



Maryland Department of Transportation
Presentation to the Chesapeake Science and Security Corridor
2008 APG BRAC Update: *Ready. Set. Welcome!*



Andrew J. Scott, Special Assistant to the Secretary
October 3, 2008
Edgewood, Maryland

PROGRESS UPDATE

- **MDOT Background & strategy**
- **Progress report**
 - **SHA APG Intersection Improvement Program**
 - **BRAC Related Transit Projects**
 - **MdTA Projects**
- **Questions**



Coordinated Response to BRAC

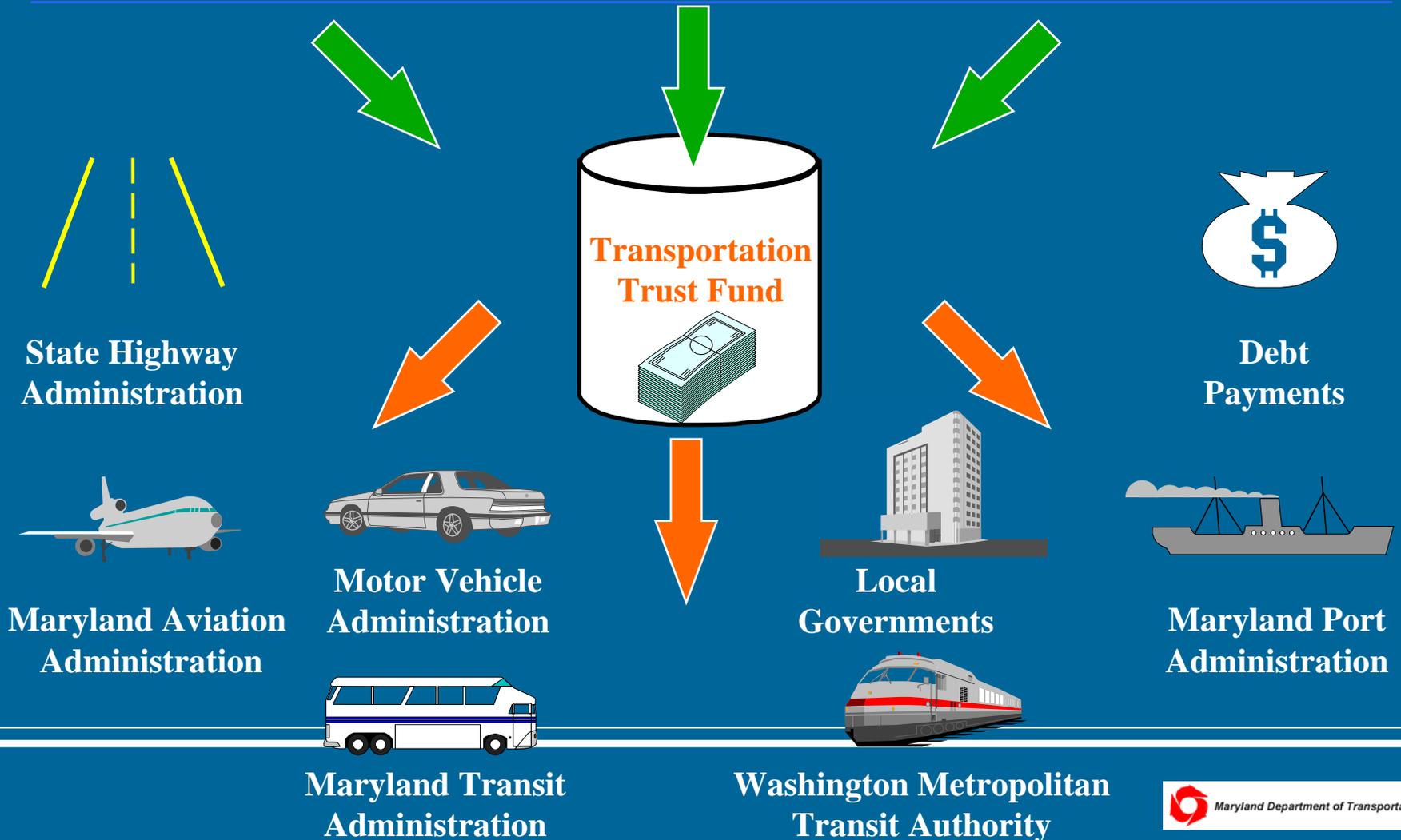
- **MDOT: Multi-Modal Department**
 - State Highway Administration
 - Maryland Transit Administration
 - Maryland Port Administration
 - Maryland Aviation Administration
 - Maryland Motor Vehicle Administration
 - Maryland Transportation Authority
 - Coordination with local and regional transit systems
- **Local Government Consultation Process**



