

***CECIL  
COUNTY***



**AREAWIDE BRIDGE REPLACEMENT AND REHABILITATION**

**DESCRIPTION:** On-going program to provide major upgrades to state owned bridges that are structurally or functionally deficient. Improvements include complete replacement of structures, rehabilitation, deck replacement, and painting/cleaning.

**JUSTIFICATION:** Preserve bridges on state highways

**County:** Cecil  
**Investment Area:** All  
**Municipality:**  
**Program Category:** System Preservation  
**TIP/STIP Category Number:** 4



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	70.0	14.0	56.0		14.0	56.0		14.0	56.0		14.0	56.0		280.0
Engineering	720.0	144.0	576.0		144.0	576.0		144.0	576.0		144.0	576.0		2,880.0
ROW	70.0	14.0	56.0		14.0	56.0		14.0	56.0		14.0	56.0		280.0
Construction	2,450.0	490.0	1,960.0		490.0	1,960.0		490.0	1,960.0		490.0	1,960.0		9,800.0
<b>Total</b>	<b>3,310.0</b>	<b>662.0</b>	<b>2,648.0</b>		<b>662.0</b>	<b>2,648.0</b>		<b>662.0</b>	<b>2,648.0</b>		<b>662.0</b>	<b>2,648.0</b>		<b>13,240.0</b>

**AREAWIDE ENVIRONMENTAL PROJECTS**

**DESCRIPTION:** On-going program to provide environmental improvements along Maryland highways including noise barriers, wetland mitigation, landscaping, and other beautification efforts.

**JUSTIFICATION:** Improve environment and aesthetics along state highways. (STP Enhancement projects will be submitted independently)

**County:** Cecil  
**Investment Area:** All  
**Municipality:**  
**Program Category:** System Preservation  
**TIP/STIP Category Number:** 1

Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	50.0	10.0	40.0		10.0	40.0		10.0	40.0		10.0	40.0		200.0
Engineering	550.0	104.0	416.0		104.0	416.0		104.0	416.0		104.0	416.0		2,080.0
ROW	50.0	10.0	40.0		10.0	40.0		10.0	40.0		10.0	40.0		200.0
Construction	2,500.0	500.0	2,000.0		500.0	2,000.0		500.0	2,000.0		500.0	2,000.0		10,000.0
<b>Total</b>	<b>3,150.0</b>	<b>624.0</b>	<b>2,496.0</b>	<b>-</b>	<b>624.0</b>	<b>2,496.0</b>	<b>-</b>	<b>624.0</b>	<b>2,496.0</b>	<b>-</b>	<b>624.0</b>	<b>2,496.0</b>	<b>-</b>	<b>12,480.0</b>

**AREAWIDE RESURFACING AND REHABILITATION**

**DESCRIPTION:** On-going program to provide periodic resurfacing of state highways. Projects may also include minor rehabilitation of roadways and maintenance/upgrading of shoulders, drainage, guardrail, and pavement markings.

**JUSTIFICATION:** To preserve pavement quality on state highways.

**County:** Cecil  
**Investment Area:** All  
**Municipality:**  
**Program Category:** System Preservation  
**TIP/STIP Category Number:** 3

Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	100.0	20.0	80.0		20.0	80.0		20.0	80.0		20.0	80.0		400.0
Engineering	600.0	120.0	480.0		120.0	480.0		120.0	480.0		120.0	480.0		2,400.0
ROW	100.0	20.0	80.0		20.0	80.0		20.0	80.0		20.0	80.0		400.0
Construction	8,250.0	1,650.0	6,600.0		1,100.0	4,400.0		1,100.0	4,400.0		1,100.0	4,400.0		24,750.0
<b>Total</b>	<b>9,050.0</b>	<b>1,810.0</b>	<b>7,240.0</b>	<b>0.0</b>	<b>1,260.0</b>	<b>5,040.0</b>	<b>0.0</b>	<b>1,260.0</b>	<b>5,040.0</b>	<b>0.0</b>	<b>1,260.0</b>	<b>5,040.0</b>	<b>0.0</b>	<b>27,950.0</b>

**AREAWIDE SAFETY AND SPOT IMPROVEMENTS**

**DESCRIPTION:** On-going program to provide localized improvements that enhance safety and/or operations on state highways. Typical projects are ramp and intersection modifications, sight distance and small drainage improvements, climbing lanes, and localized widening.

