

Since 1996, the Urban Reconstruction Program (URP) has employed inclusive planning efforts and innovative design solutions, to provide the citizens of Maryland with highway projects that improve transportation and enhance the vitality in existing communities by investing in their infrastructure needs. This program encourages SHA designers, engineers and professional staff to partner with local citizens, communities, businesses, and elected officials to create viable transportation solutions that maintain the regional function of the highway facility while incorporating the needs of the community with the traffic and safety elements vital to an effective State roadway.

Since the program's inception as the Neighborhood Conservation Program and later as the Community Safety and Enhancement Program, over 95 highway infrastructure improvement projects have been constructed in 78 communities throughout the State. There are currently 9 projects under construction and 21 projects in either the design or concept development phase.

The Urban Reconstruction Program, formerly known as conceived in support of Maryland's Smart Growth initiative which provided transportation funds to priority funding areas to stimulate growth and investment in Maryland's older neighbourhoods. Transportation improvements typically addressed as part of these projects include sidewalk construction/reconstruction to the latest ADA standards, roadway storm water drainage improvements, including current storm water management treatment practices, traffic operational improvements which includes traffic signal upgrades, intersection realignments, roadway resurfacing, patching and reconstruction as required, pedestrian lighting, when supported by local governments, landscaping and streetscape amenities. Whenever possible, SHA tries to obtain bicycle compatibility as part of these projects.

As part of SHA's System Preservation Program, Urban Reconstruction Program projects are often initiated by a community or local government reaching out to SHA requesting assistance addressing traffic issues, roadway drainage concerns pedestrian safety, and transit accessibility. Projects are selected on technical criteria. These include:

- Safety (pedestrian, cyclists, vehicular)
- Roadway infrastructure (roadway pavement, drainage, sidewalk, ADA compliance).
- Within a Sustainable Community.
- Road Transfer eligibility.
- Identified as a County Priority.

URBAN RECONSTRUCTION PROGRAM



The project development process including concept development and engineering takes two to two and one-half years dependent upon project complexity and magnitude.

The concept funding phase of project development allows SHA and local communities to define the project scope by gathering information, defining opportunities and creating and selecting mutually acceptable alternatives. The project scope includes SHA's need to preserve or improve the transportation facility and the community's desire to enhance the quality of life and economic viability of its neighborhoods. At the end of concept development, we ask that the local elected body endorse the preferred alternative and ensure funding of local utility infrastructure improvements or upgrades before the project moved into the design phase.

During the design phase, the detailed engineering is performed. This often includes geometric and safety improvements (including pedestrian, bicycle and ADA compatibility and safety), storm drain improvements traffic signing and signalization modifications and streetscape design. When requested by the local government, and at their cost, local infrastructure improvements, such as water and sewer replacements or upgrades, are also designed during this phase. The engineering completed during the design phase provide more accurate answers to questions raised during concept development regarding construction requirements and costs. When the concept development, design and coordination efforts had been completed, the project then becomes eligible to compete for construction funding. If selected, we would move forward with transforming the concept into reality by finalizing and executing agreements, obtaining environmental permits and necessary rights-of-way and advertising the project for construction. The number of projects selected for any phase of funding is heavily dependent on the level of funding available.

As can be expected with projects in urban settings, significant efforts in this phase are focused on developing construction sequencing that minimizes disruption to residents and commercial operations. This is often compounded by utility relocation which is sometimes required to allow SHA to achieve ADA compliance along the sidewalks or to make long needed storm drainage improvements. Construction of these projects typically last two and one – half to three years, again dependent upon project magnitude and complexity.

URBAN RECONSTRUCTION PROGRAM



Projects that have recently started construction or are awaiting Notice to Proceed include:

MD 5 Bus, Waldorf, Charles County

Operational improvement, pedestrian accessibility, pedestrian safety.

MD 755, Edgewood, Harford County

Completes pedestrian and bicycle accessibility from MD 24 to the MARC station.

MD 500, Hyattsville, Prince Georges County

Road diet that expands existing median and improves pedestrian accessibility and safety, includes pedestrian lighting.

MD 5/MD 637, Hillcrest (Naylor Road Transit Center), Prince Georges County

Improves pedestrian and bicycle accessibility to a designated transit oriented development (TOD) site.

MD 201, Edmonston/Bladensburg, Prince Georges County

Road diet that converts existing shoulder to bike lanes and sidewalks.

MD 144, New Market, Frederick County

Road transfer, extends sidewalks beyond the historic district, improvements are consistent the designated historic national road.

MD 4 Forestville, Prince Georges County

Road diet to address traffic accidents involving pedestrians, along with reducing the typical section, a continuous sidewalk and trail will be constructed along either of the roadway. Roadway lighting is also included.

MD 231 / MD 765A Prince Frederick, Calvert County

Improves safety and visibility at the intersection of MD 231 and MD 765A, along with enhancing pedestrian accessibility by constructing new sidewalks and upgrading existing sidewalks.

US 40 Mohr's Lane – Rosedale / Nottingham, Baltimore County

Improves safety and visibility at the intersection of US 40 and Mohr's Lane, including widening of US 40, providing greater access to the planned developed area in eastern Baltimore County.