

American Recovery and Reinvestment Act –Maryland’s Year in Review

It was a year ago that on the same day that funds were available from the American Recovery and Reinvestment Act (ARRA) signed by President Barack H. Obama, Maryland began the first ARRA project in the nation when the Federal Highway Administration (FHWA) approved a project on MD 650, a safety and resurfacing project along New Hampshire Avenue in Montgomery County. And it was just about a year ago that Governor Martin O’Malley announced Maryland as the first State in the nation to meet its requirement to use at least half of its \$431 million of highway funding provided by ARRA. SHA achieved this milestone by obtaining FHWA approval of all 74 Phase I projects by Monday, March 23, only 20 days after the funds were allocated. On February 9, 2010 Maryland obligated all of its funds for a total of \$413.9 million (the original \$431.0 million, less the \$17.1 million transferred to our sister modal (MTA) to use).

SHA has initiated construction on 83 projects at a value of \$212.3 million; completed 14 projects valued at \$28 million, and has issued notices to proceed on an additional 104 projects valued at \$292.1 million. (For a complete listing on Highway Project Progress, [click here](#)).

These projects are keeping motorists safe, providing better accessibility, mobility and safety for pedestrians, and supporting the overall maintenance of bridges and roads throughout Maryland. The added overall benefit is that hundreds of jobs were created or saved because of these projects.

Here are a few of the projects across the State that are funded because of ARRA.

Montgomery County

MD 650 between Milestone Drive and Venice Drive - \$1.8 million (First project in the nation to be funded)



The MD 650 corridor serves many pedestrian and transit users, churches, and schools, carrying 44,000 vehicles per day. This section was last resurfaced in 1992 and had pavement cracks and a poor ride quality. All existing ramps were upgraded to Americans with Disabilities Act (ADA) standards to include replacing curb and gutter, median and drainage upgrades, installation of accessible pedestrian and countdown pedestrian signals at signalized intersections (to allow safer pedestrian access for sight-impaired persons), replacing existing signs and installing new pavement markings. The project was completed in December 2009.

Note: One of the contractor's traffic managers was laid off from a competing contractor company due to the bad economy. Because of the stimulus funding, SHA's contractor was able to hire and employ him full-time. The job helped to bring a steady paycheck to help support his family.

MD 193 between MD 586 and Arcola Avenue - \$3.4 million



This section of roadway is in the Wheaton area and carries more than 31,000 motorists per day. The project will provide ADA compliance, repair medians and curb, and improve mobility by repairing the road surface. Last resurfaced in 1993, the existing pavement has significant cracks, rutting and an overall poor ride quality. The signals at Grandview Avenue, Reddie Drive and Sligo Creek Parkway will be improved with accessible pedestrian and countdown pedestrian signals and LED signals. The project will be complete in the spring of this year.

MD 725 Bridge - \$1.6 million

This bridge is located within the county seat of Prince Georges County (Upper Marlboro) and is the only state route accessing the government hub. The project will remove and replace the existing bridge with a wider structure that will accommodate a new sidewalk and wider shoulders. The bridge serves local traffic and routinely floods during heavy rains. The roadway leading up to the bridge will also be reconstructed. Originally built in 1928, the MD 725 Bridge is structurally deficient and needs to be replaced. This project is part of SHA's bridge preservation and replacement program aimed at providing reliable facilities in a timely manner.

Prince Georges and Montgomery counties

ADA Upgrades - \$3.3 million

Safety upgrades and enhancements along several segments in Montgomery and Prince George's Counties will bring existing state-maintained roadways into compliance with the Americans with Disabilities Act (ADA). All existing ramps will be upgraded to ADA standards to include replacement of curb and gutter, median and drainage upgrades, installation of accessible pedestrian and countdown pedestrian signals at signalized intersections, new signing and pavement markings. SHA is proactively working to improve accessibility by upgrading sidewalks on state roads where needed by using state-of-the-art technology to catalog locations and conditions of sidewalks.

Community benefits are substantial. The selected locations will improve pedestrian mobility and accessibility along busy county roadways that include transit stops, residences, shopping centers, schools, and military installations. The projects are expected to be completed by summer 2010.

St. Mary's County

MD 236 (Thompson Corner Rd) between MD 5 and MD 234 - \$1.6 million



MD 236 serves a unique community purpose in St. Mary's County, carrying local vehicle traffic, commercial traffic and substantial horse and buggy traffic for Amish families traveling to and from the Mechanicsville market. Replete with potholes, cracks, deep depressions and substantial shoulder deterioration, the 6.2 mile roadway was declared "the worst state road in St. Mary's County" by local Commissioners. Citing damage to their buggies and injuries to their horses, local Amish community representatives made a rare appearance at the county seat to plead for improvements to the roadway. Stimulus funding enabled a contractor to patch the roadway before winter, and will fund resurfacing of the entire road in spring 2010.

