



**MULTIMODAL FREIGHT PROJECTS**



## **MARYLAND DEPARTMENT OF TRANSPORTATION**

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Maryland's economy benefits when goods movement is safe, efficient, and reliable over the State's freight network. Highways, rail, marine and airport infrastructure must be in good working condition and free flowing. Unpredictable congestion and delays lower the reliability of delivery times, which leads to costlier freight movement. Tonnage and value indicate the demand freight places on the system, and the economic activity associated with freight, respectively. Last year, about 356 million tons of freight was transported to, from, within, and through Maryland, accounting for approximately \$430 billion in value.

Ensuring that the network of highways, railways, waterways, and airports are ready to handle the current level and anticipated growth of goods movement is a priority of the Maryland Department of Transportation (MDOT). MDOT is working to implement multimodal freight mobility solutions, advance supply chains through transportation improvements, and expand freight transportation options throughout the state. With freight activity projected to double by 2030, the multimodal transportation system will come under increasing pressure. The goal of investing in freight related projects is to help improve Maryland's economy by making the goods movement system more efficient, reliable, and safe.

#### **How is Maryland accommodating goods movement today?**

Multiple plans and programs being undertaken by MDOT and the modes include freight projects in various stages of development from concept to construction. Highway improvement, maintenance, and capacity projects run the gamut of Intelligent Transportation Systems (ITS) applications for protecting roadways from damage to increasing safe havens for truck drivers. Education, testing and licensing programs have also been implemented for highway freight operations. Investments in landside improvements and harbor dredging at the Port of Baltimore keep the inbound and outbound supply chains flowing. Partnerships with short line, switching, and Class I railroads are beneficial for increasing capacity and improving operations to provide alternatives for Maryland shippers.

## **How is Maryland accommodating goods movement for the future?**

MDOT is developing a Strategic Goods Movement Plan that will contain specific policy recommendations and provide guidance for development of freight programs at the Port, on rails, highways, and in the air. The Plan identifies areas where MDOT needs to make transportation investments to move goods efficiently and safely. MDOT will partner with carriers, shippers, and freight network users to develop a strategy that works for the entire transportation system and the State as a whole. Once the Plan is complete, Maryland will have a guide for selecting multimodal transportation projects that impact freight. This will be important for State funding priorities and help improve Maryland's ability to meet the national freight goals established in federal surface transportation authorization.

The list below highlights projects that have significant freight impacts and are funded for planning, design, and construction activities in this Consolidated Transportation Program, for approximately \$1.9 billion. The list also identifies costs for Port projects by marine terminal and costs for highway freight related projects in each county. Additional information on individual projects can be found under the respective modal sections later in this document.

| <b><u>THE SECRETARY'S OFFICE</u></b>   |   |
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| <b>PROJECT</b>   | <b>ESTIMATED<br/>TOTAL 6-YEAR<br/>COSTS (\$000'S)</b> |
| High Speed Intercity Passenger Rail Grant Funding for Baltimore and Potomac Tunnel | 60,000  |
| High Speed Intercity Passenger Rail Grant Funding for Susquehanna River Bridge     | 18,850  |
| Intermodal Rail Incentive Program  | 6,000   |
| Baltimore Rail Study   | 1,468   |
| Canton Railroad Grant  | 3,729   |
| MEA/MDOT Electric Truck Voucher MOU  | 500   |
| <b><u>MARYLAND TRANSIT ADMINISTRATION</u></b>                                      |   |
| Freight Bridge Rehabilitation  | 9,588   |
| Grade Crossing Rehabilitation Fund   | 2,852   |
| Freight Rail Capital Improvement Fund  | 2,627   |
| <b><u>MARYLAND PORT ADMINISTRATION</u></b>   |   |
| Hart-Miller Island Related Projects  | 37,226  |
| Dredge Material Placement and Monitoring   | 430,256   |
| Reconstruction of Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4)       | 54,000  |
| Terminal Security Program  | 2,383   |
| Marine Terminal Property Acquisition   | 7,317   |
| Chrome Ore Processing Residue Remediation  | 46,883  |
| Masonville Vessel Berth Construction   | 584   |
| Port of Baltimore Export Expansion Project   | 38,605  |
| Dredge Material Management Program   | 62,860  |

