

Dorsey Run Road: MD 175 to CSX Railroad Spur

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|--------------------------|------------------|--------------------------|-------------------------|
| TIP ID | 16-1403-41 | Year of Operation | 2023 |
| Agency | Howard County | Project Type | Roadway widening |
| Project Category | Highway Capacity | Functional Class | Local |
| Conformity Status | Not Exempt | Physical Data | 2 to 4 lanes, 1.1 miles |
| CIP or CTP ID(s) | J4182 | Est. Total Cost | \$12,200,000 |

Description:

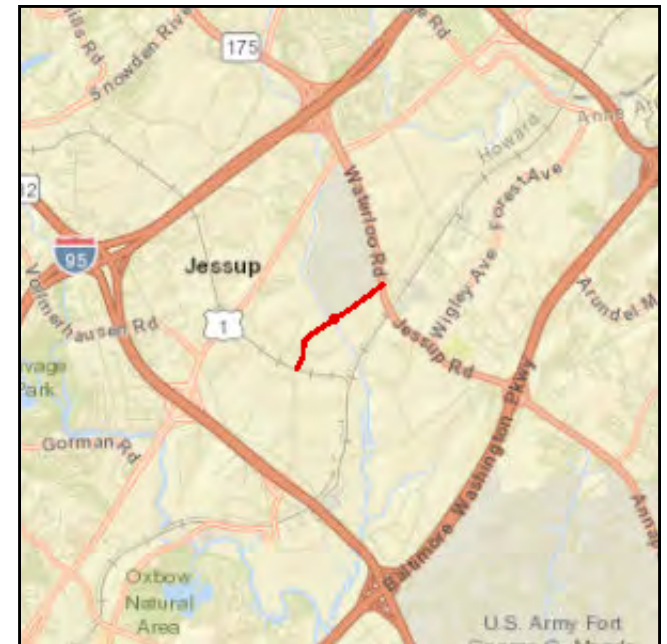
This project is to study, design, and reconstruct Dorsey Run Road to four lanes from MD 175 south to the CSX railroad spur crossing; a distance of 6,000 linear feet. The project will incorporate sidewalks, and bike facilities (paved shoulders), to increase transportation alternatives. Once the design is finalized, more information will be provided. This project is funded through local funds (bonds, developer contributions, excise tax, & excise tax backed bonds).

Justification:

The existing road is substandard with varying width and limited capacity. Dorsey Run Road is classified in the Plan Howard 2030 as a major collector and four lanes are needed to accommodate the increasing volumes of traffic.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Dorsey Run Road: MD 175 to CSX Railroad Spur

(Funding in Thousands)

Other

| Phase | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,700 | \$9,700 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$800 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,700 | \$10,500 |
| Total | \$0 | \$800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,700 | \$10,500 |

Guilford Road: US 1 to Dorsey Run Road

| | | | |
|--------------------------|------------------|--------------------------|----------------------|
| TIP ID | 16-1405-41 | Year of Operation | 2023 |
| Agency | Howard County | Project Type | Roadway widening |
| Project Category | Highway Capacity | Functional Class | Local |
| Conformity Status | Not Exempt | Physical Data | 2 to 3 lanes; 1 mile |
| CIP or CTP ID(s) | J4181 | Est. Total Cost | \$16,500,000 |

Description:

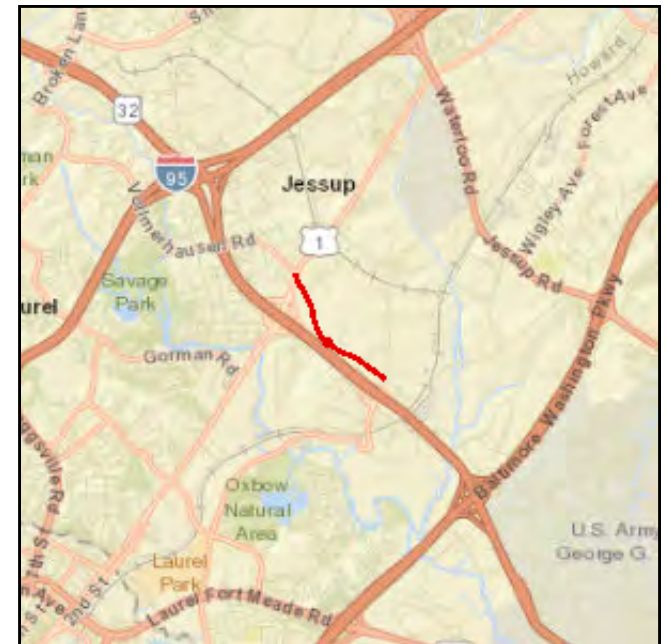
This project is to study, design, and reconstruct Guilford Road to three lanes from US 1 to Old Dorsey Run Road; a distance of 5,800 linear feet. The project will incorporate sidewalks to increase transportation alternatives. Once the design is finalized, more information will be provided. This project is funded through local funds (bonds, developer contributions, excise tax, excise tax backed bonds).