THE TRANSPORTATION TRUST FUND

Motor Fuel Tax Vehicle Titling Tax Sales and Use Tax Operating Revenues

Bond Sales Corporate Income Tax Federal Aid Motor Vehicle Registration and Fees



Statewide Vision: Transportation Choices

- **Transit** – Providing safe & efficient mobility; minimizing environmental impacts
- **Smart Growth** – Expanding transportation choices by revitalizing existing communities
- **Demand management** – Promoting telework, car and van pools, transit benefits
- **Strategic investments** – Funding key highway and transit investments



Addressing BRAC: *MDOT's High/Low Strategy*

HIGH
\$\$\$\$\$



LOW
\$\$

- Major construction projects: higher cost, higher capacity
- Long-term needs
- 8-14 years to complete – planning, environmental reviews, design, ROW, funding and construction

- Minor projects; lower-cost improvements
- Near-term fix
- One to three years to complete



Progress continues despite National economic downturn

- The recent economic downturn created a fundamental realignment in transportation – people are driving less, buying fewer cars, more fuel efficient cars
 - fuel tax, titling tax, other revenues are down
- Even with downturn, BRAC project development continues
 - \$93.9 million statewide for BRAC intersections: preparing projects for construction
 - Progress on MARC improvements



Near Term Actions: Intersection Improvement Program



- Short-Term Improvements at APG, FGGM, NNMC for the most-heavily impacted intersections around those installations
- \$34.1 million programmed for the FY09-14 CTP period for APG Intersection Improvements.
 - Includes design, right-of-way and some construction
 - Focus on getting projects ready for construction once additional funding is identified.

