

Howard County, MD
FY 2016 Capital Budget Ordinance (\$000)
Program : SIDEWALKS

Project Information	Funding Source	Prior Appropriation	Fiscal 2016 Budget	Total Appropriation	Total
K5061 FY2007 PEDESTRIAN PLAN PROJECTS A project for the ongoing evaluation, design and construction of pedestrian improvements listed in the Howard County Pedestrian Master Plan.	B	1,091	0	1,091	1,091
	D	200	0	200	200
	G	386	0	386	386
	P	750	0	750	750
	Total		2,427	0	2,427
K5062 FY2009 STATE ROADS SIDEWALK RETROFIT PROGRAM A project to design and construct improved pedestrian access along State roads.	B	0	100	100	100
	G	100	0	100	100
	Total		100	100	200
K5063 FY2017 NORTH LAUREL ROAD SIDEWALK A project for the design and construction of a sidewalk along the southwest side of North Laurel Road from Linville Ave to US1.	B	0	0	0	0
	Total		0	0	0
K5064 FY2017 MISSION ROAD SIDEWALK A project to install sidewalk along parts of Mission Road.	B	0	0	0	0
	Total		0	0	0
K5065 FY2018 DONCASTER DRIVE SIDEWALK A project to construct approximately 1,200 LF of sidewalk along Doncaster Drive from Roundhill Road to Hale Haven Road.	P	0	0	0	0
	Total		0	0	0
K5066 FY2014 BICYCLE PLAN PROJECTS A project for the implementation of the comprehensive Howard County Bicycle Master Plan.	B	1,200	-20	1,180	1,180
	D	100	0	100	100
	G	300	80	380	380
	Total		1,600	60	1,660
K5067 FY2016 ADA RAMPS COMPREHENSIVE STUDY PROGRAM A program to self-evaluate Countywide ramps and curb cuts in compliance with American with Disabilities Act 1990 (ADA) requirements.	P	0	0	0	0
	Total		0	0	0

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K5068 FY2016 ADA RAMPS UPGRADE PROGRAM	B	0	0	0	0
A program to upgrade sidewalk ramps and curb cuts in compliance with Federal Americans with Disabilities Act 1990 (ADA) requirements.					
	Total	0	0	0	0
K5069 FY2016 BITUMINOUS CURB REPLACEMENT PROGRAM	B	0	0	0	0
A program to replace bituminous curbs with concrete ones.					
	Total	0	0	0	0
Total		15,050	615	15665	15,665

**Howard County, MD
 FY 2016 Capital Budget Ordinance (\$000)
 SIDE-SIDEWALKS**

Revenue Source	Prior Appropriation Total	Current FY	Appropriation Total	Total
B BONDS	6,797	705	7,502	7,502
D DEVELOPER CONTRIBUTION	695	0	695	695
G GRANTS	1,460	-90	1,370	1,370
O OTHER SOURCES	481	0	481	481
P PAY AS YOU GO	5,617	0	5,617	5,617
Total	15,050	615	15,665	15,665

Howard County, MD
FY 2016 Capital Budget Ordinance (\$000)
Program : TRAFFIC IMPROVEMENTS

Project Information	Funding Source	Prior Appropriation	Fiscal 2016 Budget	Total Appropriation	Total
T7102 FY2008 STREET SIGN PROGRAM					
A project to provide street sign services and related line striping that are included in the implementation of developer projects that expand the County road network of public roads and upgrade signing and striping projects along existing County roads.	B	240	0	240	240
	D	240	30	270	270
	P	120	0	120	120
	Total	600	30	630	630
T7103 FY2009 STATE/COUNTY SHARED TRAFFIC CONTROL					
A project for design, review and construction funding of traffic control at various intersections of State and County roads.	B	750	200	950	950
	D	50	0	50	50
	Total	800	200	1,000	1,000
T7104 FY2009 DEVELOPER/COUNTY SIGNALS					
A project to facilitate the design, construction, and modification of traffic signals and appurtenances at various new development locations where warranted.	B	250	0	250	250
	D	850	150	1,000	1,000
	Total	1,100	150	1,250	1,250
T7105 FY2011-SIGNALIZATION PROGRAM					
A project for the design and construction of various traffic signals when the MUTCD Warrants are met; also includes the modification and modernization of existing traffic signals.	B	700	0	700	700
	G	160	0	160	160
	X	900	0	900	900
	Total	1,760	0	1,760	1,760
T7106 INTERSECTION IMPROVEMENT PROGRAM					
This project is for the study, design and construction of geometric and pedestrian modifications to improve the safety or increase capacity at various intersections.	B	950	700	1,650	1,650
	D	90	30	120	120
	X	650	0	650	650
	Total	1,690	730	2,420	2,420
T7107 FY2014 DOWNTOWN COLUMBIA PATUXENT BRANCH TRAIL EXTENSION					
A project connecting Downtown Columbia at Lake Kittamaquundi and extending to the existing Patuxent Branch Trail.	B	0	20	20	20
	D	50	0	50	50
	G	0	80	80	80
	Total	50	100	150	150