Justification:

The existing road is sub-standard with varying width and limited capacity. Guilford Road is classified as a major collector in the Plan Howard 2030 and three lanes are needed to accommodate the increasing volume of commercial traffic.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Guilford Road: US 1 to Dorsey Run Road

(Funding in Thousands)

Other

| Phase | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,350 | \$14,350 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$720 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$720 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$720 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,350 | \$15,070 |
| Total | \$0 | \$720 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,350 | \$15,070 |

MD 175 at Oakland Mills Rd Interchange

| | | | |
|--------------------------|------------------|--------------------------|-----------------------------|
| TIP ID | 16-1407-46 | Year of Operation | 2022 |
| Agency | Howard County | Project Type | New interchange |
| Project Category | Highway Capacity | Functional Class | Other Freeway & Expressways |
| Conformity Status | Not Exempt | Physical Data | Full interchange |
| CIP or CTP ID(s) | J4237 | Est. Total Cost | \$25,000,000 |

Description:

Grade-separated bridge with ramps at MD 175/Oakland Mills Road extended. Will provide access to and from Howard County Blandair Park. The project will incorporate sidewalks and bike facilities to increase transportation alternatives. Once the design is finalized, more information will be provided. This project is funded through local funds (bonds and excise tax backed bonds).

Phase I involved improvements in Blandair Park and was completed in 2018. Phase II is the grade-separated bridge with ramps at MD 175/Oakland Mills Road and will be complete in 2022.

Justification:

MD 175, an 8-lane principal arterial from I-95 to US 29, has significant regional peak hour traffic. The proposed interchange with Oakland Mills Road will ensure future capacity, level of service, and acceptable operating conditions, as well as improved access to Blandair park.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





MD 175 at Oakland Mills Rd Interchange

(Funding in Thousands)

Other

| Phase | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$10,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,500 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$10,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,500 |
| Total | \$0 | \$10,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,500 |

Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

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|--------------------------|------------------|--------------------------|-------------------------|
| TIP ID | 16-1410-41 | Year of Operation | 2023 |
| Agency | Howard County | Project Type | Roadway widening |
| Project Category | Highway Capacity | Functional Class | Minor Arterial |
| Conformity Status | Not Exempt | Physical Data | 4 to 6 lanes, 6300 feet |
| CIP or CTP ID(s) | J4222 | Est. Total Cost | \$12,275,000 |

Description:

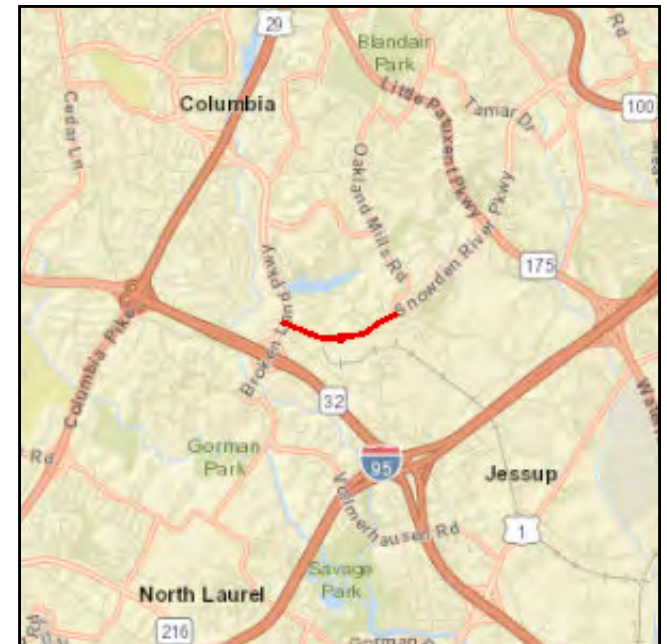
A project to design and construct a widening of Snowden River Parkway by adding a third lane in each direction and shared-use paths from Broken Land Parkway to Oakland Mills Road. The project will incorporate shared use pathways to increase transportation alternatives to activity centers and public transit. This project is funded through local funds (bonds, developer contributions, and excise tax backed bonds).

Justification:

This project will develop the third lane on each side between these two intersections, will increase the capacity of the roadway and provide an improved level of service. Project requested by the Traffic Division.

