours, on MD 24 northbound between MD 7 and the I-95 ramps. Harford County requests that MDOT SHA programs funds to study the construction of a third northbound lane along this stretch of MD 24 and any associated intersection improvements to the MD 7 intersection and the Edgewood Road intersection.
12. *Aberdeen MARC Train Station TOD:* A multimodal facility in Aberdeen has been included in our priority letter since 2007. An existing concrete pedestrian overpass will be removed which is not ADA compliant and creates a physical barrier between the eastside of Aberdeen and the rest of the city. Harford County requests that MDOT MTA fund the environmental and engineering analysis of underground conditions for the transition of the existing underpass into the enhanced Station Square. The City of Aberdeen is the recipient of FY 23 Congressionally Directed Spending Funds and included in the FY 23 Appropriations Bill. In addition, Amtrak will be investing between \$30 million and \$50 million in the rail line and station improvements.
13. *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. Harford County and the Town of Bel Air request that MDOT SHA program funds for the design and construction of this improvement.
14. *Oakington Peninsula Access (US 40 @ MD 132/Oakington Road and Old Post Road @ Oakington Road):* This request is for MDOT SHA to program funds to study the access and distribution of traffic accessing the Oakington Peninsula and to recommend improvements to intersections and road segments. This project was added to our priority letter in 2024.

We would like to thank MDOT for the continued support they have provided while meeting the transportation needs of the area. A safety study for Beards Hill Road in Aberdeen was completed last year. Segment 3 of the Ma & Pa Trail is currently under construction. The MD 24 @ MD 755 intersection reconstruction is underway. Installation of a traffic signal at the intersection of US 1 and Reckord Road is scheduled for late summer/early fall 2025. Funding is approved for 30% engineering and design, geotechnical and environmental studies, and future land acquisition for the Aberdeen Train Station TOD. Design funds are programmed for the MD 23 @ Grafton Shop Road Roundabout and for a traffic signal at the MD 7 and Stepney Road intersection. Engineering is underway for the MD 24 project through Rocks State Park and for the US 1 Bypass bridge rehabilitation over Winters Run and over Tollgate Road. Additionally, MDOT SHA staff routinely participate in quarterly meetings with key individuals from the County and municipalities.

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

Cordially,



Robert G. Cassilly
Harford County Executive



Senator Jason C. Gallion
Harford County Senate Chair



Patrick S. Vincenti
Harford County Council President



Del. Teresa E. Reilly
Harford County Delegation Chair

CC: Honorable Mary-Dulany James
Honorable J.B. Jennings
Honorable Lauren R. Arian
Honorable Andre V. Johnson Jr.
Honorable Steven C. Johnson
Honorable Susan K. McComas
Honorable Michael Griffith
Honorable Nolanda Robert, District A
Honorable Tony "G" Giangordano, District C

Honorable James Reilly, District D
Honorable Jessica Boyle-Tsottles, District E
Honorable Jacob Bennett, District F
Robert McCord, Director of Administration
Joe Cluster, Chief of Executive Staff
Cindy Mumby, Chief of Community Relations
Genavieve Foley, Special Assistant to the County Executive
Steve Overbay, Liaison to the County Council
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Joseph Siemek, P.E., Director, Department of Public Works
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Jim Ports, Transportation Liaison, Department of Public Works
Shane Grimm, AICP, Director, Department of Planning and Zoning
Tim Bourcier, AICP, Acting Deputy Director, Department of Planning and Zoning
Alex Rawls, Chief, Long-Range Planning, Department of Planning and Zoning
Gary R. Blazinsky, Administrator, Harford Transit LINK
Phyllis Grover, Director of Planning and Community Development, City of Aberdeen
Dianne Klair, Planner, City of Havre de Grace
Kevin Small, AICP, Director of Planning, Town of Bel Air

KEY PRIORITIES

2025 Ranking	Project	Improvement	2024 Ranking	Initial Year in Priority Letter	Category	Current Year Request	Total Project Cost Estimate	Other Funds
1	MD 22 @ MD 136 and MD 22 @ MD 155 Intersection	2 nd travel lane on MD 22 in each direction	1	2007	Capacity (Key)	\$1,000,000 for Right-of-Way	\$30,000,000	Harford County is committed to purchasing right-of-way
2	MD 23 @ Grafton Shop Road Roundabout	Roundabout	2	2015	Safety / Operations (Key)	\$900,000 for Design/Right-of-Way	\$4,700,000	County Funds: MOU executed with MDOT SHA for design, right-of-way, and construction
3	MD 7 @ Stepney Road Improvements	Signal	3	2015	Safety / Operations (Key)	\$350,000 for Study and Design	\$1,000,000	Developer Funds: MOU executed with MDOT SHA; \$327,000
4	US 1 Bypass @ MD 24 Interchange	2 nd left turn lane from US 1 southbound onto MD 24	5	2007	Capacity (Key)	\$5,200,000 for Construction	\$5,200,000	Federal Funds: In the CTP; Design Underway
5	US 40 @ Otsego Street	Safety and capacity improvements	9	2016	Safety / Operations (Key)	\$300,000 for Design	\$1,000,000	
6	US 40 Shared Use Path	Shared Use Path from Aberdeen Train Station to Erie Street	4	2021	Bicycle / Pedestrian (Key)	\$700,000 for Design	\$1,731,939 / mile	Federal/State Grants: Requesting \$672,000 in grant funds (\$28,000 County match)

2025 Ranking	Project	Improvement	2024 Ranking	Initial Year in Priority Letter	Category	Current Year Request	Total Project Cost Estimate	Other Funds
7	Harford Transit New Operations Facility	Land acquisition, design and construct new operations facility	10	2023	Transit (Key)	\$500,000 for a Feasibility Study	\$85,000,000	Federal Grant: Requesting Federal 5339 Grant (with local match)
8	Sidewalk Program	Install sidewalk along 4 sections of roadways	11	2024	Bicycle / Pedestrian (Key)	\$500,000 for Construction of Sidewalk on MD 755 (Edgewood Road)	\$2,600,000	State Funds: Requesting SHA Fund 79 (with local match)
9	MD 152 @ MD 147 Intersection	2 nd travel lane on MD 147 in each direction	6	2023	Capacity (Key)	\$500,000 for Design	\$6,500,000	
10	MD 24 Northbound Lane from Singer Road to Plumtree Road	3 rd northbound MD 24 lane	12	2015	Capacity (Key)	\$1,000,000 for Design	\$20,000,000	
11	MD 24 Northbound Lane from MD 7 to I-95	Capacity improvements	Addendum	2024	Capacity (Key)	\$500,000 for Corridor Study	\$15,000,000	
12	Aberdeen MARC Train Station	Engineering and environmental analysis for future TOD – Station Square	7	2007	Transit (Key)	No Request in Current FY (\$7,000,000 in federal funds programmed for design)	\$7,000,000	Federal Funds: \$5.6 Million Combined Federal Grants (\$1.4 Million City Match)
13	Business US 1 @ Hays Street (Bel Air Circulation Improvements)	Double right from Hays Street onto Business US 1	8	2015	Safety / Operations (Key)	\$500,000 for Design	\$2,500,000	

2025 Ranking	Project	Improvement	2024 Ranking	Initial Year in Priority Letter	Category	Current Year Request	Total Project Cost Estimate	Other Funds
14	US 40 @ MD 132/Oakington Road and Old Post @ Oakington Road (Oakington Peninsula Access)	Study access into the peninsula, traffic distribution, and construct intersection improvements	Addendum	2024	Capacity (Key)	\$500,000 for Study	\$500,000	

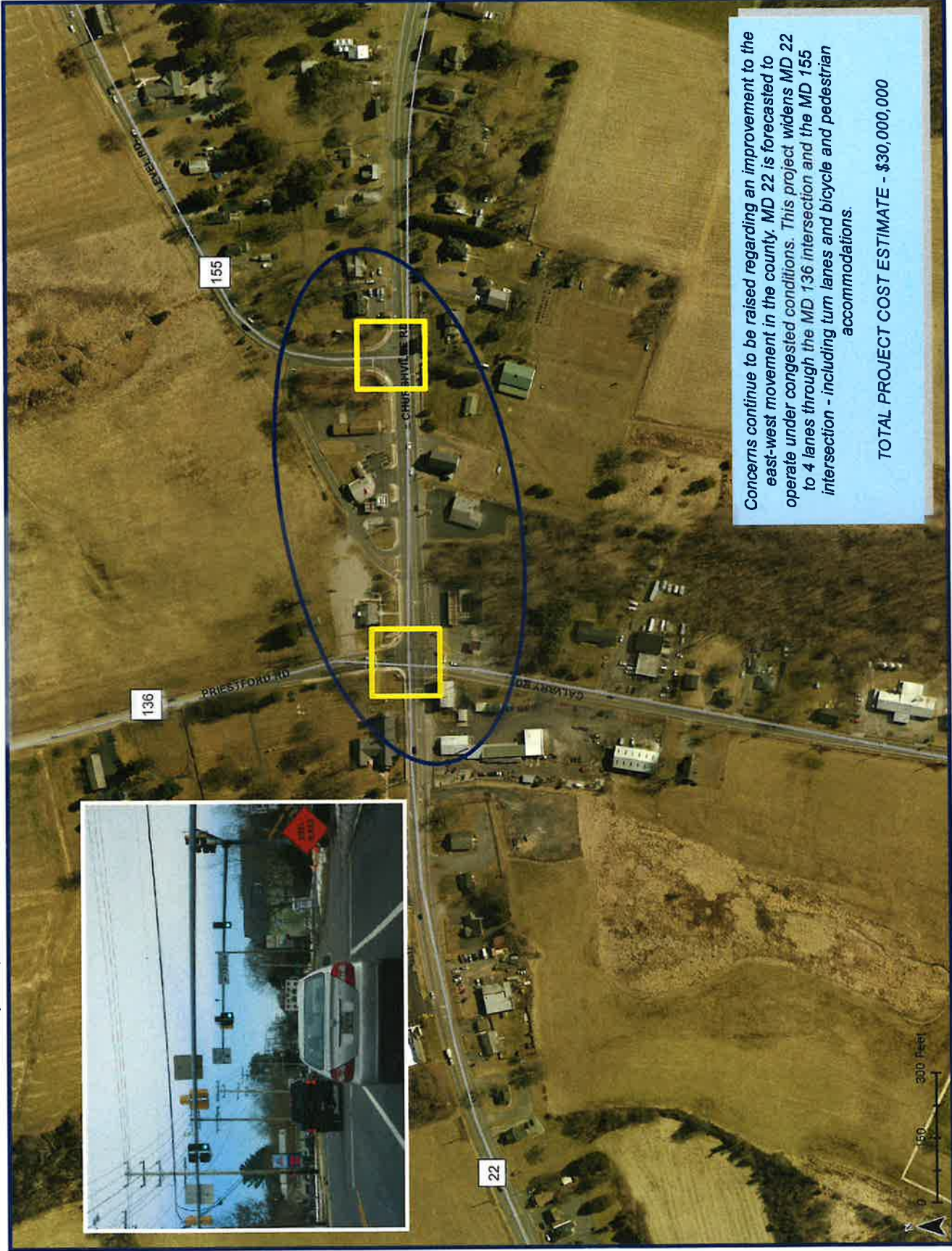


PRIORITY #1

MD 22 @ MD 136 & MD 22 @ MD 155 INTERSECTIONS

CATEGORY - CAPACITY (KEY)

CURRENT YEAR REQUEST - \$1,000,000 FOR RIGHT-OF-WAY



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. This project widens MD 22 to 4 lanes through the MD 136 intersection and the MD 155 intersection - including turn lanes and bicycle and pedestrian accommodations.

TOTAL PROJECT COST ESTIMATE - \$30,000,000



PRIORITY # 2

MD 23 @ GRAFTON SHOP ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$900,000 FOR DESIGN/RIGHT-OF-WAY



The safety of travel in our communities is of high priority. Numerous crashes have occurred at this intersection over the years. Therefore, Harford County requests that MDOT program funding to design and construct a roundabout to improve the overall safety at this intersection.

TOTAL PROJECT COST ESTIMATE - \$4,700,000



PRIORITY #3

MD 7 @ STEPNEY ROAD IMPROVEMENTS

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$350,000 FOR STUDY AND DESIGN



As development continues to occur in the vicinity of the MD 7 corridor, between I-95 and the Perryman Peninsula, the level of service (LOS) at unsignalized intersections continue to worsen. Improvements to this intersection have been identified in several plan approval letters and include extension of turn lanes and installation of a traffic signal when warrants are met. Harford County recommends that MDOT program funding to acquire right-of-way, design, and the installation of a traffic signal to improve the safety and flow of traffic through this intersection.

