PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 1182

1. **Submitting Agency: MDOT/State Highway Administration**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **I-95/I-495 Corridor (South and East)**

	Prefix	Route	Name	Modifier
7. **Facility:**	I	495		
			Baltimore-Washington Parkway	
8. **From** (☐ at):			VA State Line/Potomac River (Woodrow Wilson Bridge)	
9. **To:**				

10. **Description:** **I-95/I-495 component of Traffic Relief Plan, to include two managed lanes in each direction, between Baltimore Washington Parkway and Virginia State line/Potomac River (Woodrow Wilson Bridge).**
11. **Projected Completion Year: 2020-2025**
12. **Project Manager:**
13. **Project Manager E-Mail:**
14. **Project Information URL:** **http://www.mdtrafficreliefp3.com/**
15. **Total Miles:** **22 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $2,200,000** cost estimate as of 08/01/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☐ Local ☒ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☒ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☒ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☐ Bicycling	☐ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☒ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☒ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☒ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: **5/8/2006**

38. Last Updated by: **Matt Baker**

39. Last Updated On: **11/21/2016**

40. Comments:

Congestion Management Documentation Form

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A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Project: MDOT I-495 and I-270 Traffic Relief Plan

1. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

a) X Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

b) X A Transportation Management Association is in the vicinity

c) X Channelized or grade-separated intersection(s) or roundabouts

d) X Reversible, turning, acceleration/deceleration, or bypass lanes

e) X High occupancy vehicle facilities or systems

f) X Transit stop (rail or bus) within a 1/2 mile radius of the project location

g) X Park-and-ride lot within a one-mile radius of the project location

h) X Real-time surveillance/traffic device controlled by a traffic operations center

i) X Motorist assistance/hazard clearance patrols

j) X Interconnected/coordinated traffic signal system *(along intersecting arterials)*

k) _ Other in-place congestion management strategy or strategies (briefly describe below:)

2. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

Several transportation demand management measures are currently in place in the I-495 and I-270 corridors. Each local jurisdiction maintains growth management strategies in accordance with Maryland law. In addition to the congestion management strategies currently in place in these corridors (see Question 1 above), public transportation improvements are also underway including the Purple Line light rail construction.

b. Traffic operational improvements

MDOT SHA has evaluated numerous operational improvements in these corridors to address localized traffic and safety issues. These include extension of merge areas, auxiliary lanes, lighting and signing improvements.

c. Public transportation improvements

Several public transportation improvements have been implemented and are currently underway in these corridors, including upgrades to MARC commuter rail service, local and commuter bus service improvements, and the ongoing implementation of the Purple Line light rail.

d. Intelligent Transportation Systems technologies

MDOT SHA's Coordinated Highways Action Response Team (CHART) is a multi-jurisdictional, multidisciplinary ITS program that supports freeways throughout Maryland. The comprehensive and advanced traffic management system includes a state of the art command and control center and satellite operations centers that function 24 hours-a-day, seven days a week. ITS technologies in place throughout these corridors include real-time traffic surveillance, traffic incident management, work zone management, traveler information services, road weather information, and emergency response.

e. Other congestion management strategies

MDOT continues to support a comprehensive range of transportation strategies in these corridors

which have the highest levels of traffic demand in the State.

f. Combinations of the above strategies

3. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

I-495 and I-270 experience some of the worst congestion in the State. The demand is so great that the facilities are congested not just during traditional rush hours, but for up to 10 hours daily and periodically during weekends. Both state and local governments have developed and continue to support a broad range of congestion management strategies in the project area; however, additional roadway capacity is needed to provide congestion relief. Managed lanes, as proposed in this project, will provide travelers with a reliable option for a faster trip, using pricing to manage the congestion in the added lanes.

4. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

MDOT expects to deliver these projects through public-private-partnerships (P3). Project goals of the P3 agreements will be to provide solutions to reduce delay and improve predictability for vehicular trips, provide improvements faster to the users, and encourage innovation to minimize impacts. Specific elements of the project design, including congestion management strategies are not known at this time; however, this document will be updates once the contracts are awarded.

5. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

MDOT plans to initiate environmental review and seek Board of Public Works concurrence on the P3 procurement process in 2018. Selection of private partner(s) and environmental approvals are anticipated in 2020, with construction beginning soon thereafter. MDOT expects that P3 delivery approach will allow the projects to be implemented with no net State contribution over the totality of P3 agreements. Once operational, the developer will be responsible for maintaining operations, safety and maintenance conditions that will be established in the contract documents. MDOT will monitor compliance with these commitments.

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3281

1. **Submitting Agency: MDOT/State Highway Administration**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **I-95/I-495 Corridor (North and West)**

	Prefix	Route	Name	Modifier
7. **Facility:**	I	495		
8. **From (☐ at):**			VA State Line/Potomac River (American Legion Bridge)	
9. **To:**			Baltimore-Washington Parkway	

10. **Description:** **I-95/I-495 component of Traffic Relief Plan, to include two managed lanes in each direction, between the Virginia State line/Potomac River (American Legion Bridge) and Baltimore Washington Parkway.**
11. **Projected Completion Year: 2025**
12. **Project Manager:**
13. **Project Manager E-Mail:**
14. **Project Information URL:** **http://www.mdtrafficreliefp3.com/**
15. **Total Miles:** **20 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $2,092,000** cost estimate as of 08/01/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☐ Local ☒ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

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Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

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29. Please identify any and all planning factors that are addressed by this project:

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ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

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f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

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☐ The construction costs for the project are less than $10 million.

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Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: **5/8/2006**

38. Last Updated by: **Matt Baker**

39. Last Updated On: **11/21/2016**

40. Comments:

Congestion Management Documentation Form

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Project: MDOT I-495 and I-270 Traffic Relief Plan

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b) X A Transportation Management Association is in the vicinity

c) X Channelized or grade-separated intersection(s) or roundabouts

d) X Reversible, turning, acceleration/deceleration, or bypass lanes

e) X High occupancy vehicle facilities or systems

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