Near Term Actions: Intersection Improvement Program



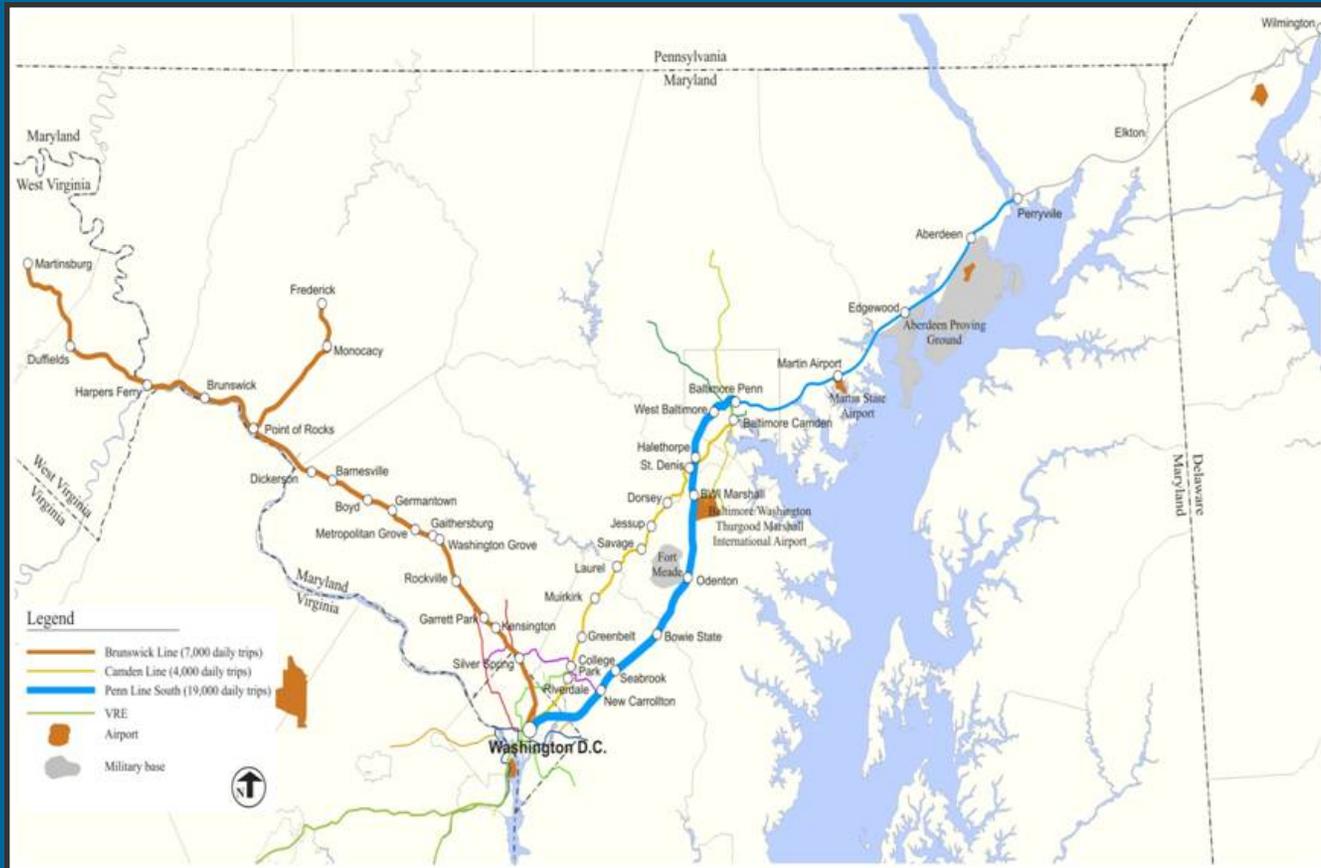
- Traffic Studies completed
 - Study Area bounded by I-95 to the north, APG and/or the Chesapeake Bay to the south, MD 152 to the west, and MD 272 to the east
- Priority Intersections
 - Intersections prioritized based on proximity to APG and future traffic operations
 - Six intersections selected for implementation
 - MD 715 @ US 40 including Old Philadelphia Road
 - US 40 @ MD 159/MD 7
 - MD 22 @ Old Post Road
 - MD 22 @ Beards Hill Road
 - US 40 @ MD 155/MD 7A
 - MD 22 @ MD 462

Near Term Actions: Intersection Improvement Program



- Intersection Concepts Currently in Design
 - Sketch-level short-term concepts developed to improve operations and understand cost and scope of needed improvements
 - Detailed design and cost estimates being prepared for each concept
- Public meetings anticipated in Jan./Feb. 2009
- Design to be completed by Winter 2009-2010
- Right of Way and Construction may begin by Spring 2010
- SHA “Traffic and Intersection Improvement Studies for BRAC at APG” Report available at <http://www.mdot.state.md.us/Planning/brac/Whats%20New>