TOTAL PROJECT COST ESTIMATE - \$1,000,000

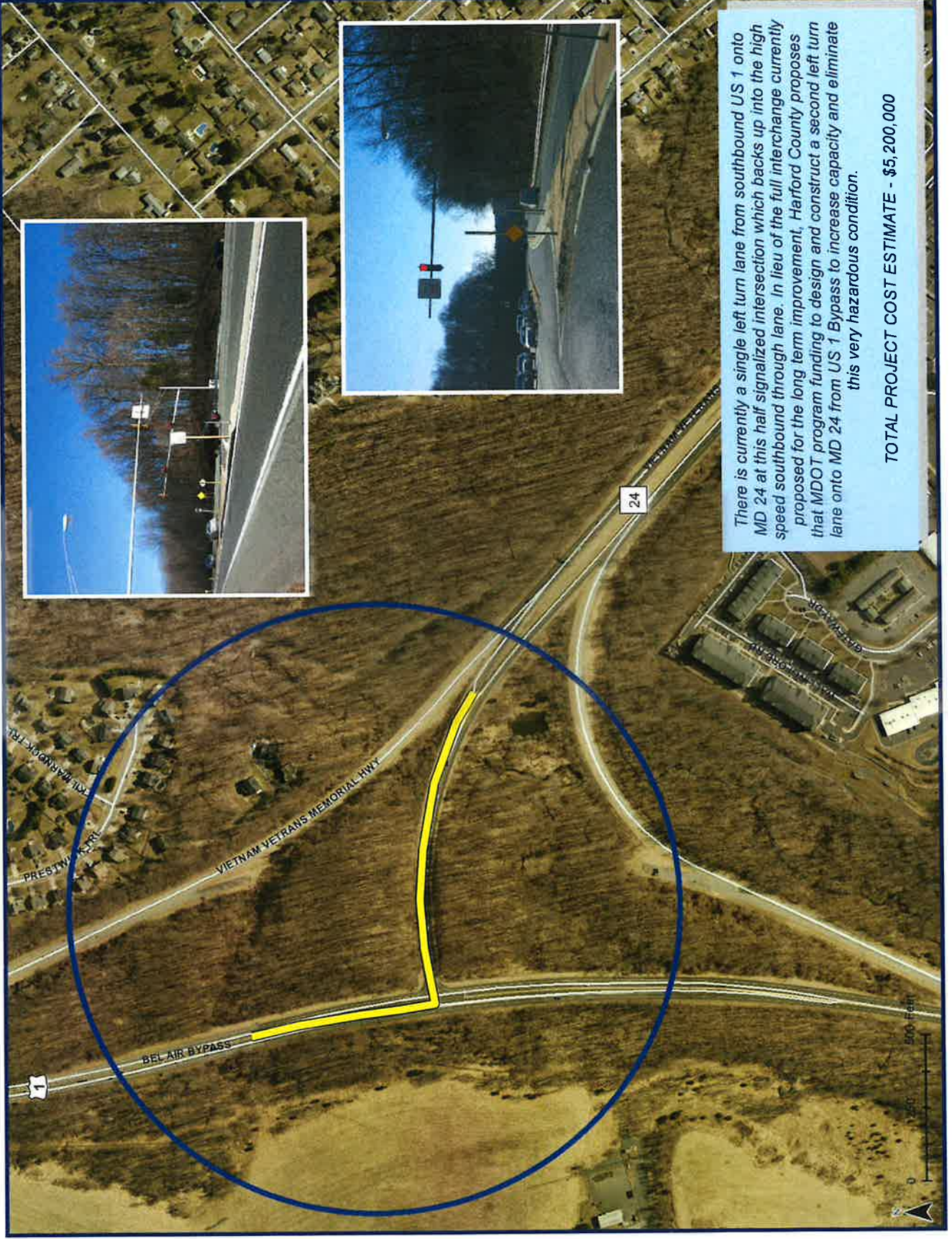


PRIORITY # 4

US 1 BYPASS @ MD 24 INTERCHANGE

CATEGORY - CAPACITY (KEY)

CURRENT YEAR REQUEST - \$5,200,000 FOR CONSTRUCTION



There is currently a single left turn lane from southbound US 1 onto MD 24 at this half signalized intersection which backs up into the high speed southbound through lane. In lieu of the full interchange currently proposed for the long term improvement, Harford County proposes that MDOT program funding to design and construct a second left turn lane onto MD 24 from US 1 Bypass to increase capacity and eliminate this very hazardous condition.

TOTAL PROJECT COST ESTIMATE - \$5,200,000

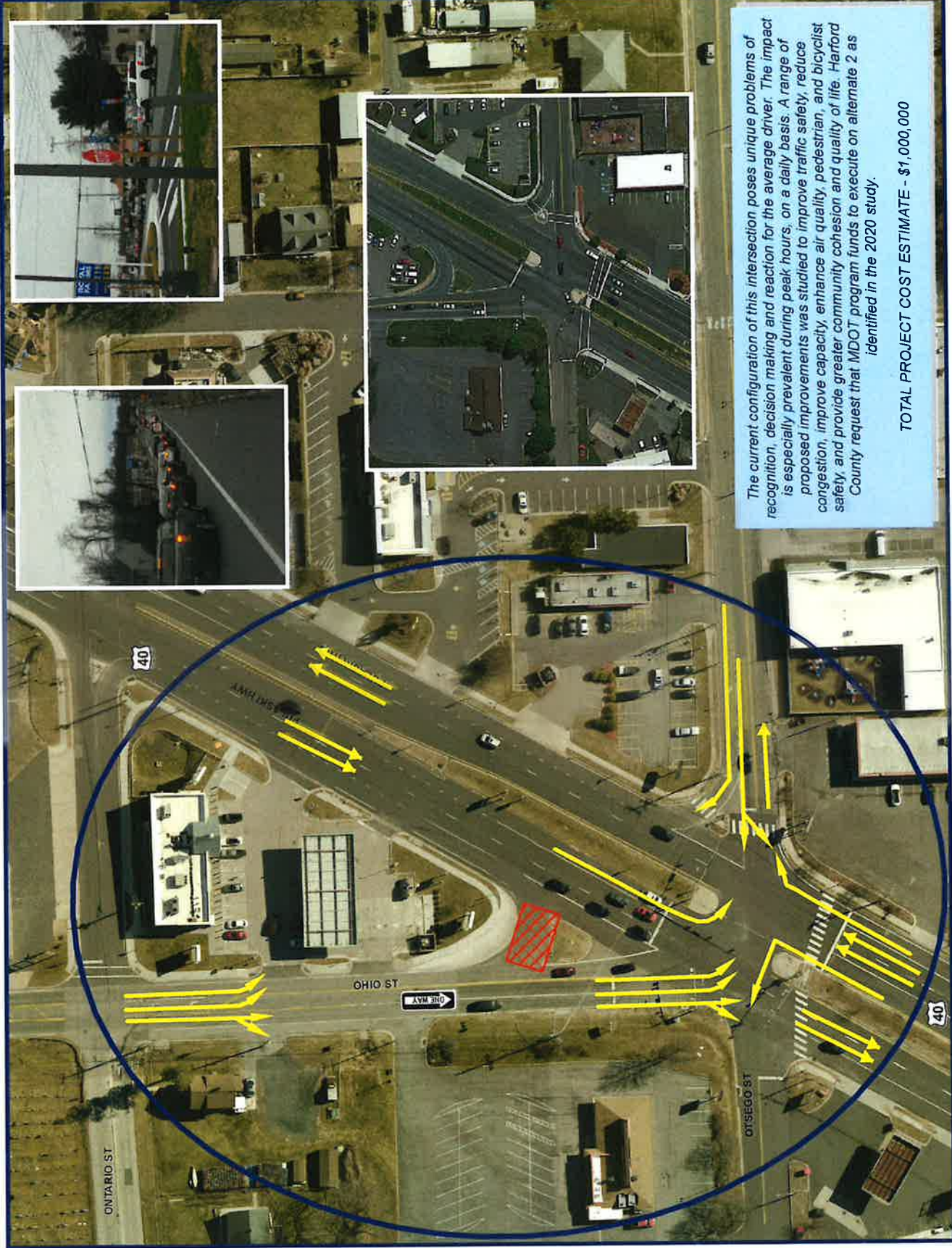


PRIORITY #5

US 40 @ OTSEGO STREET

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$300,000 FOR DESIGN



The current configuration of this intersection poses unique problems of recognition, decision making and reaction for the average driver. The impact is especially prevalent during peak hours, on a daily basis. A range of proposed improvements was studied to improve traffic safety, reduce congestion, improve capacity, enhance air quality, pedestrian, and bicyclist safety, and provide greater community cohesion and quality of life. Harford County request that MDOT program funds to execute on alternate 2 as identified in the 2020 study.

TOTAL PROJECT COST ESTIMATE - \$1,000,000

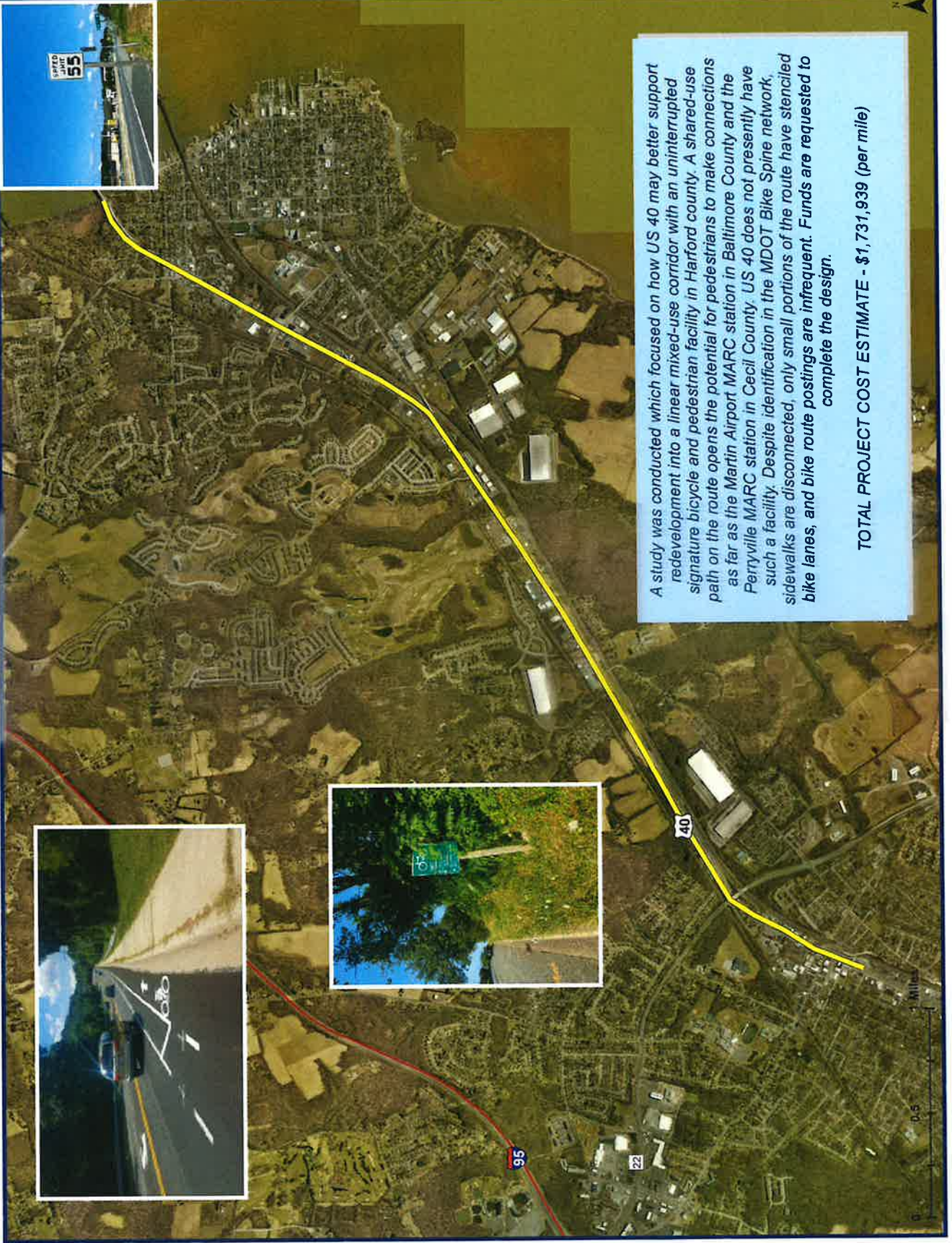


PRIORITY #6

US 40 @ SHARED USE PATH

CATEGORY - BICYCLE/PEDESTRIAN (KEY)

CURRENT YEAR REQUEST - \$700,000 FOR DESIGN



A study was conducted which focused 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 MDTOT Bike Spine network, sidewalks are disconnected, only small portions of the route have stenciled bike lanes, and bike route postings are infrequent. Funds are requested to complete the design.

TOTAL PROJECT COST ESTIMATE - \$1,731,939 (per mile)



PRIORITY # 7

HARFORD TRANSIT NEW OPERATIONS FACILITY

CATEGORY - TRANSIT (KEY)

CURRENT YEAR REQUEST - \$500,000 FOR FEASIBILITY STUDY



Harford County requests funds for land acquisition,
design and construction of a new Harford Transit
Operations Facility.

TOTAL PROJECT COST ESTIMATE - \$85,000,000

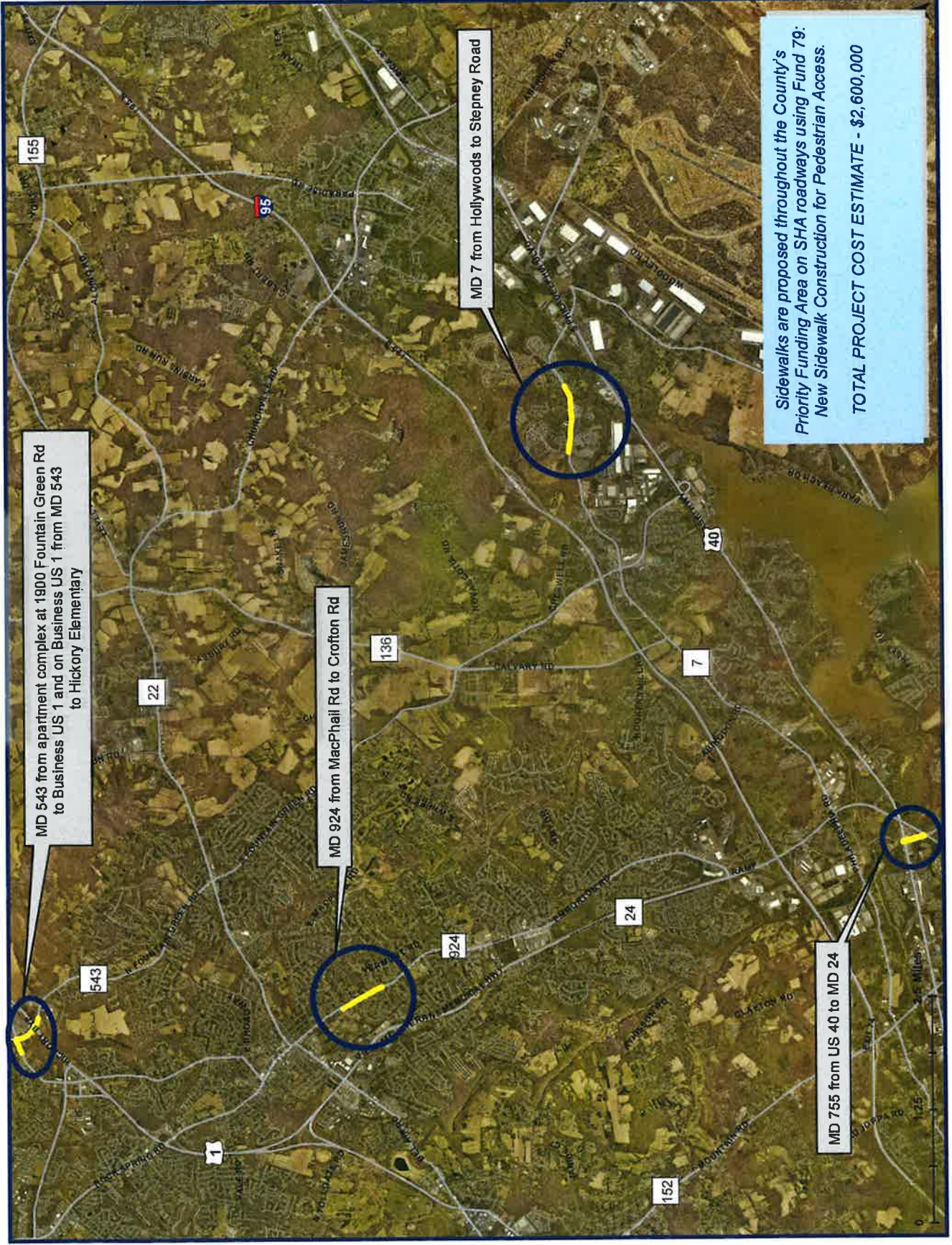


PRIORITY # 8

SIDEWALK PROGRAM

CATEGORY - BICYCLE/PEDESTRIAN (KEY)

CURRENT YEAR REQUEST - \$500,000 FOR CONSTRUCTION OF SIDEWALK ON MD 755



Sidewalks are proposed throughout the County's Priority Funding Area on SHA roadways using Fund 79: New Sidewalk Construction for Pedestrian Access.