Howard County, MD
FY 2016 Capital Budget Ordinance (\$000)
Program : TRAFFIC IMPROVEMENTS

Project Information	Funding Source	Prior Appropriation	Fiscal 2016 Budget	Total Appropriation	Total
T7108 FY2016 CLARKSVILLE-RIVER HILL STREETSCAPE IMPROVEMENTS	B	0	100	100	100
A project to plan, design and construct road and related improvements -- including streetscape, storm water management, pedestrian, bicycle, and public space enhancements -- in the Route 108 corridor.	G	0	100	100	100
	Total	0	200	200	200
T7109 FY2016-DEVELOPER STREETLIGHT PROGRAM	D	0	400	400	400
A project to facilitate the design, installation and modification of street lights in new developments.	O	0	3000	3,000	3,000
	P	0	0	0	0
	Total	0	3400	3,400	3,400
Total		12,478	4930	17408	17,408

Howard County, MD
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 TRAF-TRAFFIC IMPROVEMENTS

Revenue Source	Prior Appropriation Total	Current FY	Appropriation Total	Total
B BONDS	3,843	1,020	4,863	4,863
D DEVELOPER CONTRIBUTION	1,280	610	1,890	1,890
E EXCISE TAX	600	0	600	600
G GRANTS	460	180	640	640
O OTHER SOURCES	755	3,020	3,775	3,775
P PAY AS YOU GO	2,840	100	2,940	2,940
X EXCISE TAX BACKED BONDS	2,700	0	2,700	2,700
Total	12,478	4,930	17,408	17,408

Fiscal 2016 Capital Budget

Project: K5066-FY2014 BICYCLE PLAN PROJECTS

SIDEWALKS

Number: K5066

Description

A project for the implementation of the comprehensive Howard County Bicycle Master Plan. The candidate project list will be updated annually by the Department of Planning and Zoning in coordination with the Department of Public Works and the Office of Transportation.

Operating Budget Impact

Annual Bond Redemption \$ \$130,500

Justification

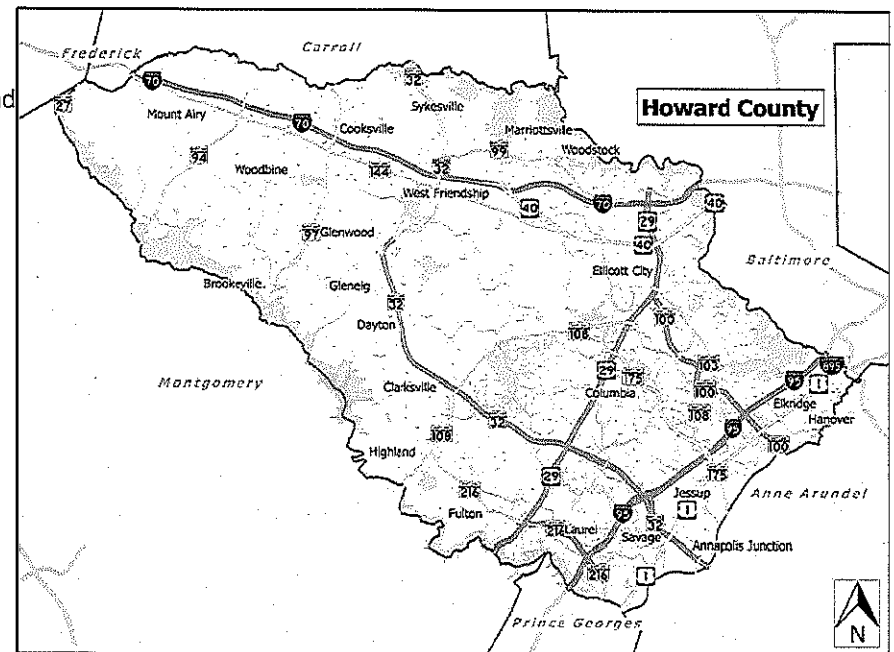
The FY2013 Howard County Bicycle Master Plan will provide a comprehensive plan and ongoing process for prioritizing the use of capital funds directed at improving bicycle safety, mobility, and access to transit, schools, parks, retail and employment centers, etc.