MARC: serving BRAC communities

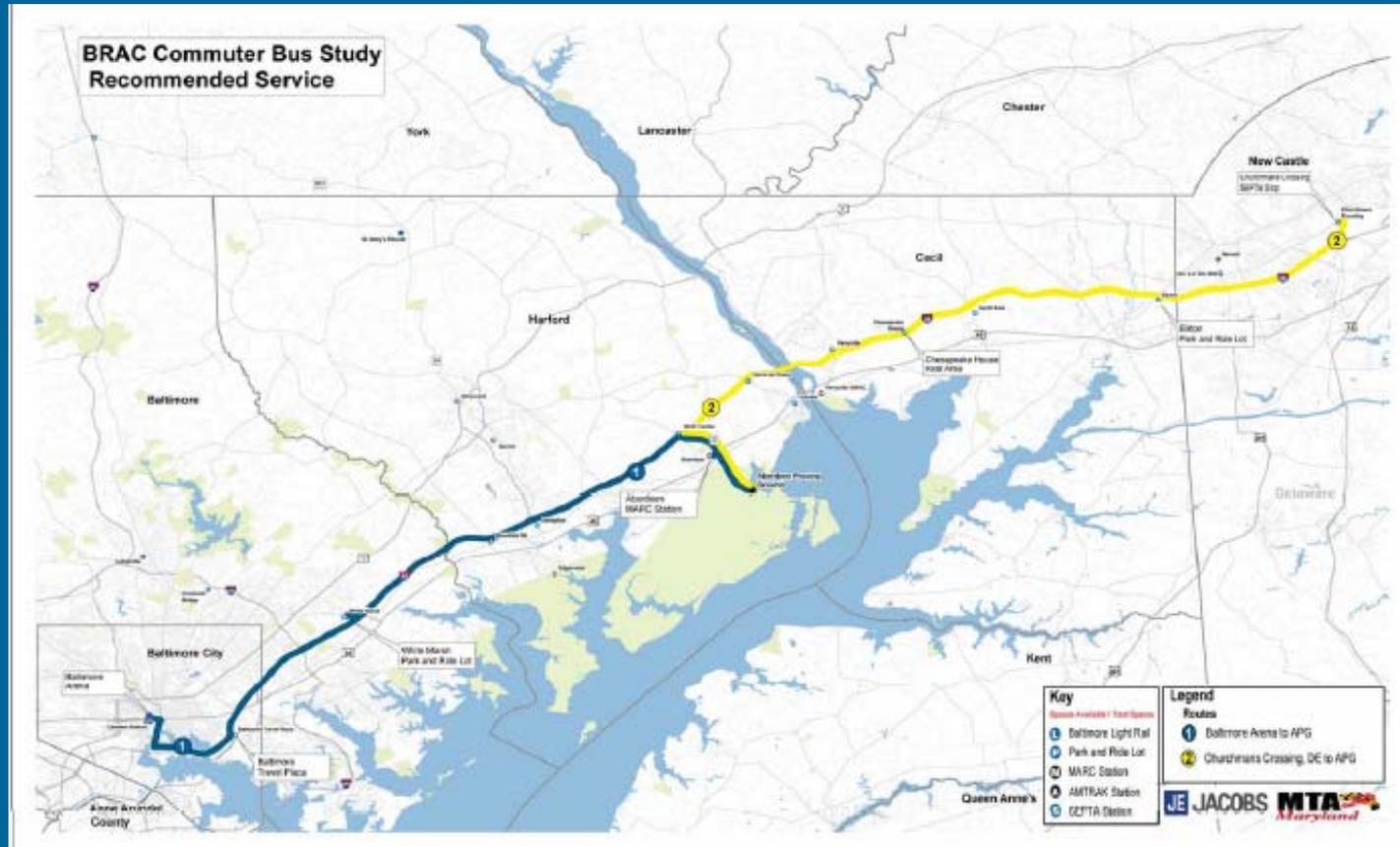


Transit– near and long-term



- **Transit:** Improved bus service and access to rail
 - \$126.3 million for the MARC Growth and Investment Plan.
 - MARC is acquiring 39 coach cars
 - \$5 million for Edgewood MARC Station improvements
 - \$2.6 million for MARC Station Parking Expansion
 - \$204,000 for Phase I of Aberdeen MARC Station Market Analysis and Multimodal Transit Center Feasibility Study
 - BRAC Commuter Bus, federal employee shuttle, and local bus improvements

BRAC Commuter Bus



Maryland Transportation Authority (MdTA): I-95 Express Toll Lanes (JFK-Section 100)



- Project will ease congestion and increase safety by making improvements to I-95, reconstructing bridges and interchanges, and adding ETLs.
- Once complete, there will be 2 ETLs and 4 general-purpose lanes in each direction.
- ETLs will feature the latest toll-collection technology, with overhead gantries that will automatically process tolls at highway speeds (no slowing or stopping).