TOTAL PROJECT COST ESTIMATE - \$2,600,000

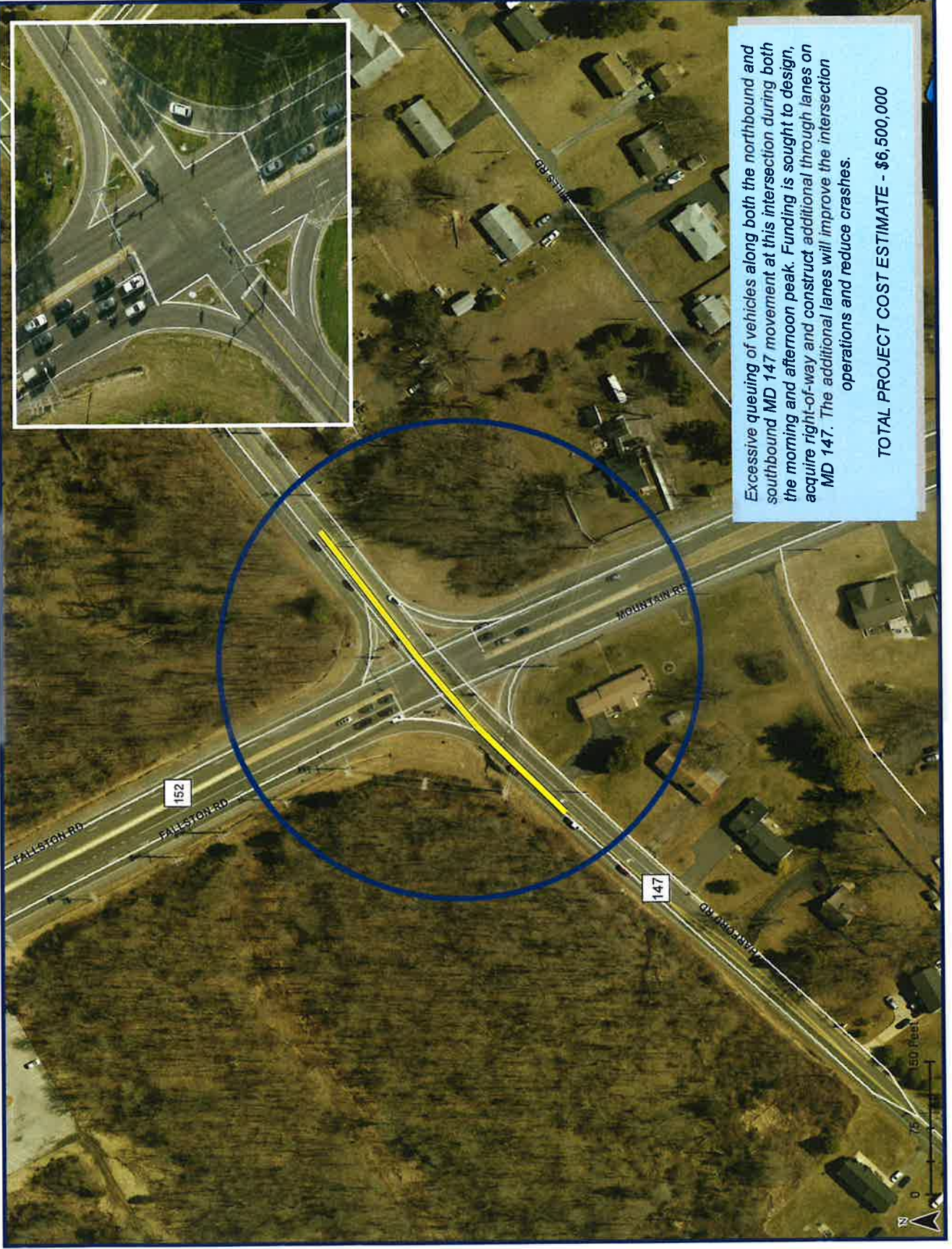


PRIORITY # 9

MD 152 @ MD 147

CATEGORY - CAPACITY (KEY)

CURRENT YEAR REQUEST - \$500,000 FOR DESIGN



Excessive queuing of vehicles along both the northbound and southbound MD 147 movement at this intersection during both the morning and afternoon peak. Funding is sought to design, acquire right-of-way and construct additional through lanes on MD 147. The additional lanes will improve the intersection operations and reduce crashes.

TOTAL PROJECT COST ESTIMATE - \$6,500,000

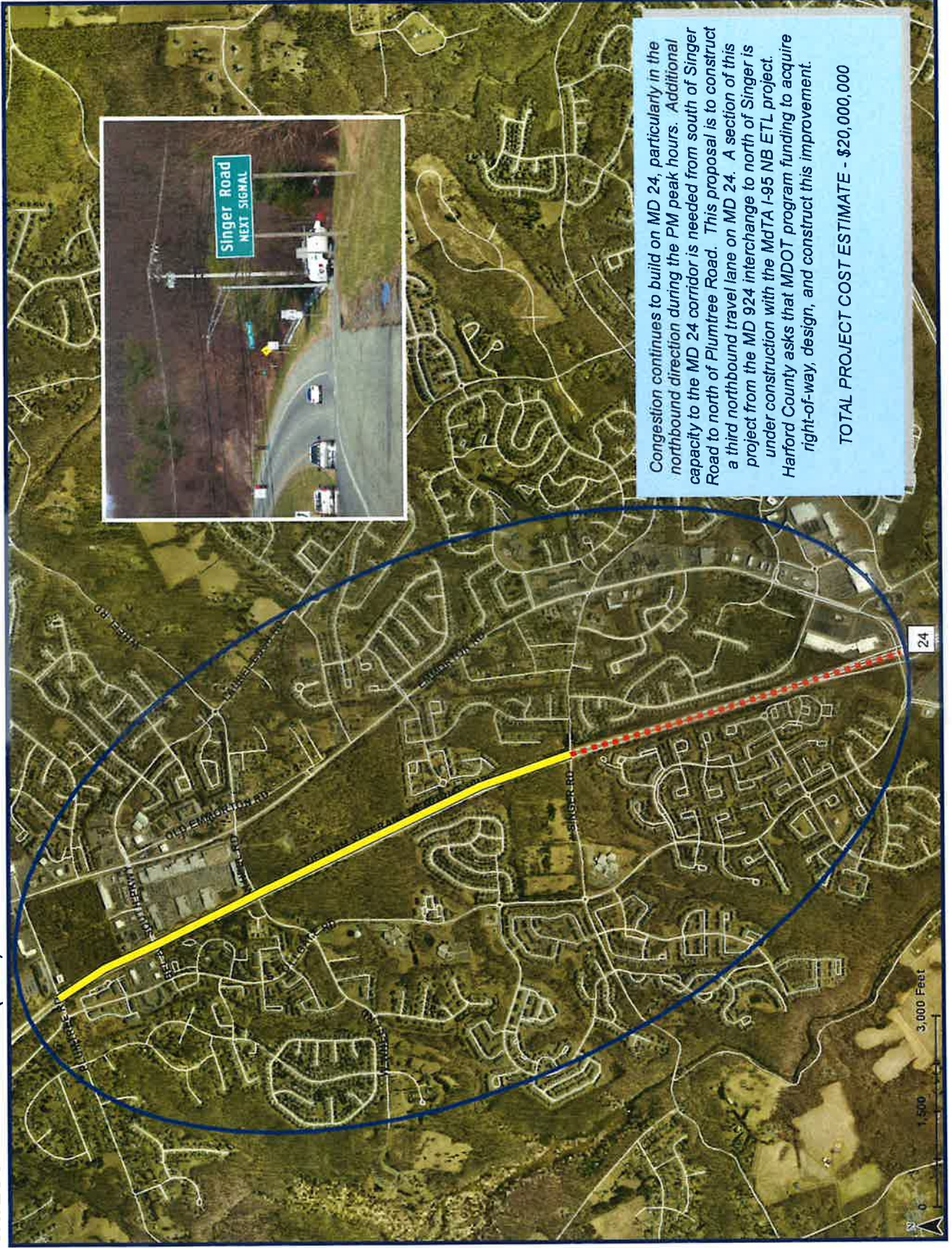


PRIORITY # 10

MD 24 NORTHBOUND LANE

CATEGORY - CAPACITY (KEY)

CURRENT YEAR REQUEST - \$1,000,000 FOR DESIGN



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. A section of this project from the MD 924 interchange to north of Singer is under construction with the MdTA I-95 NB ETL project. Harford County asks that MDOT program funding to acquire right-of-way, design, and construct this improvement.

TOTAL PROJECT COST ESTIMATE - \$20,000,000

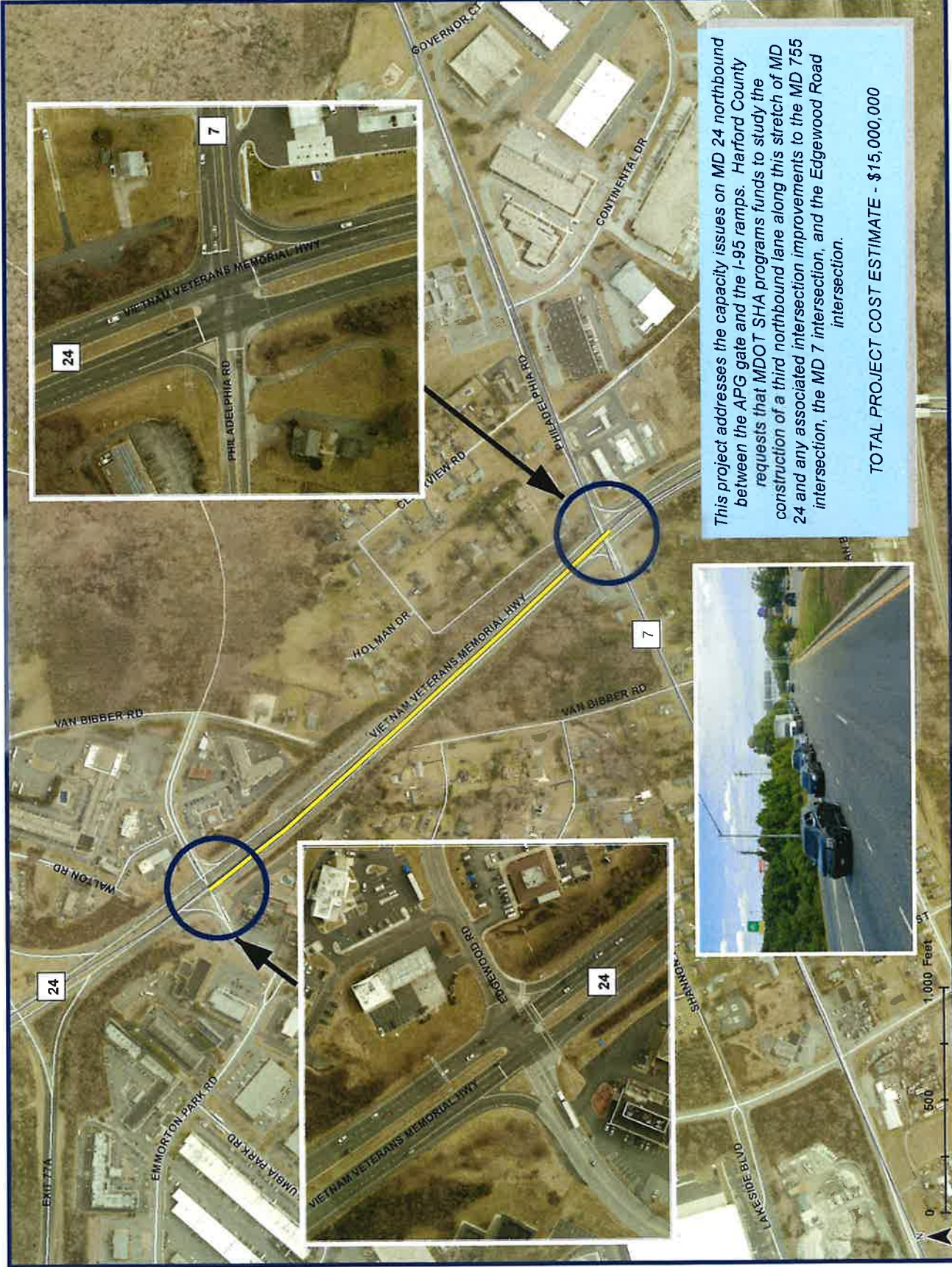


PRIORITY # 11

MD 24 FROM MD 7 TO I-95

CATEGORY - CAPACITY

CURRENT YEAR REQUEST - \$500,000 FOR CORRIDOR STUDY



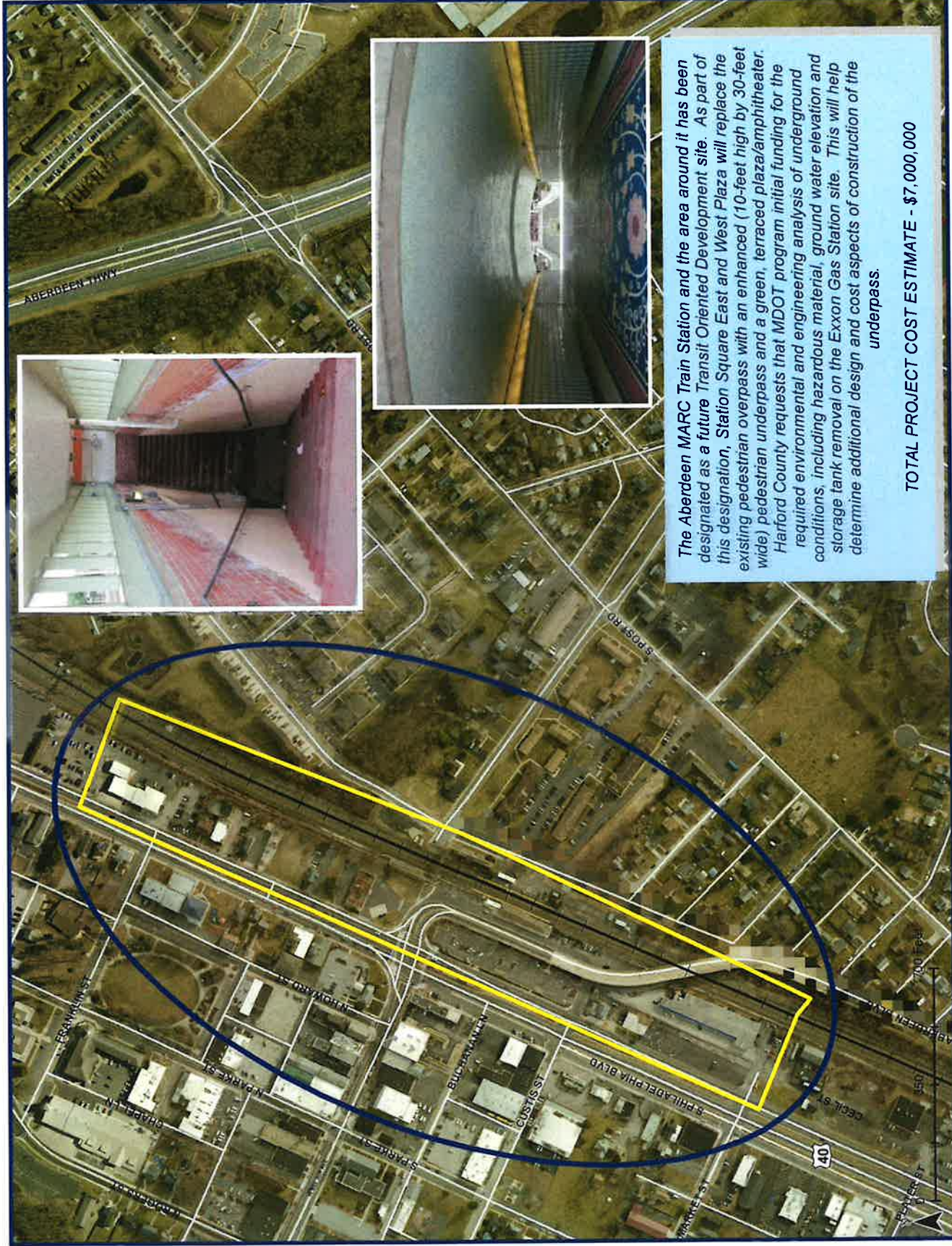


PRIORITY # 12

ABERDEEN MARC TRAIN STATION

CATEGORY - TRANSIT (KEY)