Remarks

1. Project addresses collector classification roads and local roads.
2. Grant funding will be sought.
3. Construction of some projects may be dependent on donation of necessary easements.

Project Schedule

Program



Fiscal 2016 Capital Budget
Project: FY2014 BICYCLE PLAN PROJECTS

SIDEWALKS
Number: K5066

(In Thousands)				Five Year Capital Program						Master Plan				
Appropriation Object Class	Prior Appr.	FY2016 Budget	Appr. Total	Fiscal 2017	Fiscal 2018	Fiscal 2019	Fiscal 2020	Fiscal 2021	Sub Total	Fiscal 2022	Fiscal 2023	Fiscal 2024	Fiscal 2025	Total Project
PLANS & ENGINEERING	200	0	200	100	50	50	0	0	200	0	0	0	0	400
LAND ACQUISITION	150	60	210	100	50	50	0	0	200	0	0	0	0	410
CONSTRUCTION	1,250	0	1,250	600	500	500	0	0	1,600	0	0	0	0	2,850
Total Expenditures	1,600	60	1,660	800	600	600	0	0	2,000	0	0	0	0	3,660
BONDS	1,200	(20)	1,180	700	500	500	0	0	1,700	0	0	0	0	2,880
DEVELOPER CONTRIBUTION	100	0	100	100	100	100	0	0	300	0	0	0	0	400
GRANTS	300	80	380	0	0	0	0	0	0	0	0	0	0	380
Total Funding	1,600	60	1,660	800	600	600	0	0	2,000	0	0	0	0	3,660

Project Status :

\$210,695 spent and encumbered through February 2015

Projects completed: Guilford Road widening June 14(MD bikeway grant); MD108 Bicycle Improvement Concept Plans June 14;Pathway from Owen Brown Rd to Stevens Forest Rd October 14 (MD bikeway grant); Crosswalk at Eliots Oak Rd near Harpers Farm Road December 14 (tentatively) (MD bikeway grant); Sidewalk and ADA ramp upgrades at Eliots Oak Rd near Harpers Farm Rd December 14 (tentatively) (MD bikeway grant); Bike lanes along Knights Bridge Rd from Gorman Rd to Gorman Rd (Bike Howard Project #6);Pedestrian/Bicycle Improvements Cedar Ln and Dobbin Rd/McGaw Rd 30% Concept Plans January 15(tentatively).

Under construction: Bike lanes along Gorman Rd from I95 bridge to US 1 (Bike Howard Project #4); Sidewalk and ADA ramp upgrades at Shaker Dr near Cape Ann Dr (MD bikeway grant); Bike lanes along Freestate Dr from Gorman Rd to US1.

Under design: Fort Meade/NSA Signed Bike Route (OOT as lead).

