

| Project  | Capital Project | Project Length                | Category              | FY2019             |           |           | Notes                            | Category          | FY2020             |             |           | Notes                                  | Category        | FY2021             |             |             | Notes                   | FY2019-FY2021  |                       |             |             |             |
|--|-----------------|-------------------------------|-----------------------|--------------------|-----------|-----------|----------------------------------|-------------------|--------------------|-------------|-----------|--|-----------------|--------------------|-------------|-------------|-------------------------|--|-----------------------|-------------|-------------|-------------|
|  |                 |                               |                       | County             | Grant     | Total     |                                  |                   | County             | Grant       | Total     |  |                 | County             | Grant       | Total       |                         | County   | Grants                | Total       |             |             |
| Cedar Lane Pathway   | K5066           | 0.4 miles                     | Cons.                 | \$0                | \$0       | \$0       | Funds carried over               | Closed Out        | \$0                | \$0         | \$0       |  | Closed Out      | \$0                | \$0         | \$0         |                         | Cedar Lane Pathway                                   | \$0                   | \$0         | \$0         |             |
| Edgar Road and Meadowbrook Road on-road improvements   | K5066           | 1.3 miles                     | Cons.                 | \$0                | \$0       | \$0       | Included in wayfinding           | Cons.             | \$0                | \$0         | \$0       | Included in wayfinding                 | Closed Out      | \$0                | \$0         | \$0         |                         | Edgar Road and Meadowbrook Road on-road improvements | \$0                   | \$0         | \$0         |             |
| Misc. signage, stencilling, storm drain grates, etc  | K5066           | N/A                           | Cons.                 | \$100,000          | \$0       | \$100,000 |                                  | Cons.             | \$100,000          | \$0         | \$100,000 |  | Cons.           | \$100,000          | \$0         | \$100,000   |                         | Misc. signage, stencilling, storm drain grates, etc  | \$300,000             | \$0         | \$300,000   |             |
| North Laurel Connections signage and pathway project   | K5066           | 2.0 miles                     | D. & E. (100%)        | \$35,000           | \$140,000 | \$175,000 |                                  | Cons.             | \$500,000          | \$0         | \$500,000 |  | Closed Out      | \$0                | \$0         | \$0         |                         | North Laurel Connections signage and pathway project | \$535,000             | \$140,000   | \$675,000   |             |
| South Entrance Trail   | T7107           | 1.3 miles                     | D. & E. (60%)         | \$25,000           | \$100,000 | \$125,000 |                                  | D. & E. (100%)    | \$300,000          | \$0         | \$300,000 |  | Cons.           | \$600,000          | \$2,400,000 | \$3,000,000 | CMAQ?                   | South Entrance Trail                                 | \$925,000             | \$2,500,000 | \$3,425,000 |             |
| Dobbin to McGaw Pathway  | K5066           | 0.6 miles                     | Not Started Yet       | \$0                | \$0       | \$0       |                                  | D. & E. (100%)    | \$55,000           | \$220,000   | \$275,000 |  | Cons.           | \$400,000          | \$1,600,000 | \$2,000,000 | TAP?                    | Dobbin to McGaw Pathway                              | \$455,000             | \$1,820,000 | \$2,275,000 |             |
| Oakland Mills Rd Road Diet   | K5066           | 2.4 miles                     | Feas. Study           | \$25,000           | \$0       | \$25,000  | D. & E. Underway                 | Feas. Study       | \$0                | \$0         | \$0       | Ongoing from FY19                      | Cons.           | \$0                | \$0         | \$0         | Waiting for Resurfacing | Oakland Mills Rd Road Diet                           | \$25,000              | \$0         | \$25,000    |             |
| Tamar Dr Road Diet   | K5066           | 1.3 miles                     | Feas. Study           | \$25,000           | \$0       | \$25,000  | D. & E. Underway                 | Feas. Study       | \$0                | \$0         | \$0       | Ongoing from FY19                      | Cons.           | \$0                | \$0         | \$0         | Waiting for Resurfacing | Tamar Dr Road Diet                                   | \$25,000              | \$0         | \$25,000    |             |
| Robert Fulton Drive Shared-Use Path  | K5066           | 0.8 miles                     | D. & E. (30%)         | \$130,000          | \$0       | \$130,000 |                                  | D. & E. (100%)    | \$180,000          | \$0         | \$180,000 |  | Cons.           | \$510,000          | \$0         | \$510,000   | Ongoing from FY20       | Robert Fulton Drive Shared-Use Path                  | \$820,000             | \$0         | \$820,000   |             |
| Columbia Road complete streets improvements  | K5066           | 1.3 miles                     | D. & E. (90%)         | \$25,000           | \$0       | \$25,000  | D. & E. Underway                 | Cons.             | \$117,500          | \$0         | \$117,500 | Eradicate Lines                        | Closed Out      | \$0                | \$0         | \$0         |                         | Columbia Road complete streets improvements          | \$142,500             | \$0         | \$142,500   |             |
| BLP Sidepath, LPP to HRR and HRR/BLP Intersection  | K5066           | 0.3 miles                     | Not Started Yet       | \$0                | \$0       | \$0       |                                  | Prelim Design     | \$35,000           | \$0         | \$35,000  |  | Prelim Design   | \$0                | \$0         | \$0         | Ongoing from FY20       | BLP Sidepath, LPP to HRR and HRR/BLP Intersection    | \$35,000              | \$0         | \$35,000    |             |
| Harriet Tubman Lane and Martin Road W of Freetown  | K5066           | 2.3 miles                     | Not Started Yet       | \$0                | \$0       | \$0       | Waiting for Resurfacing          | Prelim Design     | \$35,000           | \$0         | \$35,000  |  | Prelim Design   | \$0                | \$0         | \$0         | Ongoing from FY20       | Harriet Tubman Lane and Martin Road W of Freetown    | \$35,000              | \$0         | \$35,000    |             |