CURRENT YEAR REQUEST - FEDERAL FUNDS PROGRAMMED FOR DESIGN



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 overpass 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.

TOTAL PROJECT COST ESTIMATE - \$7,000,000

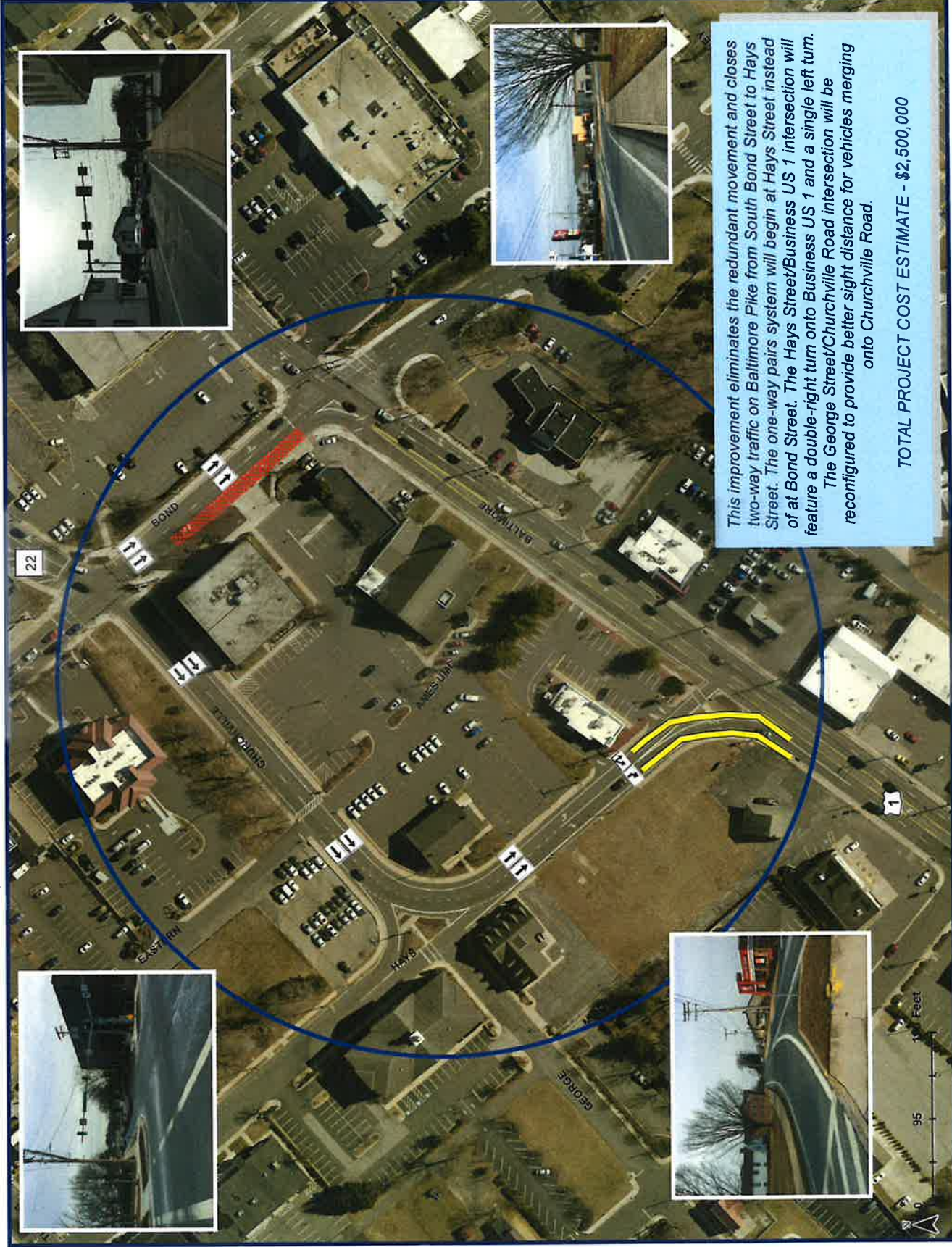


PRIORITY # 13

BEL AIR CIRCULATION IMPROVEMENTS

CATEGORY - SAFETY/OPERATIONS (KEY)

CURRENT YEAR REQUEST - \$500,000 FOR DESIGN



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.

TOTAL PROJECT COST ESTIMATE - \$2,500,000

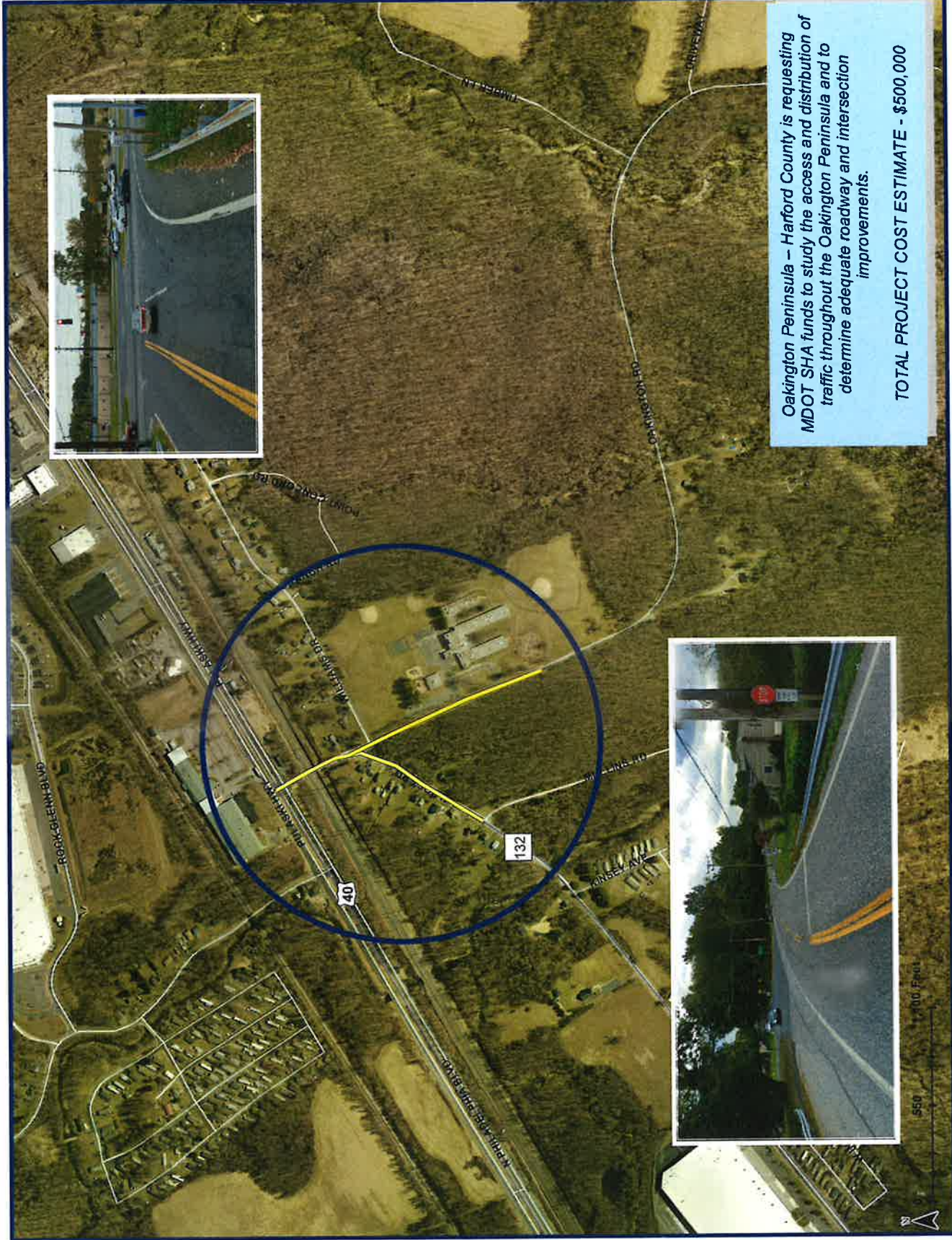


PRIORITY # 14

OAKINGTON PENINSULA ACCESS STUDY

CATEGORY - CAPACITY

CURRENT YEAR REQUEST - \$500,000 FOR STUDY



Oakington Peninsula – Harford County is requesting MDOT SHA funds to study the access and distribution of traffic throughout the Oakington Peninsula and to determine adequate roadway and intersection improvements.

TOTAL PROJECT COST ESTIMATE - \$500,000

Addendum to the 2025 Harford County Priority Letter FY26 Request



Robert G. Cassilly
Harford County Executive

Addendum to Transportation Priorities

As a supplement to the key priorities, Harford County lists additional priorities based on the subcategories of capacity, safety, transit, bicycle and pedestrian, and economic development. These projects are listed in the sections that follow.

Capacity

Roadway improvements are important for the reduction of congestion. Congested corridors lead to higher accident rates, reduce the efficiency of the road network, and negatively impact the economy. Strategic investment in modern transportation facilities produces many long term benefits. These benefits include traffic congestion relief, improved access to goods and services, better system reliability, increased economic development and improved air quality. Our specific Capacity projects are listed below:

- *MD 23 @ MD 146/Madonna Road Roundabout:* In our priority letter since 2015, Harford County requests that MDOT SHA program funding to acquire right-of-way, design, and construct a roundabout at this 4-way stop intersection.
- *MD 24 from APG to I-95:* In the priority letter since 2024, this project addresses the capacity issues on MD 24 northbound between the APG gate and the I-95 ramps. Harford County requests that MDOT SHA programs funds to study the construction of a third northbound lane along this stretch of MD 24 and any associated intersection improvements to the MD 755 intersection, the MD 7 intersection, and the Edgewood Road intersection.

Safety/Operations

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

- *US 1 @ Reckord Road:* Added to the list of priorities in 2023, this project improves the safety and operations of this intersection with the installation of a traffic signal and by raising Reckord Road to improve sight lines. The installation of a traffic signal is scheduled for late summer/early fall 2025.
- *MD 155 @ I-95 Northbound On/Off Ramp:* Added to the priority letter in 2022, the existing lane configuration at this intersection creates a safety issue for eastbound MD 155 traffic and vehicles exiting northbound I-95. Harford County and the City of Havre de Grace recommend that MDTA 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.

- *MD 165 @ MD 23 Intersection:* Included in our priority letter since 2019, with single lane approaches from the north and south, a single left turning vehicle on MD 165 blocks the entire southbound movement and any northbound vehicle needing to turn right will be delayed by the northbound through traffic at this intersection. Therefore, Harford County requests that MDOT SHA program funding to acquire right-of-way, design, and construct a dedicated southbound left turn lane and a dedicated northbound right turn lane at this signalized 3-way intersection with MD 23 (East-West Highway).
- *US 1 Drainage Improvement:* Added to the priority letter in 2023, this project fixes the flooding that occurs on US 1 from MD 152 to the Fallston Village Center access. Harford County recommends that MDOT SHA program funds to improve the conditions causing the flooding on US 1.
- *US 40 Drainage Improvement:* Added to the priority letter in 2023, this project fixes the flooding that occurs on US 40 between West Bel Air Avenue and Market Street. Harford County and the City of Aberdeen recommend that MDOT SHA program funds to improve the conditions causing the flooding on US 40.
- *Access Management – US 1 Business @ Bel Air Plaza:* In our priority letter since 2016, consolidating access points and restricting turn movements along the US 1 Business/MD 22 corridor can improve the movement of traffic, improve safety, and reduce vehicle conflict points – as identified in the 2015 Business US 1/MD 22 Multimodal Corridor Study. This section of US 1 Business has numerous entrances and exits which cause delays, confusion, and lack of awareness for drivers and safety issues for pedestrians and bicyclists. Harford County and the Town of Bel Air request MDOT SHA program funding to install a raised median on US 1 Business, convert the access to Bel Air Plaza and Bel Air Town Center to right-in and right-out, and remove the traffic signal between MD 24 and Kelly Avenue.
- *Access Management – MD 22 @ Campus Hills Shopping Center:* In our priority letter since 2016, 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. This section of MD 22 has numerous entrances and exits which causes delays, confusion, and lack of awareness for drivers and safety issues for pedestrians and bicyclists. Harford County requests that MDOT SHA program funding to convert the entrance of Campus Hills Shopping Center to right-in and right-out and to relocate the existing signal from the Campus Hills Shopping Center access to the intersection of Campus Hills Drive.
- *Access Management – MD 22 Median:* This section of MD 22 is the only section between MD 543 and the Town of Bel Air without a treelined median. In our priority letter since 2016, Harford County requests that MDOT SHA program funding for the design and construction of a treelined raised curb median on MD 22 from Moores Mill Road to Brierhill Drive.