Proposed Projects: Bike lanes along Vollmerhausen Rd from Murray Hill Rd to Guilford Rd (Bike Howard Project #7); Bike lanes along North Chatham Rd from US40 to Ramblewood Rd (Bike Howard Project #27); Bike lanes along Shaker Dr from MD32 to Allview Dr (Bike Howard Project #3); Bike lanes along Freetown Rd from Cedar Ln to Martin Rd (Bike Howard Mid Term Network recommendation); Bike Lanes along Centennial Ln from Old Annapolis Rd to Frederick Rd. (Bike Howard Project #18); Pedestrian/Bicycle Improvements Cedar Ln and Dobbin Rd/McGaw Rd 100% Plans and land acquisition FY16,Construction in FY17.

Description

A project connecting Downtown Columbia at Lake Kittamaqundi and extending to the existing Patuxent Branch Trail. This project would provide a car-free connection from Downtown Columbia to Savage; including the existing portion of the trail, and will connect to the planned east-west Hospital to Blandair Park multi-use pathway.

Operating Budget Impact

Annual Bond Redemption \$ \$42,750

Justification

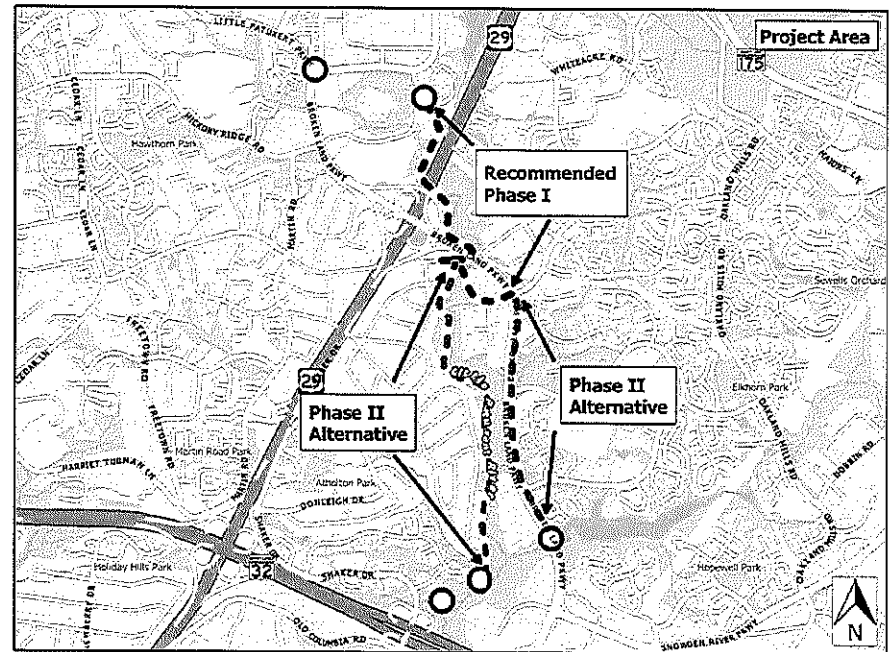
To complete the missing link in the off-road pathway between the existing Patuxent Branch Trail and the planned Downtown Columbia multi-use pathway. The project study will consider multiple alignments between Columbia and the existing Patuxent Branch Trail. The pathway could also serve as a primary path with potential future secondary connections to other nearby attractions.

Remarks

1. Project addresses the need for a major off-road pathway connection.
2. Grant funding from the state of MD was approved September 2014 has been approved for preliminary plans and engineering for Phase 1 only. Additional grant funding will be sought for construction
3. Project will be done in partnership with the Columbia Association.
4. DEVELOPER CONTRIBUTION represents funding from Columbia Association.
5. The feasibility study is complete and recommended the project to be completed in two phases. The study identified concerns related to Phase 2 construction which will require further evaluation prior to design or construction.

Phase 1 is for alignment from Columbia Town Center to Stevens Forest Road only. Phase 1 offers a flat off road alternative connection to cross under US 29 and Broken Land Parkway.

Phase 2 is to connect from Stevens Forest Road to the Patuxent Branch Trail. This phase will require additional evaluation due to issues raised by the community, possible flood plain interaction and roadway impacts for the two alternatives identified in the feasibility study.



Project Schedule

- FY16 - Design of Phase 1.
- FY17/18 - Construction of Phase 1. Community input, additional evaluation and possible design of Phase 2 and begin construction.
- FY19 - Possible completion of construction for Phase 2.