| Martin Road and Owen Brown Road  | K5066           | 1.0 miles                     | Not Started Yet       | \$0                | \$0       | \$0       | Waiting for Resurfacing          | Prelim Design     | \$35,000           | \$0         | \$35,000  |  | Prelim Design   | \$0                | \$0         | \$0         | Ongoing from FY20       | Martin Road and Owen Brown Road                      | \$35,000              | \$0         | \$35,000    |             |
| River Road, Levering Avenue, Furnace Avenue route  | K5066           | 1.1 miles                     | Cons. Levering        | \$20,000           | \$0       | \$20,000  |                                  | Closed Out        | \$0                | \$0         | \$0       |  | Closed Out      | \$0                | \$0         | \$0         |                         | River Road, Levering Avenue, Furnace Avenue route    | \$20,000              | \$0         | \$20,000    |             |
| Patuxent Branch Trail Paving   | N3963           | 1.3 miles                     | D. & E.               | \$0                | \$0       | \$0       | Funds carried over               | D. & E.           | \$0                | \$0         | \$0       | Funds carried over                     | Cons.           | \$0                | \$0         | \$0         | Funds carried over      | Patuxent Branch Trail Paving                         | \$0                   | \$0         | \$0         |             |
| Elkridge to Patapsco Regional Greenway Bridge  | K5066           | Project scope not yet defined | Not Started Yet       | \$0                | \$0       | \$0       |                                  | Feas. Study       | \$0                | \$0         | \$0       | BMC doing this                         | Feas. Study     | \$0                | \$0         | \$0         | BMC doing this          | Elkridge to Patapsco Regional Greenway Bridge        | \$0                   | \$0         | \$0         |             |
| Dobbin SUP (McGaw to MD 175)   | K5066           | 0.8 miles                     | Not Started Yet       | \$0                | \$0       | \$0       |                                  | D. & E. (30%)     | \$122,500          | \$0         | \$122,500 |  | D. & E. (100%)  | \$390,000          | \$0         | \$390,000   |                         | Dobbin SUP (McGaw to MD 175)                         | \$512,500             | \$0         | \$512,500   |             |
| North Chatham Road Contraflow Bike Lane  | K5066           | 0.3 miles                     | Not Started Yet       | \$0                | \$0       | \$0       |                                  | Cons.             | \$20,000           | \$0         | \$20,000  | Will depend on DPW and public approval | Closed Out      | \$0                | \$0         | \$0         |                         | North Chatham Road Contraflow Bike Lane              | \$20,000              | \$0         | \$20,000    |             |
| BLP/MD 32 Park-and-ride access improvements  | K5066           | 0.8 miles                     | Not Started Yet       | \$0                | \$0       | \$0       |                                  | D. & E. (100%)    | \$280,000          | \$0         | \$280,000 |  | D. & E. (100%)  | \$0                | \$0         | \$0         | Ongoing from FY20       | BLP/MD 32 Park-and-ride access improvements          | \$280,000             | \$0         | \$280,000   |             |
| US 1 Sidepath north of Guilford Road   | K5066           | 0.2 miles                     | D. & E. (100%)        | \$340,000          | \$0       | \$340,000 |                                  | Cons.             | \$0                | \$0         | \$0       | SHA doing this                         | Closed Out      | \$0                | \$0         | \$0         |                         | US 1 Sidepath north of Guilford Road                 | \$340,000             | \$0         | \$340,000   |             |
| Countywide Bicycle Wayfinding  | K5066           | N/A                           | Planning/ Sign Design | \$100,000          | \$0       | \$100,000 |                                  | Sign Installation | \$100,000          | \$0         | \$100,000 |  | Closed Out      | \$0                | \$0         | \$0         |                         | Countywide Bicycle Wayfinding                        | \$200,000             | \$0         | \$200,000   |             |
| Sanner Road Improvements   | J4230           | 1.3 miles                     | D. & E. (30%)         | \$50,000           | \$0       | \$50,000  |                                  | D. & E. (100%)    | \$100,000          | \$0         | \$100,000 |  | Land Acquisitio | \$250,000          | \$0         | \$250,000   |                         | Sanner Road Improvements                             | \$400,000             | \$0         | \$400,000   |             |
| Old Columbia Road Bike Lanes   | K5066           | 1.1 miles                     | Cons.                 | \$0                | \$0       | \$0       | Cost in misc. signs and stencils | Closed Out        | \$0                | \$0         | \$0       |  | Closed Out      | \$0                | \$0         | \$0         |                         | Old Columbia Road Bike Lanes                         | \$0                   | \$0         | \$0         |             |
| Hickory Ridge Road Bike Lanes  | K5066           | 0.8 miles                     | Cons.                 | \$0                | \$0       | \$0       | Cost in misc. signs and stencils | Closed Out        | \$0                | \$0         | \$0       |  | Closed Out      | \$0                | \$0         | \$0         |                         | Hickory Ridge Road Bike Lanes                        | \$0                   | \$0         | \$0         |             |
| Lightning View Road Climbing Lanes   | K5066           | 0.6 miles                     | Cons.                 | \$0                | \$0       | \$0       | Cost in misc. signs and stencils | Closed Out        | \$0                | \$0         | \$0       |  | Closed Out      | \$0                | \$0         | \$0         |                         | Old Columbia Road Bike Lanes                         | \$0                   | \$0         | \$0         |             |
| Summer Sunrise/River Run Bike Lanes and Sharrows   | K5066           | 0.7 miles                     | Cons.                 | \$0                | \$0       | \$0       | Cost in misc. signs and stencils | Closed Out        | \$0                | \$0         | \$0       |  | Closed Out      | \$0                | \$0         | \$0         |                         | Hickory Ridge Road Bike Lanes                        | \$0                   | \$0         | \$0         |             |
| <i>Note: distances are not exact and do not include signed bicycle routes not included in particular projects.</i> |                 |                               |                       | <b>FY19 Total:</b> | \$875,000 | \$240,000 | \$1,115,000                      |                   | <b>FY20 Total:</b> | \$1,980,000 | \$220,000 | \$2,200,000                            |                 | <b>FY21 Total:</b> | \$2,250,000 | \$4,000,000 | \$6,250,000             |  | <b>FY19-21 Total:</b> | \$5,105,000 | \$4,460,000 | \$9,565,000 |