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| <b>TERMINAL-WIDE SYSTEM PRESERVATION</b>  | 235,834   |
| <b><u>MARYLAND TRANSPORTATION AUTHORITY</u></b>   |           |
| I-95, Construct Express Toll Lanes from I-895 to north of MD 43   | 1,097,719 |
| Reconstruct Service Road #3 at FSK Facility   | 2,684     |
| Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT, and FSK   | 7,620     |
| Upgrades to Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge                                      | 14,417    |
| <b><u>STATE HIGHWAY ADMINISTRATION</u></b>  |           |
| <b>STATEWIDE</b>  | 18,300    |
| Railroad Safety & Spot Improvements   |           |
| Truck Weigh Program – Statewide   | 39,700    |
| <b>ALLEGANY</b>   | 12,412    |
| I-68 Bridges, Rehab MD 51 bridge over CSX, Canal Parkway and I-68 bridge over Wills Creek/CSX/Municipal Street              |           |
| I-68 Bridges, Rehab Bridges over Kelly Road and CSXT  |           |
| US 220, Study to upgrade and/or relocate US 220 from I-68 to the West Virginia Line   |           |
| <b>ANNE ARUNDEL</b>   | 4,425     |
| US 50 at MD 424 Park and Ride Expansion   |           |
| US 50, from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge                                  |           |
| <b>BALTIMORE COUNTY</b>   | 212,611   |
| Replace Bridge on Middletown Road over I-83   |           |
| Frederick Road (MD 144) bridge over I-695   |           |
| I-695, upgrade to an 8-lane freeway from I-95 to MD 122 (Security Boulevard)  |           |
| I-695, upgrade to an 8-lane freeway from I-83 (JFX) to I-95 (east)  |           |
| I-695, replace bridges and re-align ramp at Leeds Avenue  |           |
| I-795, study interchange at Dolfield Boulevard  |           |
| I-695 low-cost operational and safety improvements along the Baltimore Beltway from I-95 in Arbutus to MD 43 in White Marsh |           |
| I-83 at MD 439 Park and Ride Expansion  |           |
| I-695 at Milford Mill Road  |           |
| I-83 Safety and resurface from I-695 to Shawan Rd   |           |
| <b>CHARLES</b>  | 15,651    |
| US 301 Project Planning Study   |           |

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| <b>FREDERICK</b><br>I-70 (Baltimore National Pike), Phase II D<br>US 15 Bridge Replacement (10098) on Motter Avenue over US 15<br>US 15 at Monocacy Boulevard<br>MD 17 at I-70 Park and Ride Expansion<br>MD 85, south of English Muffin Way to north of Grove Road  | 72,597  |
| <b>GARRETT</b><br>US 219 North I-68 to Pennsylvania State Line   | 1,698   |
| <b>HARFORD</b><br>MD 22, intersection improvements at Beard's Hill Road<br>MD 22, intersection improvements at MD 462  | 23,497  |
| <b>HOWARD</b><br>I-95 South Welcome Center<br>I-70 MD 32 to US 29  | 4,035   |
| <b>MONTGOMERY</b><br>I-270 / Watkins Mill Road Extended<br>MD 185, intersection improvements at Jones Bridge Road, Phases 1-2<br>MD 185, intersection improvements at Jones Bridge Road, Phase 3<br>MD 187, intersection improvements at West Cedar Lane<br>MD 355, utilities and lane control at Cedar Lane and Jones Bridge Road<br>MD 355, intersection improvements at Cedar Lane and Jones Bridge Road  | 188,889 |
| <b>PRINCE GEORGES</b><br>I-95/Contee Road (Virginia Manor Road), construct interchange<br>I-95, Capital Beltway, Widening/Managed Lanes from American Legion Bridge to Woodrow Wilson Bridge<br>I-95, Access Road to Park and Ride from I-95/I-495<br>MD 3, Widening and Upgrade, Anne Arundel County Line to US 50<br>MD 4, Bridge Replacement over MD 223<br>MD 4, Suitland Parkway Interchange<br>MD 4, Corridor Improvements Study, I-95/I-495 to MD 223<br>MD 5, Corridor Improvements Study, I-95/I-495 to US 301/MD 5 Split at T.B.<br>MD 5/MD 373, engineering and right-of-way phases for new interchange<br>MD 337 (Allentown Road) at I-495/I-95, Capital Beltway Off-Ramp<br>MD 337 (Allentown Road) at MD 218 (Suitland Road/Westover Drive)<br>US 301 Project Planning Study | 204,114 |
| <b>QUEEN ANNE'S</b><br>US 301, construct interchange at MD 304   | 46,311  |

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| <b>WASHINGTON</b><br>I-70, replace bridges over MD 63<br>I-81, study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line<br>I-81, widen and rehabilitate bridge over Potomac River | 52,306 |
| <b>WORCESTER</b><br>US 13, rehabilitate bridges over Pocomoke River<br>US 113, capacity improvements  | 69,692 |