I-95 Express Toll Lanes



Projects Underway

- Construction of I-95/I-895 Northbound General Purpose
- Replacement of Kenwood Avenue and Lillian Holt Drive Bridges
- I-95/I-695 Interchange ramp lane construction
- I-95 Mainline construction between Rossville Boulevard and Campbell Boulevard
- I-95 from I-895 Interchange to Chesaco

Future Projects

- Construction of White Marsh Run Wetland Mitigation Site
- I-95/MD 43 Interchange Reconstruction, including Campbell Blvd.
- Reconstruction of I-95 lanes between MD 43 Interchange and New Forge Road
- I-95/I-695 ETLs construction, including reconstruction of I-695 lanes between US Route 1 and MD 7



Completed Projects

- Replacement of Rossville Boulevard Bridge over I-95
- Replacement of Cowenton Avenue and Joppa Road Bridges over I-95

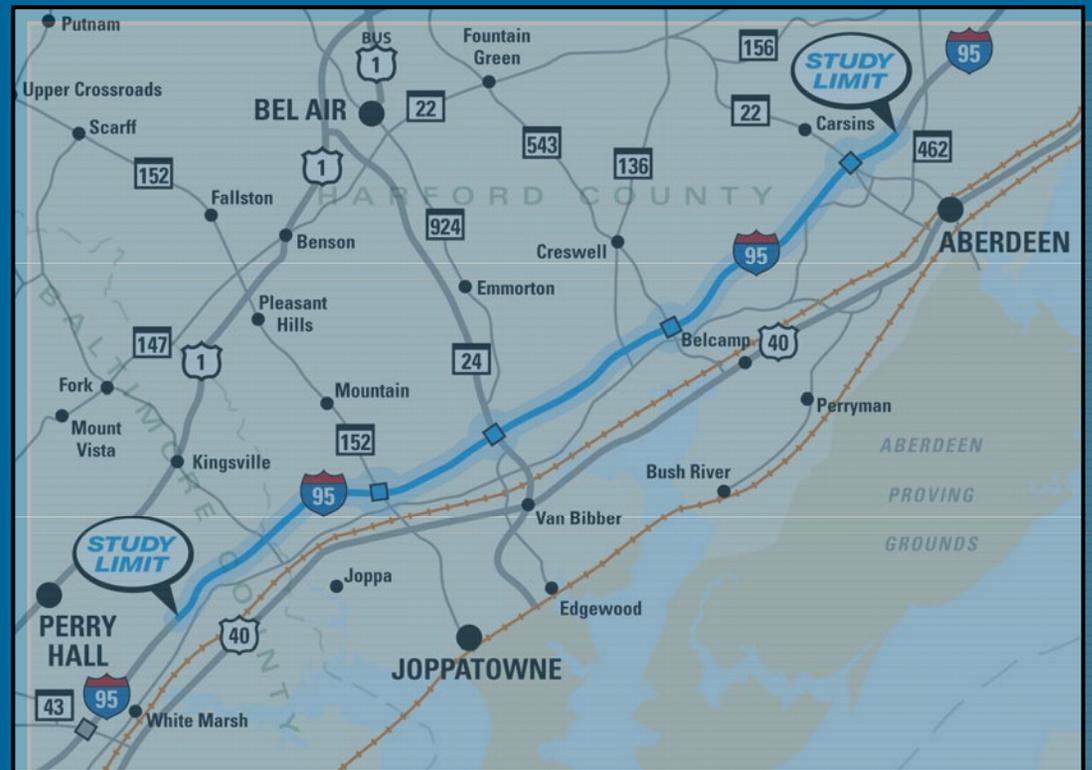
ANTICIPATED COMPLETION 2016

MdTA: I-95 Section 200

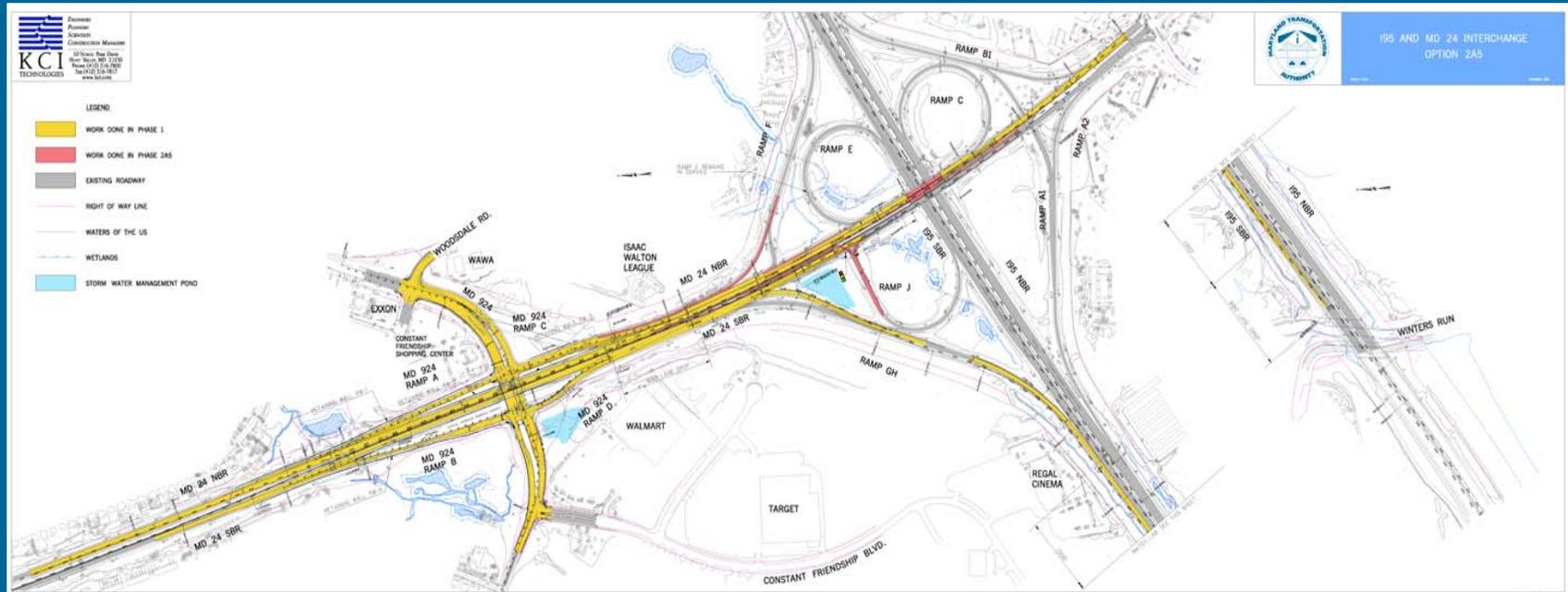


Schedule

- Project Initiation – Fall 2005
- Public Workshop – June 22, 2006
- Technical Reports – Fall 2006
- Environmental Document – Summer 2007
- Public Hearing – December 13, 2007
- Final Decision Document – Spring 2009
- Design/Construction – To Be Determined



MdTA: I-95/MD 24 Interchange Improvements