**Total Mileage:** 24.0 miles

**Glossary**

- BLP** Broken Land Parkway
- BMC** Baltimore Metropolitan Council
- CMAQ** Congestion Mitigation and Air Quality grant program
- Cons.** Construction
- D. & E.** Design & Engineering
- DPW** Department of Public Works
- Feas. Study** Feasibility Study
- HRR** Hickory Ridge Road
- LPP** Little Patuxent Parkway
- SHA** Maryland Department of Transportation State Highway Administration
- SUP** Shared-Use Pathway
- TAP** Transportation Alternatives Program grant program

**Revisions**

- This revision of the BikeHoward Express draft project implementation schedule has the following changes as compared to the previous version:
- Acceleration of the South Entrance Trail project by funding the design fully with County money, to reduce the complexity and time required for a future grant
  - Acceleration of the rest of the Dobbin Road sidepath project for D. & E. to 30% in FY2020 instead of FY2021
  - Acceleration of the Columbia Road complete streets project by funding eradication of lines to avoid waiting until the road is resurfaced at a point TBD
  - Inclusion of the US 1 Sidepath at Guilford Road project in FY2020, which was not in the previous version
  - Inclusion of BLP, Hickory Ridge Road, Martin Road and Harriet Tubman Lane improvements in FY2020
  - Inclusion of BLP/MD 32 park-and-ride access improvements design in FY2020, which was not in the previous version
  - Inclusion of Countywide bicycle wayfinding, which was not in the previous version
  - Inclusion of the Sanner Road improvements project, which was ongoing but had not previously been considered part of BikeHoward Express