- *MD 462 (Paradise Road) @ Beards Hill Road Roundabout:* Added to the priority letter in 2023, this three-way intersection is one of the busiest intersections in the city of Aberdeen without a traffic signal. Therefore, The City of Aberdeen and Harford County requests that MDOT SHA program funding to design and construct a roundabout to reduce speeds along Paradise Road and to improve the overall safety at this intersection.
- *Access Management – MD 22 @ Express Care/Wawa Access:* In our priority letter since 2016, consolidating access points and restricting turn movements along the 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. Harford County requests that MDOT SHA program funding for the design and construction of a raised “Maryland T” intersection.
- *West Bel Air Avenue @ Middleton Road:* This project was added to the priority letter in 2023 as recommended by the City of Aberdeen. As the Activity Center and new UMMS Hospital develop, the need for improvements at this intersection will continue to increase. The City of Aberdeen and Harford County requests that MDOT program funding for the design, right-of-way, and construction of roundabout and pedestrian improvements at this intersection.
- *MD 22 @ Aldino-Stepney Road:* New to the priority letter this year at the request of the City of Aberdeen, this project improves the safety and operations of this intersection with the installation of a traffic signal. The City of Aberdeen and Harford County request MDOT program funds for the design and construction of a traffic signal at this intersection.
- *I-95 EZ Pass Tydings Bridge:* In our priority letter since 2017, the domino effect of congestion on I-95 spills over onto County and City of Havre de Grace roadways. 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. Harford County and the City of Havre de Grace request that MDTA program planning and capital funds to study and implement improvements.

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. Our Transit project is listed below:

- *LOTS – Harford Transit LINK:* More frequent and convenient local transit service will better accommodate users and expand ridership. Added to the priority letter in 2023, Harford County requests that MDOT MTA program operating funds for extending evening hours service and implementing Saturday service on route 1, route 2 and route 3.

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 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. Harford County requests that MDOT SHA program funds for the construction of this project.
- *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 from MD 543 to Prospect Mill Road and from MD 155 to I-95 – as identified in the 2012 MD 22 Multimodal Corridor Study. Harford County requests that MDOT SHA program funds for the construction of these improvements.
- *Bel Air to Harford Community College Trail:* Added to the priority letter in 2021, an on-road and off-road trail is proposed which will connect the Town of Bel Air to the Harford Community College. Harford County requests that MDOT SHA program funding to acquire right-of-way, design, and construct this trail connection.

Economic Development

Projects to spur economic development is important to the vitality and quality of life of the county and boost the State's overall economy and competitiveness. Strategically investing in infrastructure improvements and revitalization provides new opportunities for businesses. Our specific Economic Development projects are listed below:

- *Woodley Road Extended:* In the priority letter since 2023, this improvement completes the connection from the terminus of Woodley Road, across property owned by the US Army, to intersect with MD 715. This improvement has been underway since a 2019 MOU with APG Senior Command was signed. Most of the road has been constructed by a developer leaving about 1000-feet to be completed. While not a project requesting MDOT funding, this project will open more economic development opportunities with the Perryman peninsula and separate freight traffic from passenger traffic and residential areas. Therefore, continued coordination between Harford County and MDOT SHA is important.
- *Susquehanna River Pedestrian and Bicycle Bridge:* Added to the priority letter in 2023, this regionally significant improvement provides a safe bicycle and pedestrian crossing over the Susquehanna River, providing a missing link for local, regional, and national trail systems. The City of Havre de Grace and Harford County requests that MDOT program funds to evaluate a separate bicycle and pedestrian bridge over Susquehanna River and to integrate with the site design of the Amtrak rail bridge.

Regional Priorities

As a member of the Baltimore Regional Transportation Board, we are very invested in cost effective, systematic, and regionally integrated approaches to addressing multimodal congestion, mobility, and safety in the Baltimore region. Therefore, we have identified several regional priorities:

- We strongly support funding and implementing the regional transit corridors in the State's Regional Transit Plan and request MDOT advance planning, design, and operational funding, in coordination with our local and regional transit systems, to meet the goals and priorities in the Regional Transit Plan. MDOT should ensure public transit can provide equitable and high quality service to all public transit riders, particularly our transit dependent community members, regardless of whether they are served by the State or local system or need to travel between two systems for essential services. We are especially interested in the interjurisdictional east-west corridors (#16 and #17) and north-south corridors (#1 and #6).
- Transportation Systems Management and Operations (TSMO) strategies offer cost effective and considered approaches that leverage our investments in the existing transportation system. We strongly support funding and implementing TSMO strategies, particularly in MDOT SHA TSMO System corridors 1, 2, 3, 4, 9, 10, 11, and 13, and are particularly interested in how these strategies can address the region's freight bottlenecks. We encourage continued work on TSMO Systems 1 and 2 and support initiation of work in the other TSMO corridors. We also encourage smaller projects (such as signal system retiming and signal reconstruction) in the TSMO system corridors to support and enhance the larger TSMO components (such as hard shoulder running, queue warning systems, and ramp meters).
- We strongly support funding and implementing bike and pedestrian projects, particularly cross border projects, to enhance safety and provide expanded multi-modal options.

ADDENDUM

Category	Project	Improvement	2024 Ranking	Initial Year in Priority Letter	Cost Estimate
Capacity	MD 23 @ MD 146/Madonna Roundabout	Roundabout	Addendum	2015	\$2,500,000
Capacity	MD 24 from MD 755 to I-95	Capacity improvements to the MD 24 @ MD 755 intersection, the MD 24 @ MD 7 intersection, and the MD 24 @ Edgewood Road intersection and add a 3 rd northbound travel lane from APG Gate to I-95	Addendum	2024	\$150,000,000
Safety/Operations	US 1 @ Reckord Road Intersection	Signal	Addendum	2023	\$750,000
Safety/Operations	MD 155 @ I-95 Northbound On/Off Ramp	Improve Ramps	Addendum	2022	\$450,000
Safety/Operations	MD 23 @ MD 165	Southbound left turn lane and northbound right turn lane	Addendum	2019	\$1,000,000
Safety/Operations	US 1 @ Fallston Village	Culvert replacement	Addendum	2023	\$100,000 - \$500,000
Safety/Operations	US 40 Drainage Improvements	Culvert replacement	Addendum	2023	\$1,000,000 - \$2,000,000

Category	Project	Improvement	2024 Ranking	Initial Year in Priority Letter	Cost Estimate
Safety/Operations	Access Management – Business US 1 @ Bel Air Plaza	Remove signal at Bel Air Plaza and restrict access to right in – right out	Addendum	2016	\$250,000
Safety/Operations	Access Management – MD 22 @ Campus Hills Shopping Center	Relocate existing signal from shopping center to Campus Hills Drive and restrict commercial access to right in – right out	Addendum	2016	\$250,000
Safety/Operations	Access Management – MD 22 Median	A raised treelined median between Moores Mill and Brierhill	Addendum	2016	\$150,000
Safety/Operations	MD 462 @ Beards Hill Road Roundabout	Roundabout	Addendum	2023	\$2,000,000
Safety/Operations	Access Management – MD 22 @ Wawa/Express Care Access	Maryland T raised channelized island	Addendum	2016	\$125,000
Safety/Operations	MD 22 @ Aldino-Stepney Road	Signal	N/A	2025	\$750,000
Safety/Operations	West Bel Air Avenue @ Middleton Road Intersection Upgrades	Roundabout and Pedestrian improvements	Addendum	2023	\$2,000,000
Safety/Operations	I-95 EZ Pass Tydings Bridge	New Electronic Toll Structure	10	2017	\$1,000,000

Category	Project	Improvement	2024 Ranking	Initial Year in Priority Letter	Cost Estimate
Transit	Harford Transit Service	Expand transit service with Saturday service and late evening service	Addendum	2023	\$152,500/year Saturday Service and \$270,000/year Extended Hours (Operating Costs)
		MD 24 Shared Use Path	Addendum	2017	\$500,000
		MD 22 Bicycle and Pedestrian Upgrades	Addendum	2012	\$500,000 - \$1,000,000
Bicycle/Pedestrian	Bel Air to HCC Trail	Off road and on road trail	Addendum	2021	\$2,579,939/mile
Economic Development	Woodley Road Extended	Extend Woodley Road to intersect with MD 715	Addendum	2023	\$11,000,000
Economic Development	Susquehanna River Pedestrian and Bicycle Crossing	Bicycle and pedestrian bridge	Addendum	2023	\$34,800,000



MD 23 @ MD 146/MADONNA ROUNDABOUT

CATEGORY - CAPACITY

ESTIMATED CONSTRUCTION COST - \$2,500,000



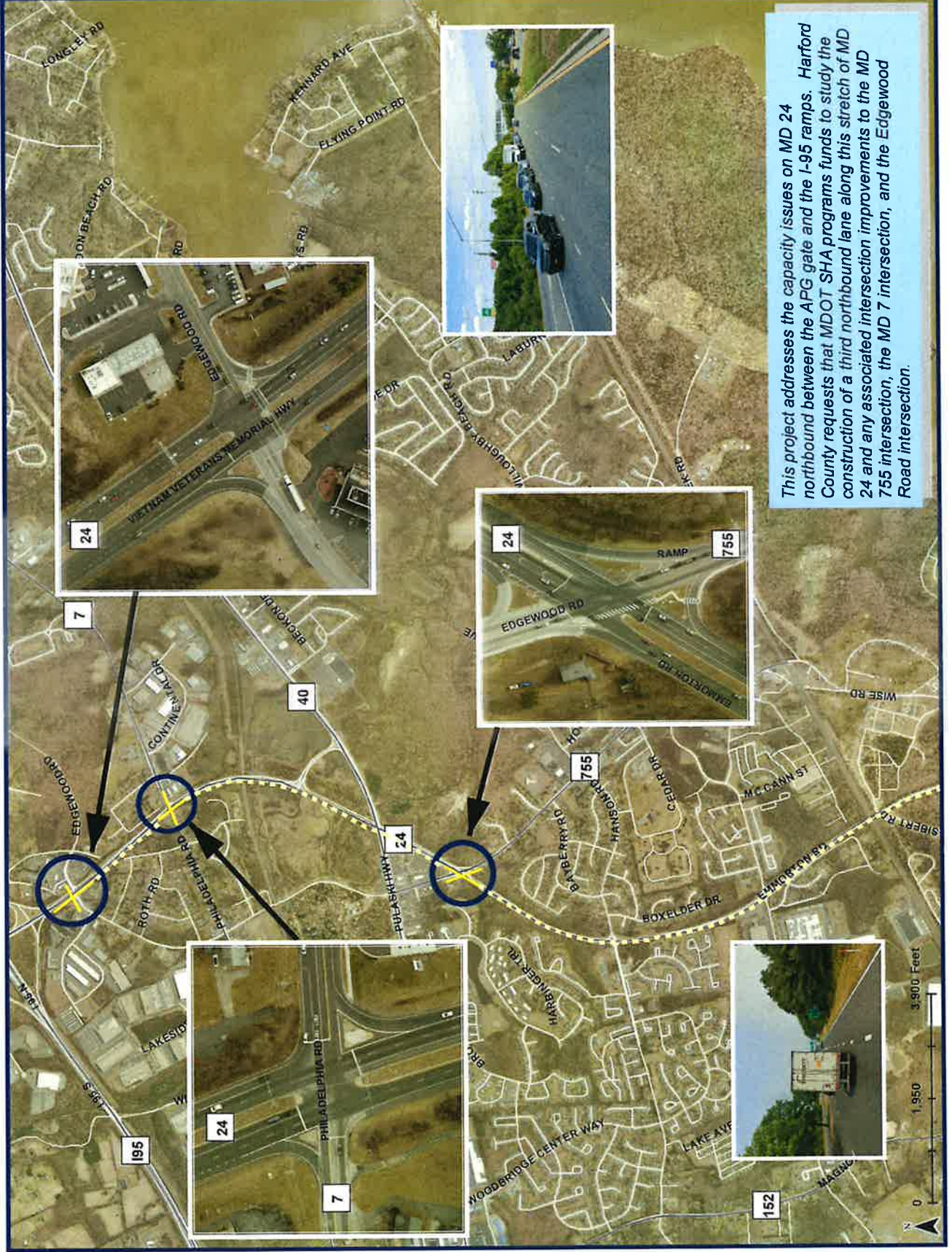
This intersection currently operates as a four-way stop controlled intersection. A roundabout allows a higher throughput than a four-way stop controlled intersection and is therefore more efficient. Harford County requests that MDOT program funding to acquire right-of-way, design, and construct a roundabout at this intersection.



MD 24 FROM MD 755 TO I-95

CATEGORY - CAPACITY

ESTIMATED COST - \$150,000,000



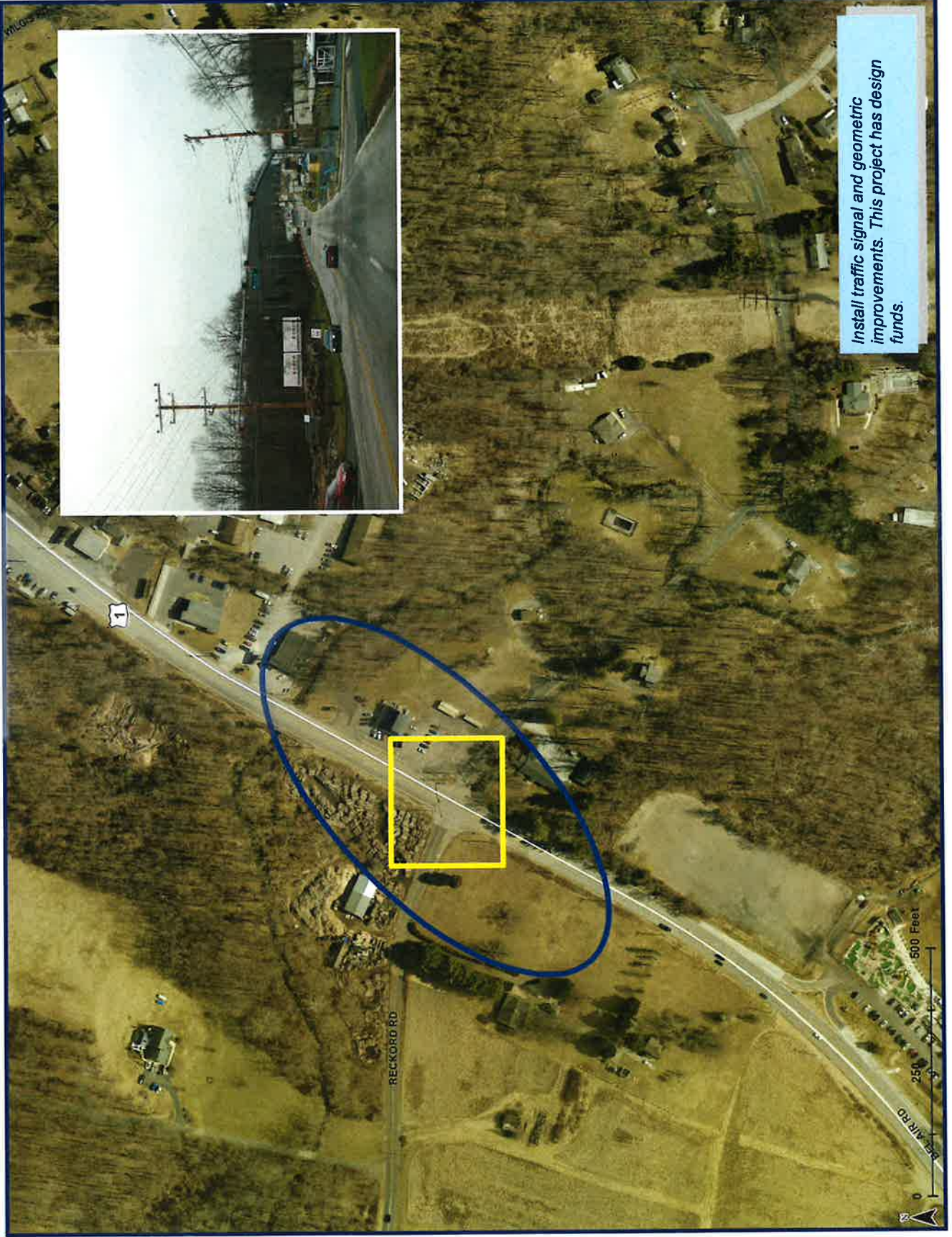
This project addresses the capacity issues on MD 24 northbound between the APG gate and the I-95 ramps. Harford County requests that MDOT SHA programs funds to study the construction of a third northbound lane along this stretch of MD 24 and any associated intersection improvements to the MD 755 intersection, the MD 7 intersection, and the Edgewood Road intersection.