Improvements include: reconstructing portions of the existing I-95/MD 24 interchange and construction of a bridge and exit and entrance ramps that will upgrade the existing MD 24 and MD 924/Tollgate Road intersection to a grade-separated interchange.

Schedule: Construction Start - 2008 (Pending); Construction Duration - 825 Days

MdTA: JFK Toll Plaza Planning Study



Maryland
Transportation
Authority

2 components:

1. Evaluate potential tolling locations along I-95, including modifying the existing toll plaza and
2. Determine the optimal tolling method.

Schedule

- Newsletter 1 - Spring 2008
- Study Initiation – Spring 2008
- Traffic Data Collection: Spring / Summer 2008
- Traffic Analyses & Modeling – Summer / Fall 2008
- Tolling Location Studies – Summer / Fall 2008
- Newsletter 2 – Early 2009
- Public Meeting – Winter/Spring 2009
- Newsletter 3 – Spring 2009
- Study Completion – Spring 2009



Maryland
Transportation
Authority

MdTA: Thomas J. Hatem Memorial Bridge Preservation Project



Work includes:

- Complete replacement of the bridge roadway (deck)
- Substructure (concrete piers) repairs
- Installation of a new, permanent jersey barrier in the center of the bridge

Schedule:

- Re-decking started in June, 2008
- Construction is expected to take about 3½ years

