



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. 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. The goal of investing in freight related projects is to help improve logistical transportation for over 82,000 freight industry businesses that employ 1.5 Million people and contribute \$123.4 Billion annually to the State's economy.

How is Maryland accommodating goods movement today?

Multiple plans and programs being undertaken by MDOT 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. 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 developed a Strategic Goods Movement Plan that contains specific policy recommendations and provides guidance for development of freight programs at the Port, on rails, highways, and in the air. MDOT partnered with carriers, shippers, and freight network users to develop a strategy that works for the entire transportation system and the state as a whole. The Plan is a statewide guide for selecting multimodal transportation projects that impact freight. This is important for state funding priorities and to help 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 \$4.6 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.

PROJECT	ESTIMATED TOTAL 6-YEAR COSTS (\$000'S)
<u>THE SECRETARY'S OFFICE</u>	
High Speed Intercity Passenger Rail Grant Funding for Baltimore and Potomac Tunnel	57,322
High Speed Intercity Passenger Rail Grant Funding for Susquehanna River Bridge	17,846
State-Owned Freight Rail	25,910
Intermodal Rail Incentive Program	6,000
Baltimore Rail Study	1,468
Canton Railroad Grant	3,729
<u>MOTOR VEHICLE ADMINISTRATION</u>	
Performance Registration Information Systems Management (PRISM)	728
<u>MARYLAND PORT ADMINISTRATION</u>	
Hart-Miller Island Related Projects	32,781
Dredge Material Placement and Monitoring	334,657
Reconstruction of Berths 1- 6 at Dundalk Marine Terminal	60,174
Terminal Security Program	1,742
Pearce Creek Waterline Project	14,184
Chrome Ore Processing Residue Remediation	45,119
Marine Terminal Property Acquisition	21,501
Port of Baltimore Export Expansion Project	29,614
Dredge Material Management Program	47,082
TERMINAL-WIDE SYSTEM PRESERVATION	207,548

<u>MARYLAND TRANSPORTATION AUTHORITY</u>	
I-95, Construct Express Toll Lanes from I-895 to north of MD 43	74,693
US 301 Replace Harry W. Nice Memorial Bridge	54,424
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	10,194
<u>STATE HIGHWAY ADMINISTRATION</u>	
STATEWIDE	18,400
Railroad Safety & Spot Improvements	
Truck Weigh Program – Statewide	35,500
ALLEGANY	4,500
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	25,733
MD 295, study to widen to 6 lanes and interchange improvements (capacity)	
US 50, from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge	
BALTIMORE COUNTY	190,532
I-83 interstate construction projects	
I-83 safety improvements, resurfacing, bridge replacement	
I-695 interstate construction projects (system preservation)	
I-695 upgrades to 8 lanes	
I-695 traffic management strategies	
I-695 bridge replacement, widening, safety improvements	
CALVERT	27,772
MD 2/4 widen to 6 lane divided highway (widening or capacity improvements)	
CAROLINE	214,427
MD 404 upgrade to 4 lane divided highway (capacity improvements)	
MD 331 replace bridge over Choptank River (bridge replacement)	
CHARLES	4,321
US 301 Project Planning Study (capacity improvements study)	

FREDERICK I-270 / US 15 Corridor study I-70 improvements (capacity, widening, operational improvements) US 15 / US 40 improvement study (operational and safety improvements) MD 180 and MD 351 (capacity and operational improvements)	5,011
GARRETT US 219 North I-68 to Pennsylvania State Line (capacity improvements)	90,000
HARFORD MD 22, intersection improvements (safety and operational improvements) MD 159 improvements study (safety and operational improvements) US 40 intersection improvements (capacity improvements) US 1 reconstruction study (safety and operational improvements)	48,573
HOWARD I-95 South Welcome Center truck parking expansion I-70 capacity needs study US 29 improvements (operational, safety and capacity improvements) US 1 improvements study (operational improvements) MD 32 improvements study (safety and capacity improvements)	25,267
MONTGOMERY I-95 / I-495 managed lanes study (capacity improvements) I-270 multimodal corridor study (capacity improvements) US 29 improvements (capacity improvements) MD 355 grade separated crossing over CSX Multiple projects for bridge replacement and safety, capacity, and operational improvements	22,370
PRINCE GEORGES I-95 / I-495 improvements (bridge replacements, and capacity and operational improvements) I-95, Capital Beltway, Widening/Managed Lanes from American Legion Bridge to Woodrow Wilson Bridge MD 4, Suitland Parkway Interchange (capacity improvement) US 301 Project Planning Study (capacity study) MD 3 upgrade study MD 5 upgrade (safety, operational and capacity improvements) MD 210 multimodal transportation (safety and operational improvements) US 50 traffic capacity study MD 197 capacity study MD 201 capacity study	379,315

QUEEN ANNE'S US 301, construct interchange at MD 304 MD 404 safety and capacity improvements US 50 study	204,281
TALBOT MD 404 upgrade to 4 lane divided highway (capacity, safety and operational study) MD 331 replace bridge over Choptank River (bridge replacements)	198,797
WASHINGTON I-70 interchange improvements study (bridge replacement and capacity improvements) I-81, study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (bridge replacement and capacity improvements) I-81, widen and rehabilitate bridge over Potomac River	94,814
WORCESTER US 113, capacity improvements	122,461