**JUSTIFICATION:** To improve localized safety and operational problems along state highways.

**County:** Cecil  
**Investment Area:** All  
**Municipality:**  
**Program Category:** System Preservation  
**TIP/STIP Category Number:** 2

Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	80.0	16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
Engineering	900.0	180.0	720.0		180.0	720.0		180.0	720.0		180.0	720.0		3,600.0
ROW	80.0	16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
Construction	5,150.0	790.0	3,160.0		790.0	3,160.0		790.0	3,160.0		790.0	3,160.0		15,800.0
<b>Total</b>	<b>6,210.0</b>	<b>1,002.0</b>	<b>4,008.0</b>	<b>0.0</b>	<b>1,002.0</b>	<b>4,008.0</b>	<b>0.0</b>	<b>1,002.0</b>	<b>4,008.0</b>	<b>0.0</b>	<b>1,002.0</b>	<b>4,008.0</b>	<b>0.0</b>	<b>20,040.0</b>

## AREAWIDE URBAN STREET RECONSTRUCTION

**DESCRIPTION:** On-going program for rehabilitation of state owned streets in towns and urban areas. Projects typically include roadway rehabilitation, closed drainage, utility relocations, sidewalks, landscaping, and street furniture. This may also be associated with local redevelopment efforts.

**JUSTIFICATION:** Preserve and enhance state-owned urban streetscapes.

**County:** Cecil  
**Investment Areas:** Centers  
**Municipality:**  
**Program Category:** System Preservation  
**TIP/STIP Category Number:** 5



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	10.0	2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Engineering	80.0	16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
ROW	10.0	2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Construction	250.0	50.0	200.0		50.0	200.0		50.0	200.0		50.0	200.0		1,000.0
<b>Total</b>	<b>350.0</b>	<b>70.0</b>	<b>280.0</b>	<b>0.0</b>	<b>70.0</b>	<b>280.0</b>	<b>0.0</b>	<b>70.0</b>	<b>280.0</b>	<b>0.0</b>	<b>70.0</b>	<b>280.0</b>	<b>0.0</b>	<b>1,400.0</b>

## MARC MAINTENANCE FACILITY

**DESCRIPTION:** The Maryland Transit Administration (MTA) received State and Federal Transit Administration (FTA) funds to advance preliminary engineering and to prepare a National Environmental Policy Act (NEPA) environmental documentation for a proposed MARC Maintenance Facility in Cecil County, Maryland. The project includes construction of a facility that will provide MARC with the capability of storing, servicing and inspecting complete commuter rail trainsets and performing scheduled and unscheduled maintenance and repair work on both locomotives and passenger cars. The general project area is a 115 acre site in Perryville, Maryland. More details on the required right-of-way and potential environmental impacts will be included in the environmental document.

**JUSTIFICATION:** Support existing train service by improving the capacity to store and maintain trainsets.

**County:** Cecil  
**Investment Areas:** Center  
**Municipality:**  
**Program Category:** System Preservation



PROJECT TITLE (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
MARC Maintenance Facility	5,000.0													
<b>Total</b>	<b>5,000.0</b>													



**MD 222 BRIDGE OVER ROCK RUN**

**DESCRIPTION:** Project will replace the existing bridge with a new structure. New bridge will include shoulders, sidewalks and bicycle facilities.

**JUSTIFICATION:** Existing bridge is structurally deficient.

**County:** Cecil  
**Investment Areas:** Community  
**Municipality:** Port Deposit  
**Program Category:** System Preservation  
**TIP/STIP Category Number:** 0702700



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning														
Engineering														
ROW	75.0													
Construction	1,725.0	38.0												38.0
<b>Total</b>	<b>1,800.0</b>	<b>38.0</b>												<b>38.0</b>

**SMALL URBAN TRANSIT SYSTEM – CAPITAL AND OPERATING ASSISTANCE**

**DESCRIPTION:** Operating assistance to the Cecil County Department of Aging. Operating assistance to enable the Department to provide much needed transportation service in the County.

**JUSTIFICATION:** Operating assistance will enable the Cecil County Department of Aging to finance the operation of their services including administrative expenses and augment local funds by financing net operating deficit.