US 1 @ RECKORD ROAD

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$750,000



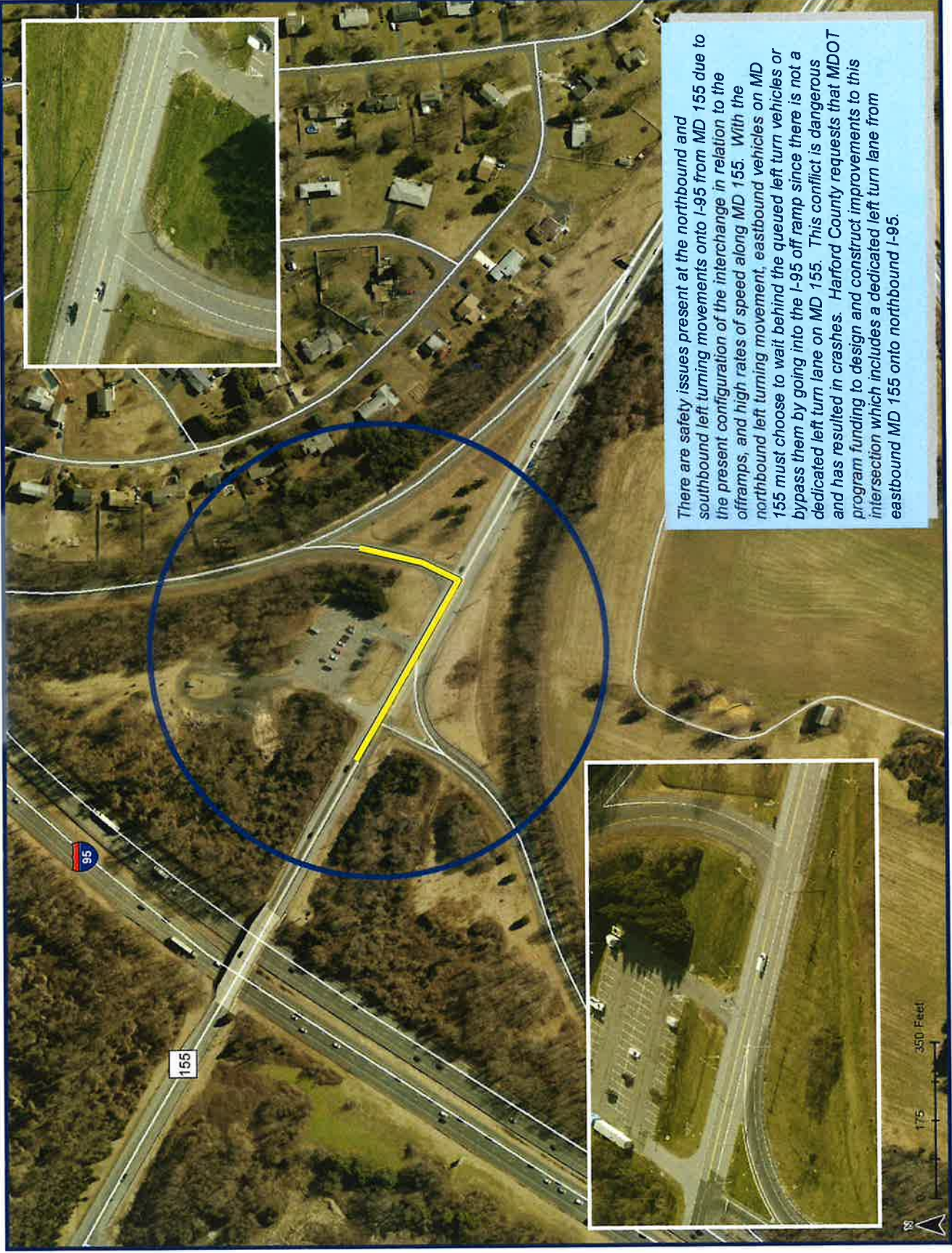
Install traffic signal and geometric improvements. This project has design funds.



MD 155 @ I-95

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$450,000

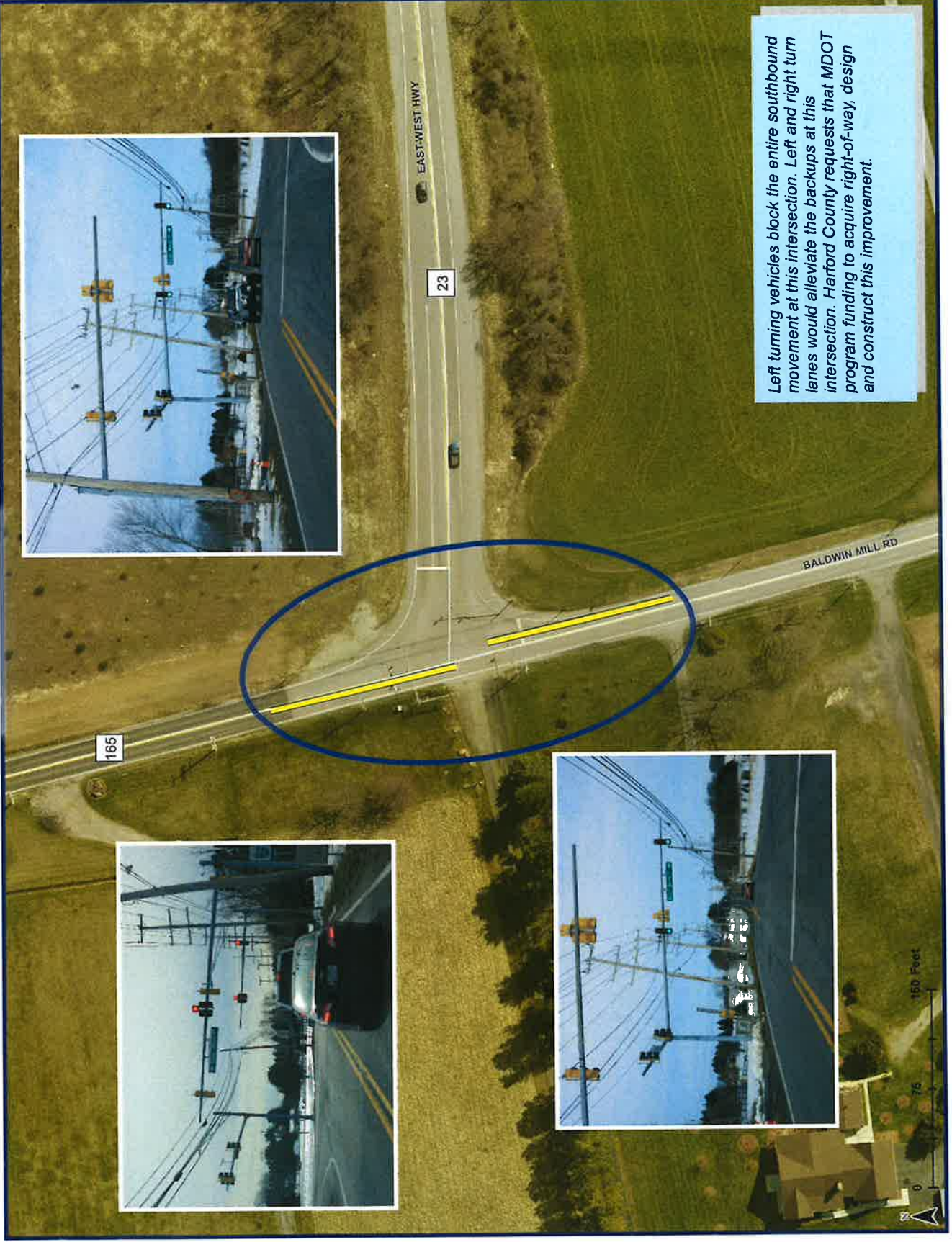




MD 23 @ MD 165

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,000,000



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



US 1 @ FALLSTON VILLAGE

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$100,000 - \$500,000



Replace culvert and other drainage improvements.



US 40 DRAINAGE IMPROVEMENT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,000,000 to \$2,000,000



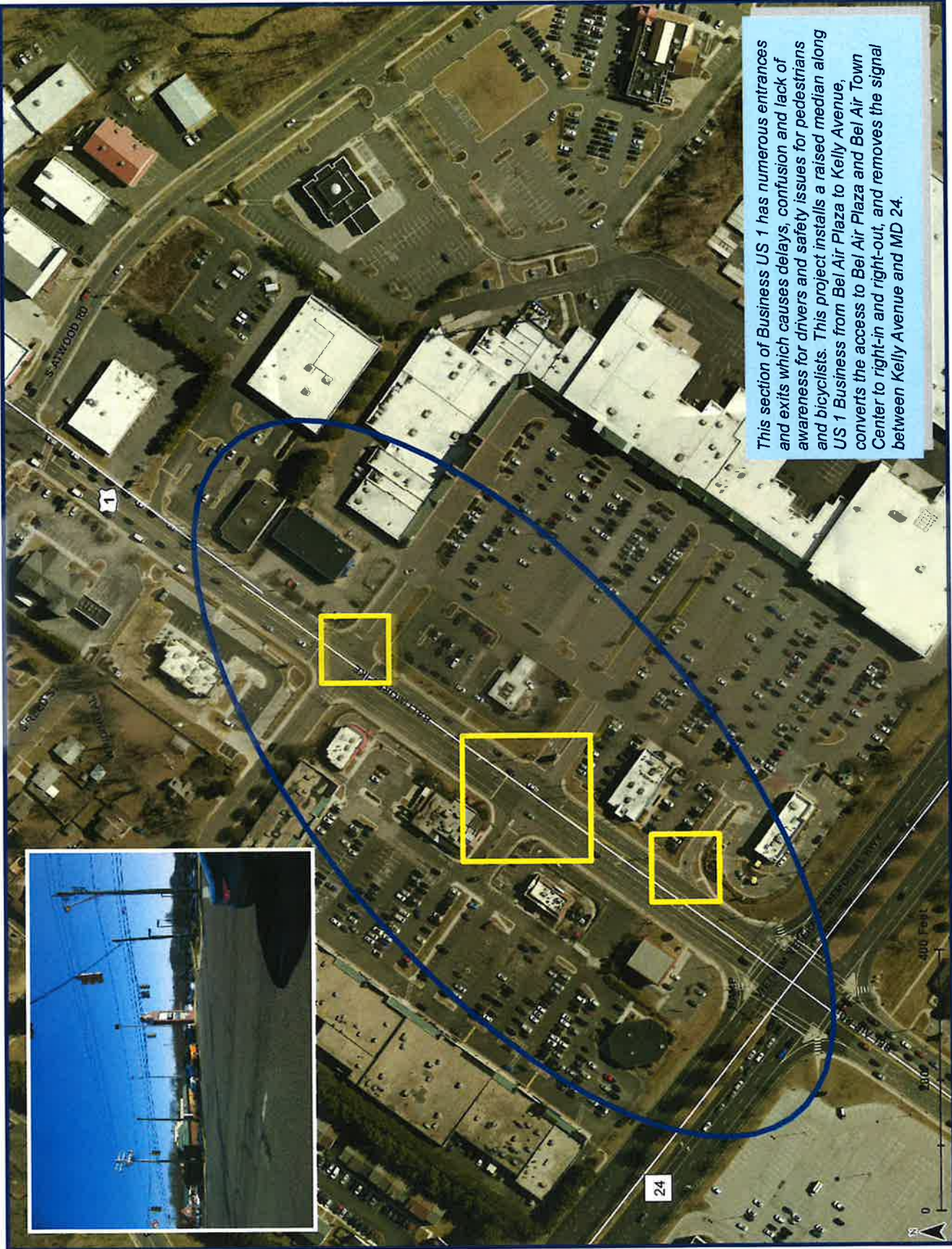
New to the priority letter this year, this project fixes the flooding that occurs on US 40 between West Bel Air Avenue and Market Street. Harford County and the City of Aberdeen recommends that MDOT program funds to improve the conditions causing the flooding on US 40.



ACCESS MANAGEMENT - US 1 BUSINESS @ BEL AIR PLAZA

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$250,000



This section of Business US 1 has numerous entrances and exits which causes delays, confusion and lack of awareness for drivers and safety issues for pedestrians and bicyclists. This project installs a raised median along US 1 Business from Bel Air Plaza to Kelly Avenue, converts the access to Bel Air Plaza and Bel Air Town Center to right-in and right-out, and removes the signal between Kelly Avenue and MD 24.



