



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 the 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.

<u>THE SECRETARY'S OFFICE</u>	
PROJECT	ESTIMATED TOTAL 6-YEAR COSTS (\$000'S)
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
Baltimore Rail Study	1,468
Canton Railroad Grant	3,729
MEA/MDOT Electric Truck Voucher MOU	500
<u>MARYLAND TRANSIT ADMINISTRATION</u>	
Freight Bridge Rehabilitation	9,600
Freight/Light Rail Abandonment	2,889
Grade Crossing Rehabilitation Fund	1,763
Freight Rail Capital Improvement Fund	775
<u>MARYLAND PORT ADMINISTRATION</u>	
Hart-Miller Island Related Projects	37,311
Dredge Material Placement and Monitoring	427,436
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal, Phase II (Berth 4)	24,000
Terminal Security Program	2,283
Marine Terminal Property Acquisition	7,317
Chrome Ore Processing Residue Remediation	61,952
Masonville Vessel Berth Construction	3,200
Port of Baltimore Export Expansion Project	30,703
Dredge Material Management Program	79,331

TERMINAL-WIDE SYSTEM PRESERVATION	29,891
DUNDALK MARINE TERMINAL PROJECTS	43,413
MASONVILLE AUTO TERMINAL PROJECTS	2,572
<u>MARYLAND TRANSPORTATION AUTHORITY</u>	
I-95, Construct Express Toll Lanes from I-895 to north of MD 43	131,064
Reconstruct Service Road #3 at FSK Facility	2,581
Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT, and FSK	6,720
Upgrades to Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge	13,750
<u>STATE HIGHWAY ADMINISTRATION</u>	
STATEWIDE	18,300
Railroad Safety & Spot Improvements	
Truck Weigh Program – Statewide	39,700
ALLEGANY	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	
ANNE ARUNDEL	4,363
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	
BALTIMORE COUNTY	131,970
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	

CHARLES US 301 Project Planning Study	15,651
FREDERICK I-70 (Baltimore National Pike), Phase II D US 15 Bridge Replacement (10098) on Motter Avenue over US 15 US 15 at Monocacy Boulevard MD 17 at I-70 Park and Ride Expansion MD 85, south of English Muffin Way to north of Grove Road	71,776
GARRETT US 219 North I-68 to Pennsylvania State Line	1,698
HARFORD MD 22, intersection improvements at Beard's Hill Road MD 22, intersection improvements at MD 462	23,497
HOWARD I-95 South Welcome Center I-70 MD 32 to US 29	5,758
MONTGOMERY I-270 / Watkins Mill Road Extended MD 185, intersection improvements at Jones Bridge Road, Phases 1-2 MD 185, intersection improvements at Jones Bridge Road, Phase 3 MD 187, intersection improvements at West Cedar Lane MD 355, utilities and lane control at Cedar Lane and Jones Bridge Road MD 355, intersection improvements at Cedar Lane and Jones Bridge Road	183,810
PRINCE GEORGES I-95/Contee Road (Virginia Manor Road), construct interchange I-95, Capital Beltway, Widening/Managed Lanes from American Legion Bridge to Woodrow Wilson Bridge I-95, Access Road to Park and Ride from I-95/I-495 MD 3, Widening and Upgrade, Anne Arundel County Line to US 50 MD 4, Bridge Replacement over MD 223 MD 4, Suitland Parkway Interchange MD 4, Corridor Improvements Study, I-95/I-495 to MD 223 MD 5, Corridor Improvements Study, I-95/I-495 to US 301/MD 5 Split at T.B. MD 5/MD 373, engineering and right-of-way phases for new interchange MD 337 (Allentown Road) at I-495/I-95, Capital Beltway Off-Ramp MD 337 (Allentown Road) at MD 218 (Suitland Road/Westover Drive) US 301 Project Planning Study	211,753

QUEEN ANNE'S US 301, construct interchange at MD 304	46,311
WASHINGTON I-70, replace bridges over MD 63 I-81, study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line I-81, widen and rehabilitate bridge over Potomac River	52,306
WORCESTER US 13, rehabilitate bridges over Pocomoke River US 113, capacity improvements	73,865