**County:** Cecil  
**Investment Areas:** All  
**Municipality:**  
**Program Category:** System Preservation  
**TIP/STIP Category Number:** MTA LINE 52



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Small Urban Transit - Capital Assistance (Section 5310)	90.0													0.0
Small Urban Transit - Capital Assistance (Section 5307)	0.0													0.0
Small Urban Transit - Capital Assistance	922.0	92.0	92.0	738.0										922.0
Small Urban Transit - Operating Assistance	666.0	312.0	195.0	159.0										666.0
<b>Total</b>	<b>1,678.0</b>	<b>404.0</b>	<b>287.0</b>	<b>897.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,588.0</b>

**AREAWIDE CONGESTION MANAGEMENT**

**DESCRIPTION:** On-going program to provide traffic control, monitoring, and management along state highways. Improvements include signal and signing installation and modification, incident management, ridesharing, and other Transportation System Management (TSM) activities. Any project identified for CMAQ funding will be submitted independently.

**JUSTIFICATION:** Maintain and improve operation of state highways.

**County:** Cecil  
**Investment Area:** All  
**Municipality:**  
**Program Category:** System Management  
**TIP/STIP Category Number:** 6



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	40.0	8.0	32.0		4.0	16.0		4.0	16.0		4.0	16.0		100.0
Engineering	100.0	20.0	80.0		20.0	80.0		20.0	80.0		20.0	80.0		400.0
ROW	20.0	2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Construction	719.0	144.0	575.0		104.0	416.0		104.0	416.0		104.0	416.0		2,279.0
<b>Total</b>	<b>879.0</b>	<b>174.0</b>	<b>695.0</b>	<b>0.0</b>	<b>130.0</b>	<b>520.0</b>	<b>0.0</b>	<b>130.0</b>	<b>520.0</b>	<b>0.0</b>	<b>130.0</b>	<b>520.0</b>	<b>0.0</b>	<b>2,819.0</b>

**CECIL COUNTY TRANSPORTATION ALTERNATIVE/ TRANSPORTATION ENHANCEMENT PROJECTS**

**DESCRIPTION:** These are innovative projects that have received Transportation Alternatives Program funding (TAP – MAP-21) or Transportation Enhancement Program funds (TEP – SAFETEA-LU). Projects include the Jacob Tome Gashouse in Port Deposit, Bohemia Trail in Chesapeake City, US 301 Stream Restoration Project, and the East High Street and Locust Lane Sidewalk Improvement Project in Elkton.

**JUSTIFICATION:** These projects will improve the environment, provide economic development, and improve safety for bicyclists and pedestrians.

**County:** Cecil  
**Investment Area:**  
**Municipality:**  
**Program Category:** System Management



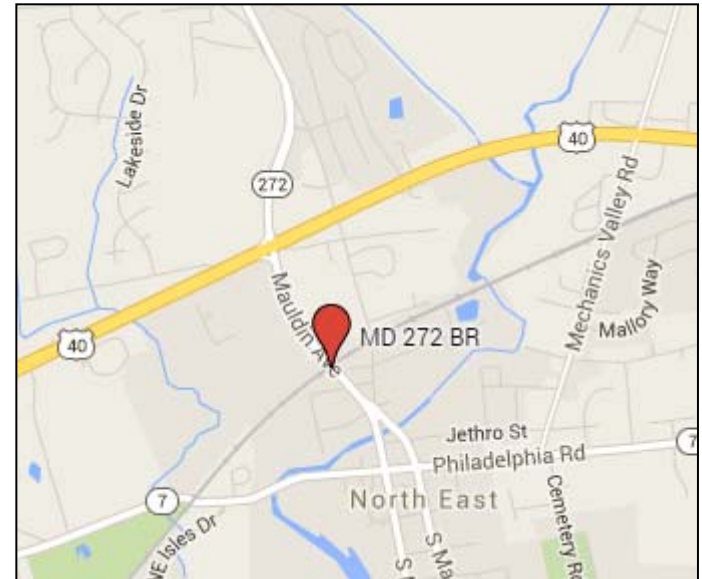
Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Transportation Alternatives Program - Cecil County	1,247.6		510.8	129.5		274.9	68.7		13.0	4.0		13.0	4.0	1,017.9
<b>Total</b>	<b>1,247.6</b>	<b>0.0</b>	<b>510.8</b>	<b>129.5</b>	<b>0.0</b>	<b>274.9</b>	<b>68.7</b>	<b>0.0</b>	<b>13.0</b>	<b>4.0</b>	<b>0.0</b>	<b>13.0</b>	<b>4.0</b>	<b>1,017.9</b>

**MD 272 BRIDGE OVER AMTRAK**

**DESCRIPTION:** Project will replace the existing bridge with a new structure. New bridge will be wider to accommodate improved sidewalks and bicycle facilities and higher to accommodate double-stacking of freight rail and future railroad expansion.