ACCESS MANAGEMENT - MD 22 @ CAMPUS HILLS SHOPPING CENTER

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$250,000



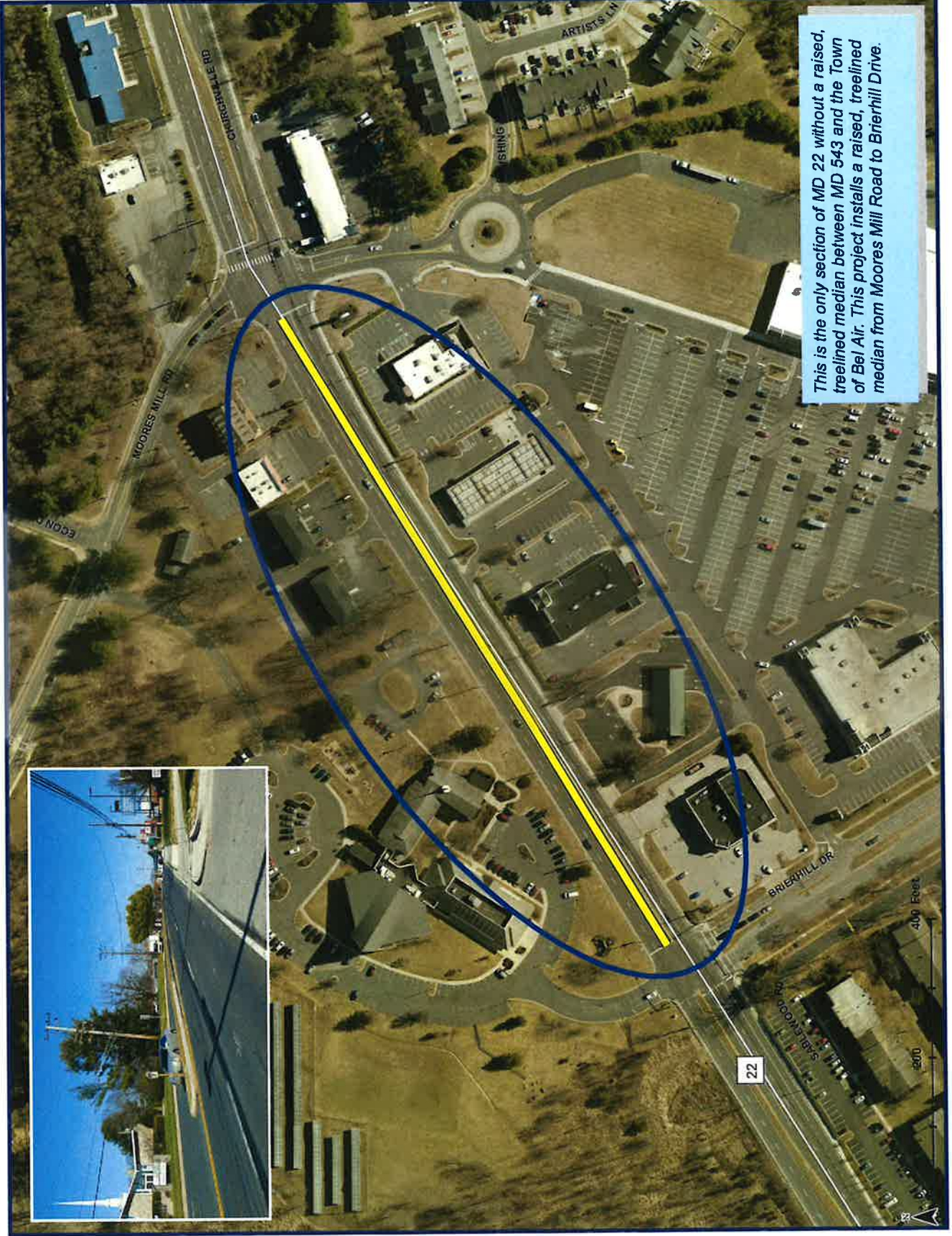
This section of MD 22 has numerous entrances and exits which causes delays, confusion and lack of awareness for drivers and safety issues for pedestrians and bicyclists. This improvement converts the entrance to Campus Hills Shopping Center and the 3 access points between Campus Hills Drive and the Arena Club to a right-in and right-out and relocates the signal from the Campus Hills Shopping Center entrance to the intersection of Campus Hills Drive.



ACCESS MANAGEMENT - MD 22 MEDIAN

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$150,000



This is the only section of MD 22 without a raised, treelined median between MD 543 and the Town of Bel Air. This project installs a raised, treelined median from Moore's Mill Road to Brierhill Drive.



MD 462 @ BEARDS HILL ROAD ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$2,000,000



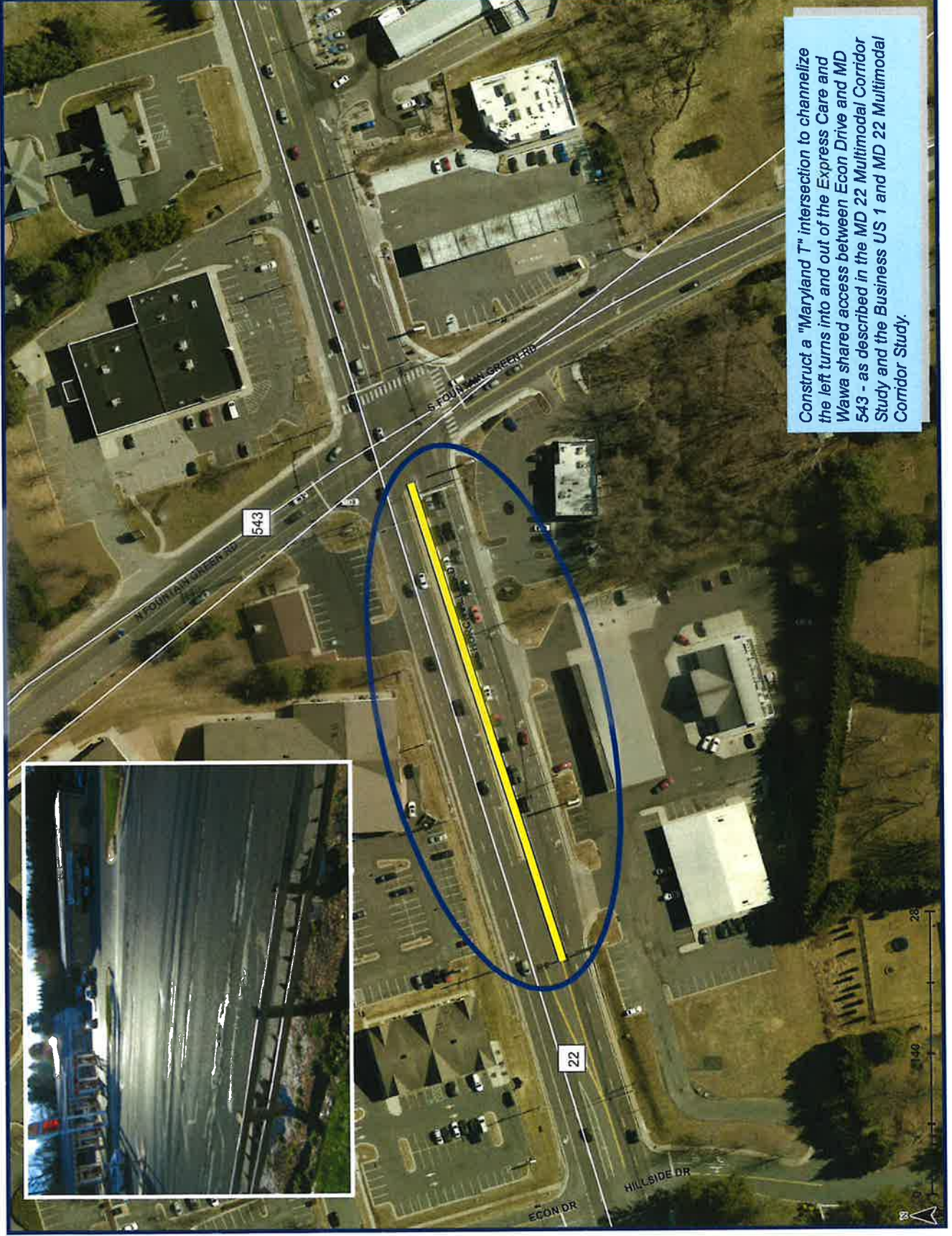
New to the priority letter this year, this three-way intersection is one of the busiest intersections in the city without a traffic signal. Therefore, The City of Aberdeen and Harford County requests that MDOT program funding to design and construct a roundabout to reduce speeds along Paradise Road and to improve the overall safety at this intersection.



ACCESS MANAGEMENT - MD 22 @ WAWA

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$125,000



Construct a "Maryland T" intersection to channelize the left turns into and out of the Express Care and Wawa shared access between Econ Drive and MD 543 - as described in the MD 22 Multimodal Corridor Study and the Business US 1 and MD 22 Multimodal Corridor Study.



MD 22 @ ALDINO-STEPNEY ROAD

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$750,000



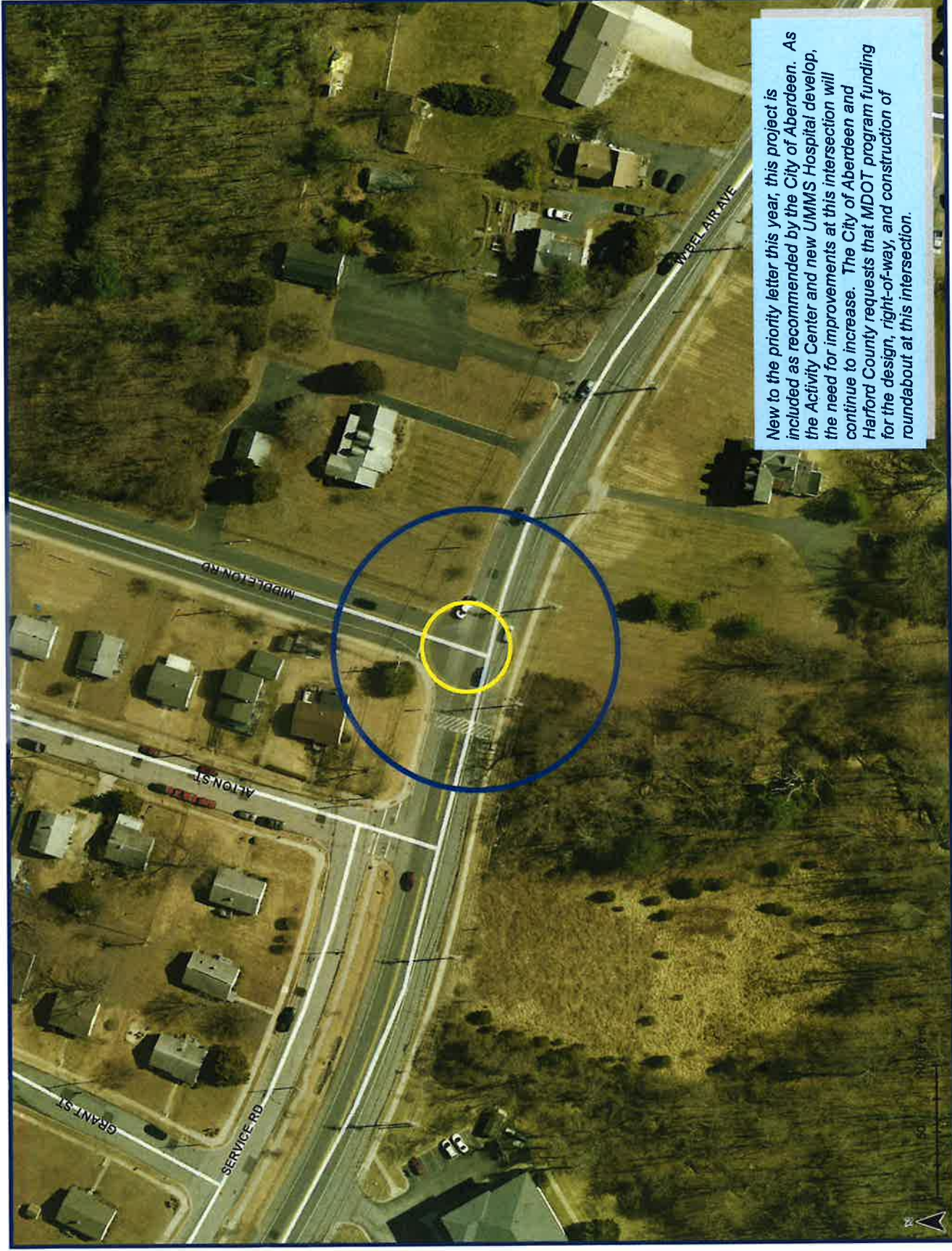
At the request of the City of Aberdeen, this project improves the safety and operations of this intersection with the installation of a traffic signal. The City of Aberdeen and Harford County request MDOT program funds for the design and construction of a traffic signal at this intersection.



WEST BEL AIR AVENUE @ MIDDLETON ROAD ROUNDABOUT

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$2,000,000



New to the priority letter this year, this project is included as recommended by the City of Aberdeen. As the Activity Center and new UMMS Hospital develop, the need for improvements at this intersection will continue to increase. The City of Aberdeen and Harford County requests that MDOT program funding for the design, right-of-way, and construction of roundabout at this intersection.



I-95 EZ PASS TYDINGS BRIDGE

CATEGORY - SAFETY/OPERATIONS

ESTIMATED CONSTRUCTION COST - \$1,000,000

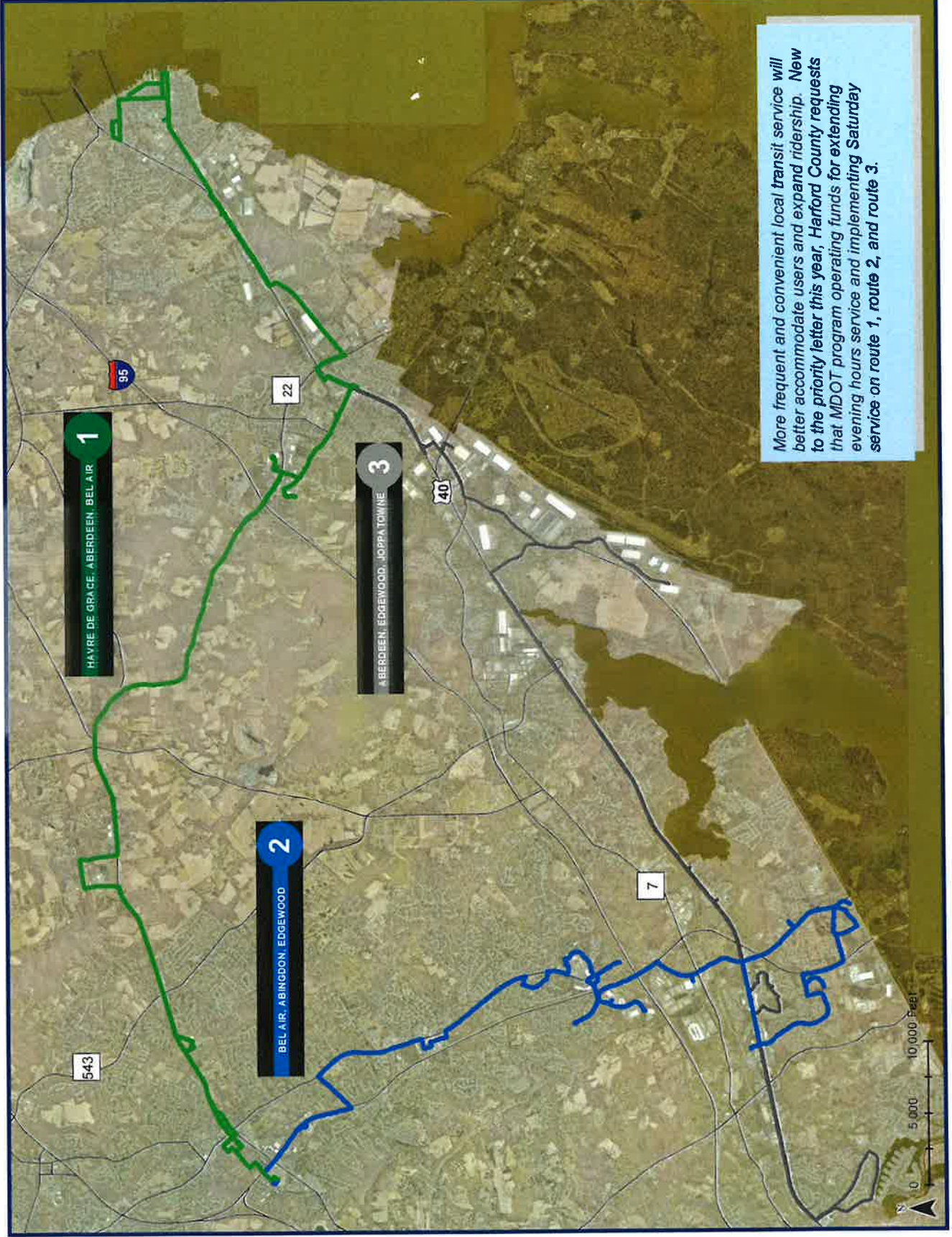




HARFORD TRANSIT LINK

CATEGORY - TRANSIT

ESTIMATED OPERATING COSTS - \$152,500/YR. SATURDAY; \$270,000/YR. EXTENDED HRS.