Connection to Long-Range Transportation Planning Goals:

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 4. Increase Mobility





Snowden River Parkway: Broken Land Parkway to Oakland Mills Road

(Funding in Thousands)

Other

| Phase | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$0 | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$7,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$850 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$850 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$850 | \$0 | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$7,850 |
| Total | \$0 | \$850 | \$0 | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$7,850 |

US 29/Broken Land Parkway Interchange and North South Connector Road

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|--------------------------|------------------|--------------------------|--|
| TIP ID | 16-1901-42 | Year of Operation | 2022 |
| Agency | Howard County | Project Type | New or extended roadways |
| Project Category | Highway Capacity | Functional Class | Major Collector |
| Conformity Status | Not Exempt | Physical Data | 3.1 miles of new lanes on ramps and new roadways |
| CIP or CTP ID(s) | | Est. Total Cost | \$26,950,990 |

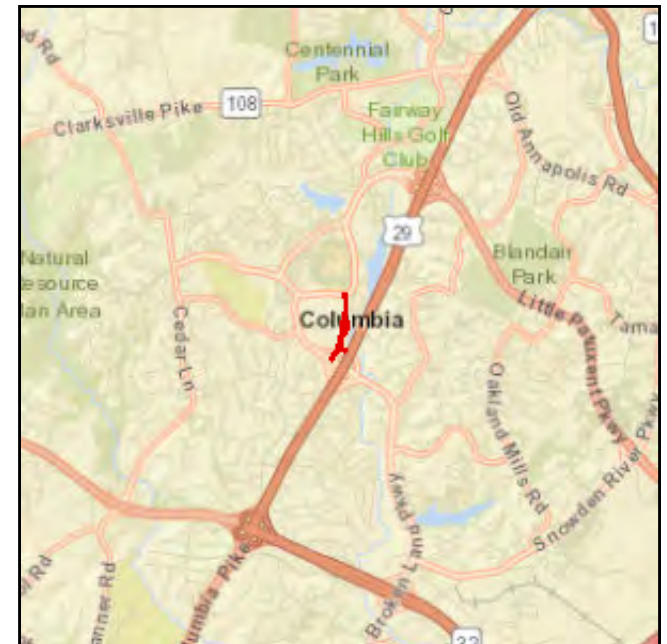
Description:

The project will provide new direct connections from the westbound US 29/Broken Land Parkway interchange ramp to a new road (Merriweather Drive) and to Little Patuxent Parkway. The project will also provide a direct connection from Merriweather Drive to Broken Land Parkway, including configuring the north and south bound US 29 ramps at Broken Land Parkway into a signalized intersection. The project will also remove an existing ramp from Broken Land Parkway to US 29 southbound.

The project will be funded locally through the recently approved tax increment financing (TIF) district.

Justification:

The new US 29/Broken Land Parkway north/south collector road connection to Little Patuxent Parkway is needed to increase vehicular and pedestrian mobility, address safety concerns, and provide adequate capacity to meet the future growth and development as outlined in Downtown Columbia. The project will address the future traffic demand along the Broken Land Parkway link from US 29 to downtown Columbia by providing an additional access and new central link to downtown Columbia for traffic from points southeast of Columbia and primarily for US 29 traffic to and from the south.



Connection to Long-Range Transportation Planning Goals:

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 6.F Improve System Security -- Increase system redundancy.
- 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.



US 29/Broken Land Parkway Interchange and North South Connector Road

(Funding in Thousands)

Other

| Phase | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$18,000 | \$0 | \$7,200 | \$0 | \$0 | \$0 | \$0 | \$25,200 |
| OTH | \$0 | \$250 | \$0 | \$100 | \$0 | \$0 | \$0 | \$0 | \$350 |
| ENG | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$18,250 | \$0 | \$7,300 | \$0 | \$0 | \$0 | \$0 | \$25,550 |
| Total | \$0 | \$18,250 | \$0 | \$7,300 | \$0 | \$0 | \$0 | \$0 | \$25,550 |

Bridge Repairs and Deck Replacement

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|--------------------------|----------------------|--------------------------|--------------------------------|
| TIP ID | 16-0436-13 | Year of Operation | Ongoing |
| Agency | Howard County | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | NA |
| Conformity Status | Exempt | Physical Data | Varies |
| CIP or CTP ID(s) | Various projects | Est. Total Cost | \$9,370,000 |

Description:

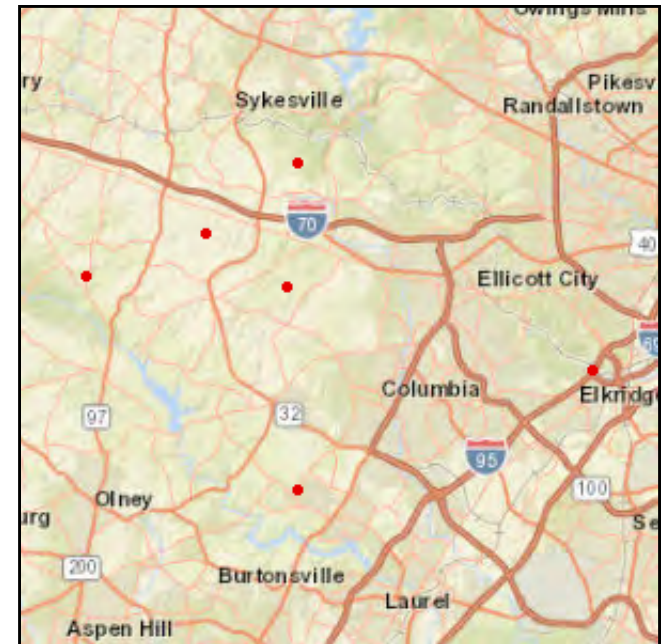
This project is to repair/replace bridge decks at the following locations: River Road bridge over Rockburn Branch, Henryton Road bridge over a tributary to the Patapsco River (~2.5 foot shoulders), Pindell School Road bridge over Hammond Branch (~6 foot shoulders), Daisy Road bridge over Little Cattail Creek (~6 foot shoulders), Pfefferkorn Road bridge over Middle Patuxent River (shoulders TBD: in design), Carroll Mill Road bridge over Benson Branch (shoulders TBD: in design), and emergency structure reconstruction.

Justification:

This project will alleviate bridge deterioration and improve the safety and longevity of all bridges included in the bridge repair and rehabilitation program.

Connection to Long-Range Transportation Planning Goals:

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Bridge Repairs and Deck Replacement

(Funding in Thousands)

Other

| Phase | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$0 | \$0 | \$0 | \$900 | \$0 | \$1,000 | \$1,900 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$7,470 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,470 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$7,470 | \$0 | \$0 | \$0 | \$900 | \$0 | \$1,000 | \$9,370 |
| Total | \$0 | \$7,470 | \$0 | \$0 | \$0 | \$900 | \$0 | \$1,000 | \$9,370 |

Bus Rapid Transit

| | | | |
|--------------------------|------------------|--------------------------|----------------------------|
| TIP ID | 16-2001-67 | Year of Operation | NA |
| Agency | Howard County | Project Type | Transit capacity expansion |
| Project Category | Transit Capacity | Functional Class | NA |
| Conformity Status | Exempt | Physical Data | NA |
| CIP or CTP ID(s) | | Est. Total Cost | \$2,000,000 |

Description:

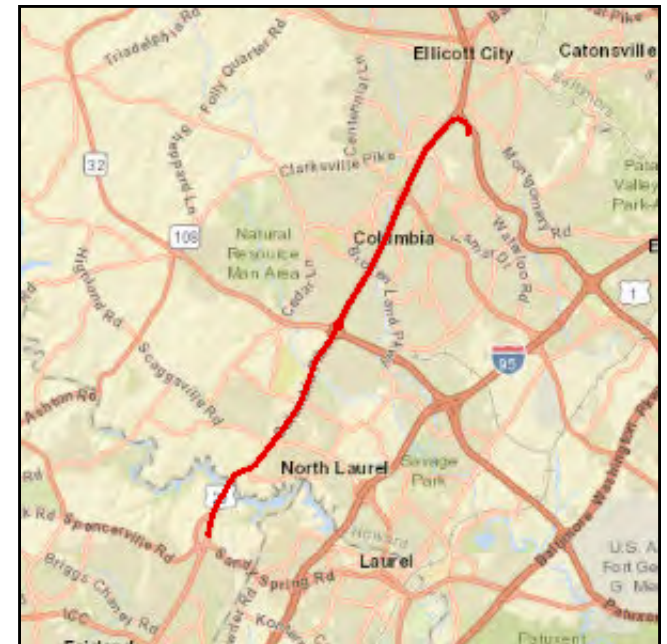
The implementation of the Bus Rapid Transit system would represent a significant investment for the County and the state of Maryland and should be pursued only where frequent bus service could be supported. In order to ensure that the BRT project is successful, Howard County is currently going through a planning/design phase primarily focusing along the US 29 Corridor. Funds are from the state of Maryland and will not take the project past 30% design.

Justification:

The analysis was performed with the aid of the Baltimore Metropolitan Council's regional travel demand model. As part of this study, the model was validated and minor adjustments were implemented to fit the needs of this specific investigation. The travel demand model was also used to screen measures of effectiveness (MOEs) including travel time, average annual daily traffic (AADT), and person-throughput; to refine alignments and potential stations; and to test specific operational characteristics (e.g. headways and speeds).

Connection to Long-Range Transportation Planning Goals:

- 3.H Improve Accessibility -- Increase transportation equity throughout the system
- 4.C Increase Mobility -- Expand transit service coverage / hours of operation.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Bus Rapid Transit

(Funding in Thousands)

Other

| Phase | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 |
| Total | \$0 | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 |