**JUSTIFICATION:** Existing bridge is deteriorated and structurally deficient.

**County:** Cecil  
**Investment Areas:** Center  
**Municipality:** North East  
**Program Category:** System Management  
**TIP/STIP Category Number:** CE4461

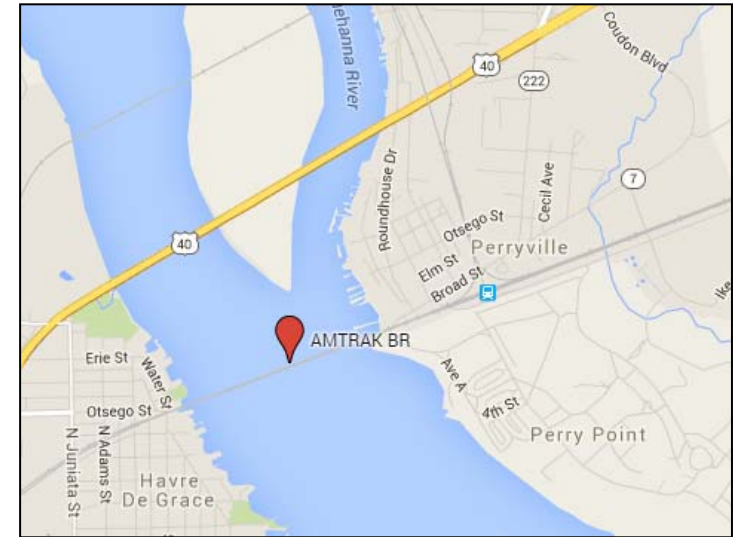


Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	0.0													0.0
Engineering	0.0													0.0
ROW	0.0													0.0
Construction	5,901.0	319.0	1,342.0											1,661.0
<b>Total</b>	<b>5,901.0</b>	<b>319.0</b>	<b>1,342.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,661.0</b>

## SUSQUEHANNA RIVER RAIL BRIDGE

**DESCRIPTION:** The Susquehanna River Bridge is the longest movable bridge on the entire NEC, approximately three quarters of a mile long. Completed in 1906, the bridge connects Havre de Grace and Perryville, MD, offering riders stunning views of the Chesapeake Bay. Of the three major bridges in Maryland, the Susquehanna River Bridge is perhaps the worst bottleneck and arguably the most badly in need of replacement. The bridge constricts the NEC down to two tracks and restricts speeds to 90 mph in an otherwise 120-mph territory due to its design and aging components that cannot support faster trains. Susquehanna is required to open approximately a dozen times per year for boats to pass, but its current design is not suited for the task. A crew of over 30 workers is required to manually open the bridge, essentially de-constructing and re-constructing the railroad each time. The process of opening the Susquehanna River Bridge is much more expensive than opening a modern-day movable bridge, which would require just one bridge operator.

The state of Maryland and Amtrak are planning to replace the Susquehanna River Bridge. In 2011, the state was awarded a \$22-million HSIPR grant to initiate preliminary engineering and environmental review of new bridge facilities. Plans may include a new two-track fixed bridge, serving primarily passenger trains, that would be high enough to let boats pass without opening and a second two-track bridge that would serve freight trains and other passenger service. The design of the second bridge would be coordinated with existing freight users.



**JUSTIFICATION:** Investments in new bridge infrastructure over the Susquehanna River would greatly increase speeds for Amtrak and MARC trains, improve reliability, lower operating costs, and support increased service for all passenger and freight operators.

**County:** Cecil  
**Investment Area:** Core  
**Municipality:**  
**Program Category:** System Management



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
PE	3,337.0			500.0										500.0
<b>Total</b>	<b>3,337.0</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>500.0</b>