ADA sidewalk retrofit, MD 198 at Russett



The MD 198 corridor from MD 197 to MD 295 is a major shopping hub for the planned community of Russett and for thousands of others who live in and around the Laurel and

Ft. Meade areas. Existing sidewalks along MD 198 were not ADA compliant, and did not provide continuous access to local facilities. Stimulus funds under an areawide contract provided for ADA-compliant upgrades to existing sidewalks, and construction of new sidewalks to create a continuous pedestrian path on the heavily-residential westbound side of MD 198. Work included cuts through existing traffic channel islands to allow wheelchair access across side streets. Local resident James Spears, who catches a bus along MD 198, said the improvements will provide much-needed access to a bus stop he previously could not reach in his wheelchair

Garrett County

US 219 - \$1.1 million

SHA resurfaced US 219 between the town of Accident and the bridge over Bear Creek. SHA improved approximately one and one-half miles as part of the \$1.1 million project completed last fall. New center-line rumble strips and pavement markings were installed to alert motorists they are traveling too close to the center of the roadway, resulting in enhanced driver awareness.

Allegany County

I-68 – 3.3 million

SHA resurfaced I-68 (National Freeway) between the Evitts Creek Bridge and the Rocky Gap Road bridge over I-68 east of Cumberland. SHA completed the \$3.3 million project last fall. In addition to the resurfacing, the safety enhancements included installing rumble strips to alert motorists when they drift onto the shoulder. Crews installed pavement markings and recessed reflective markers along the centerlines of the road. Recessed markers will provide additional visibility for centerline lane markings at night.

Frederick County

MD 80 - \$1.6 million



SHA is improving the intersection of MD 80 (Fingerboard Road) and Ijamsville/Big Woods Roads. Currently, Ijamsville Road and Big Woods Road do not intersect MD 80 directly across from each other. The new roadway alignment will improve safety by providing better sight distance to motorists as they approach the intersection. Additionally the new dedicated turning lanes will improve traffic flow and provide congestion relief on MD 80 and Big Woods Road/Ijamsville Road. This project is expected to be complete this summer.

Carroll County

MD 26 - \$1.2 million

SHA will add dedicated left-turn lanes on eastbound and westbound MD 26. The existing traffic signal will be modified to include a “green arrow” to provide an exclusive left turn. The new left-turn lanes and signal modifications will improve safety and traffic operations for motorists turning onto Klee Mill Road or Old Liberty Road from MD 26. SHA will also add acceleration and deceleration lanes on MD 26 in both directions to improve the transition for right-turning motorists accessing or departing Klee Mill Road/Old Liberty Road. This project was not funded for construction and had been placed on hold pending funding. If ARRA funds had not become available this project would have been several years away from starting construction.

MD 140 - \$622,000

At MD 140, SHA will widen the eastbound and westbound ramps to MD 27 to provide a dedicated right-turn movement. The new right turn lane on the eastbound and westbound MD 140 ramps will provide congestion relief and improve safety, minimizing the current congestion onto MD 140 as motorists access MD 27. This project was not funded for construction and had been placed on hold. If ARRA funds had not become available this project would have been several years away from starting construction.

Baltimore County

I-695 Bridge over MD 26/Liberty Road - \$30 million

With more than \$316 million in ARRA funding directly for the Maryland State Highway Administration (SHA), nearly \$30 million in ARRA funds are being used to replace the eight-lane I-695 bridge over MD 26 (Liberty Road) in western Baltimore County. I-695 carries more than 186,000 vehicles a day in this area, meaning nearly 68.9 million vehicles travel over this bridge every year.

The bridge is showing signs of deterioration and the ARRA funds will replace the aging structure with a new modern bridge. The bridge was one of the highest priorities for being replaced on the Baltimore Beltway. The new bridge will be wider to accommodate lane widening in the future when the rest of the beltway is actually widened. Associated ramps will be reconstructed to accommodate the new bridge elevation. Additionally, the project will add a collector distributor (C-D) lane parallel to the Northbound I-695 mainline lanes. This C-D lane will be separated from the mainline by a striped 4-foot wide buffer area and will help separate traffic entering and exiting ramps from mainline traffic. This project will address safety and traffic concerns in this heavily travelled Interstate roadway. The project has been awarded and construction will start in spring of 2010. The scheduled construction completion date is August 2012.

Caroline County

MD 404 between Tuckahoe Creek and MD 480 - \$17.6 million

In September 2009 SHA began a \$17.6 million widening project on more than one mile of MD 404 (Shore Highway) between east of Tuckahoe Creek and east of MD 480 (Ridgely Road) in Hillsboro, Caroline County. This project is the first segment of the 11-mile widening project

to convert MD 404 from US 50 to MD 404 Business at the Denton Bypass into a four-lane divided highway. This favored alternative route to the Maryland and Delaware beaches carries an average of 24,200 vehicles daily during the summer. This segment also includes the MD 480 and MD 309 intersections in the Hillsboro area, where crash statistics concern community residents. Stimulus projects such as these are not only improving our roadway system and state's economy, but are changing the lives of Maryland citizens. For people like Rhea Mayolo, whose employment was made possible by this ARRA-funded project, these contracts are helping to recover and sustain their financial health in these tough economic times.

To hear what this job means to Rhea in her own words, click here :

http://www.youtube.com/watch?v=r7RSVuXGcI&feature=player_profilepage<http://>