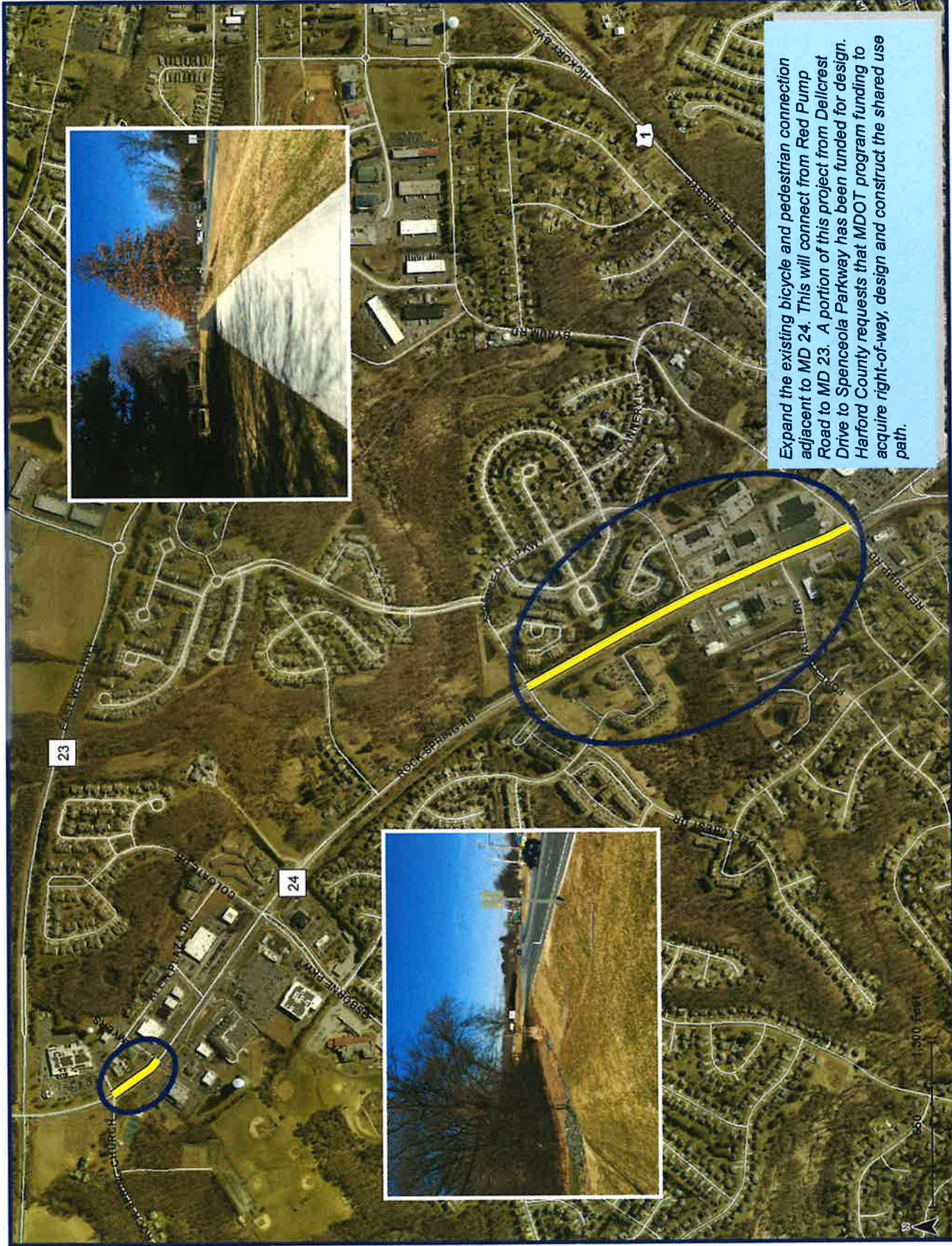
More frequent and convenient local transit service will better accommodate users and expand ridership. New to the priority letter this year, Harford County requests that MDOT program operating funds for extending evening hours service and implementing Saturday service on route 1, route 2, and route 3.



MD 24 SHARED USE PATH (FOREST HILL)

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH

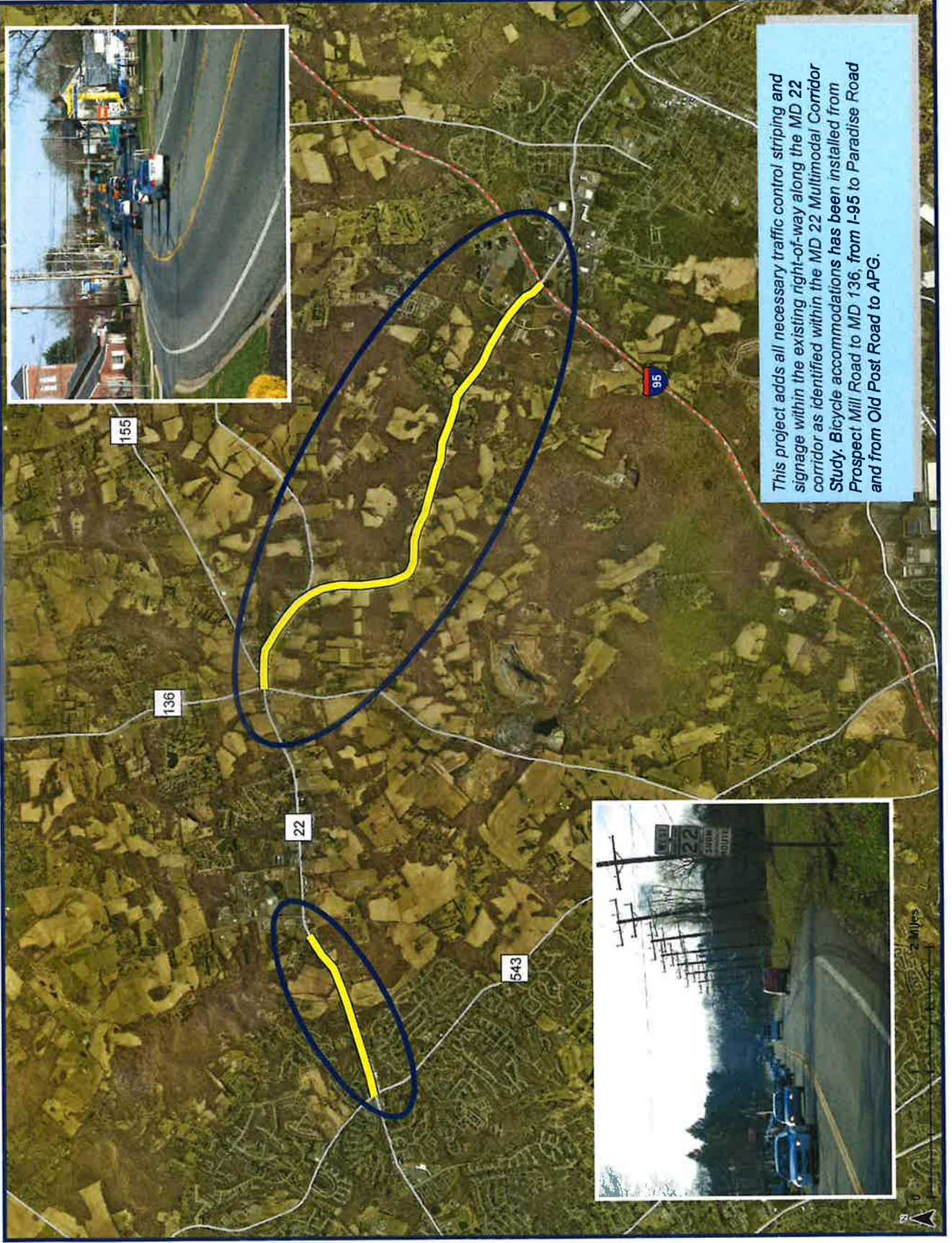
ESTIMATED CONSTRUCTION COST \$500,000





MD 22 BICYCLE AND PEDESTRIAN UPGRADES

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



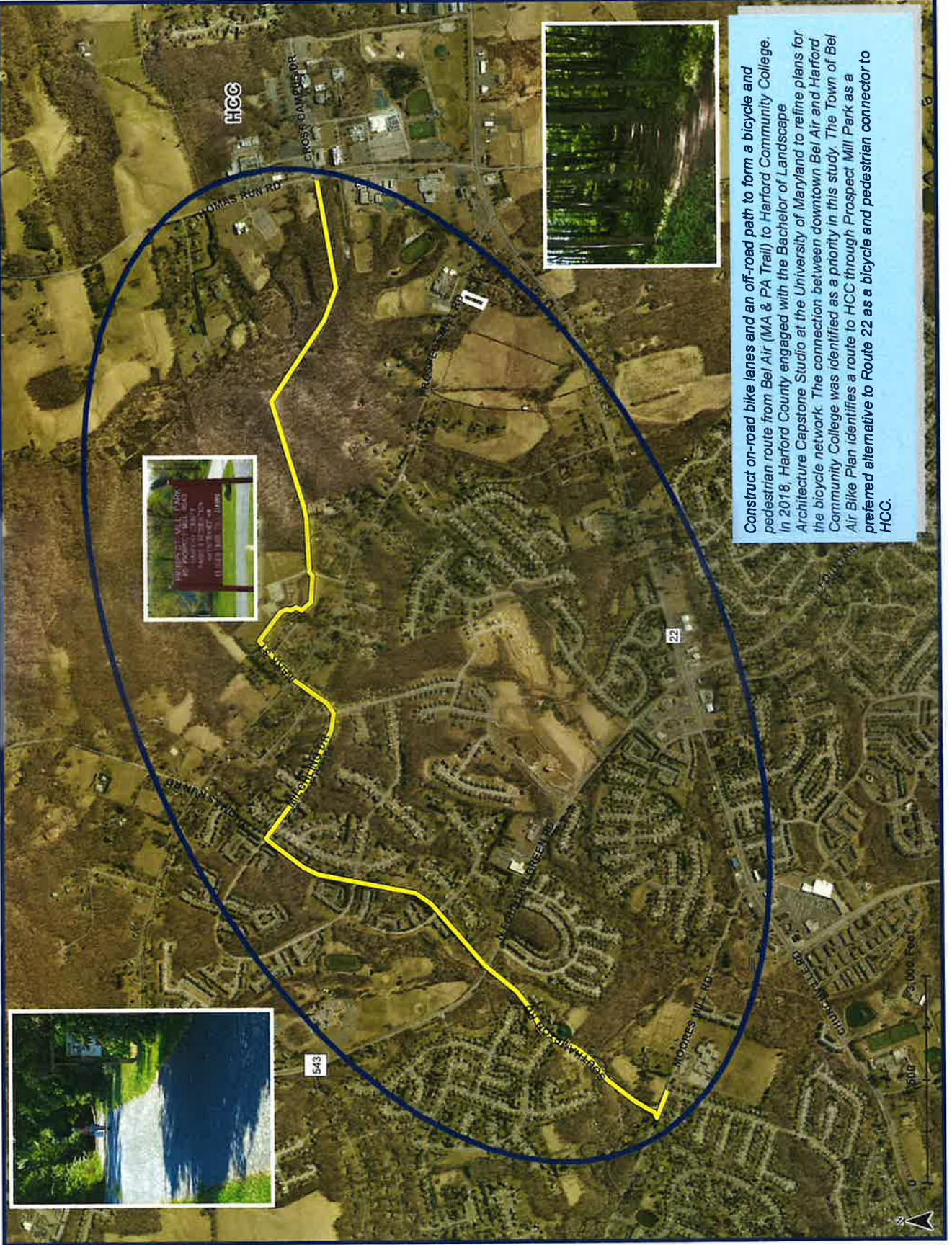


BEL AIR TO HCC TRAIL

CATEGORY - BICYCLE/PEDESTRIAN/SHARED USE PATH ESTIMATED CONSTRUCTION COST - \$2,579,939 (per mile)



Construct on-road bike lanes and an off-road path to form a bicycle and pedestrian route from Bel Air (MA & PA Trail) to Harford Community College. In 2018, Harford County engaged with the Bachelor of Landscape Architecture Capstone Studio at the University of Maryland to refine plans for the bicycle network. The connection between downtown Bel Air and Harford Community College was identified as a priority in this study. The Town of Bel Air Bike Plan identifies a route to HCC through Prospect Mill Park as a preferred alternative to Route 22 as a bicycle and pedestrian connector to HCC.





WOODLEY ROAD EXTENDED

CATEGORY - ECONOMIC DEVELOPMENT

ESTIMATED CONSTRUCTION COST - \$11,000,000



New 2-lane road including bicycle and pedestrian accommodations. Approximately 2 miles of the road has been constructed by a developer leaving about 1,000 feet to complete the connection to MD 715.



ESTIMATED CONSTRUCTION COST - \$34,800,000



This regionally significant project provides a safe bicycle and pedestrian crossing over the Susquehanna River.