

## Maryland Interstate Congestion Ranks #2 in US: TRIP

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RANK	MARYLAND MOST CONGESTED FREEWAY/EXPRESSWAY SECTIONS	
	AM PEAK	PM PEAK
1	I-495 Outer Loop from I-95 to MD 97	I-495 Inner Loop from VA State Line to I-270 West Spur
2	I-695 Outer Loop from US 1 to Cromwell Bridge Rd	I-695 Inner Loop from MD 139 to Cromwell Bridge Rd
3	US 50 WB from MD 410 to DC Line	I-95/I-495 Inner Loop from I-95 to MD 201
4	I-695 Outer Loop from MD 129 to US 40	I-495 Inner Loop from I-270 East Spur to MD 97
5	I-695 Inner Loop from MD 140 to I-83	I-695 Inner Loop from I-95 to I-70
6	MD 295 SB from MD 198 to MD 197	I-95/I-495 Outer Loop from MD 450 to MD 201
7	I-95/I-495 Inner Loop from MD 414 to I-295	MD 295 NB from MD 410 to Powder Mill Road
8	I-270 SB from I-370 to Montrose Road	I-270 West Spur from NB I-270 split to I-495
9	I-270 Local from SB I-370 to Montrose Road	I-270 NB from I-370 to MD 124
10	I-270 SB from Father Hurley Blvd. to MD 124	I-495 Outer Loop from I-270 West Spur to VA State Line
11	I-270 Spur SB from I-270 Split to I-495 (West)	I-270 Local NB from Shady Grove Road to MD 124
12	I-97 SB from Benfield Boulevard to MD 178	I-95 NB from MD 32 to MD 100
13	I-95 SB from South of MD 200 to I-495	I-95/I-495 Inner Loop from US 50 to MD 214
14	I-495 Outer Loop from MD 187 to Cabin John Pkwy	MD 32 EB from MD 295 to MD 175
15	US 29 SB from I-70 to MD 100	I-95/I-495 Outer Loop from MD 202 to MD 450

### TRIP table lists Maryland's most congestion Interstate segments.

The rate of congestion, travel volume, and pavement deterioration on Maryland's Interstate Highway System are among the highest in the nation, according to a new report from TRIP. According to the TRIP report, 82 percent of Maryland's urban Interstates are considered congested because they carry traffic levels that result in significant delays during peak travel hours—the second highest rate in the U.S.

The report—“Restoring Maryland's Interstate Highway System: Meeting Maryland's Transportation Needs with a Reliable, Safe & Well-Maintained National Highway Network”—looks at the use, condition, and benefits of Maryland's Interstate system.

According to TRIP's report, from 2000 to 2018, vehicle travel on Maryland's Interstates has increased at a rate nine times faster than the rate at which new lane capacity has been added. As a result, Maryland's Interstates are the second busiest and the second most congested in the U.S. The tremendous use on the system has also led to increased deterioration on Maryland's Interstate highways, with the share of Interstate pavement in poor condition in Maryland the eleventh highest in the U.S. Travel on Maryland's Interstate highways is more than twice as safe as travel on all other roads in the state.

Although Maryland's Interstate Highway System accounts for only 4 percent of roadway lane miles in the state, it carries 30 percent of the state's vehicle travel. Travel on Maryland's Interstate highways is increasing at a rate nine times faster than the rate at which new lane capacity is being added. From 2000 to 2018, vehicle travel on Maryland's Interstate Highways increased 18 percent. During that same time, lane miles of Interstates in Maryland increased just two percent.

The increase in vehicle travel without a corresponding addition of lane miles has led to mounting congestion on the state's Interstates. Maryland's Interstates are the second busiest in the nation, as measured by average daily traffic per lane mile. TRIP's report identifies the busiest portions of Maryland's Interstate system, including two sections of I-270, two sections of I-495 and a portion of I-95/I-495. The TRIP report also identifies the most congested segments of freeways or expressways in Maryland during a.m. and p.m. peak travel times, the vast majority of which are on the state's Interstate highways.

Pavements on 5 percent of Maryland's Interstate highways are in poor condition, the 11th highest share in the nation. As the aging Interstate system's foundations continue to deteriorate, most Interstate highways, bridges and interchanges will need to be rebuilt or replaced. Continued resurfacing rather than addressing underlying foundational issues

provides diminishing returns and results in shorter periods of pavement smoothness. Six percent of Maryland's Interstate pavements are rated in mediocre condition, 8 percent are in fair condition, and the remaining 80 percent are in good condition.

Two percent of Maryland's Interstate bridges are rated in poor/structurally deficient condition. A bridge is rated in poor/structurally deficient condition if there is significant deterioration of the bridge deck, supports or other major components. Seventy-two percent of Maryland's Interstate bridges are rated in fair condition and the remaining 26 percent are in good condition. Twenty-two percent of Maryland's Interstate bridges are in need of repair or replacement, and 52 percent of the state's Interstate bridges are 50 years or older.

The design of the Interstate—which includes a separation from other roads and rail lines, a minimum of four lanes, paved shoulders, and median barriers—makes Maryland's Interstates more than 2.5 times safer to travel on as all other roadways. The fatality rate per 100 million vehicle miles of travel on Maryland's Interstate in 2018 was 0.40 compared to 1.03 on the state's non-Interstate routes. TRIP estimates that additional safety features on Maryland's Interstate Highway System saved 108 lives in 2018. Although Maryland's Interstate Highway System carried 30 percent of the state's travel in 2018, it accounted for only 14 percent of the state's traffic fatalities as a result of superior safety features.

Restoring and upgrading the Interstate Highway System to meet the nation's 21st Century transportation needs will require strong federal leadership and a robust federal-state partnership to reestablish the Interstate Highway System as the nation's premier transportation network, according to TRIP. The current federal surface transportation program expires on September 30, 2020, and the reauthorization of a new long-term, adequately and reliably funded long-term federal program will be needed to ensure that a strong federal program supports the restoration of the Interstate system.

The ability of states to invest in Interstate highway repairs and improvements will be hampered by the tremendous decrease in vehicle travel that has occurred due to the COVID-19 pandemic, according to TRIP, which is estimated to reduce state transportation revenues by approximately \$16 billion in 2020 and by \$37 billion over a five-year period.

Based on the findings of a 2019 report by the Transportation Research Board (TRB) that was requested by Congress, TRIP has provided a set of recommendations for the restoration of the Interstate Highway System, which include: the foundational reconstruction of Interstate highways, bridges and interchanges; improvement to roadway safety features; system right-sizing, including upgrading of some roadway corridors to Interstate standards; adding needed additional highway capacity on existing routes; adding additional corridors; and, modifying some urban segments to maintain connectivity while remediating economic and social disruption.

“The long-term vision that helped establish the current Interstate system nearly 65 years ago is needed again today,” said Dave Kearby, TRIP's executive director. “In order to rebuild the nation's economy, maintain personal and commercial mobility, and improve quality of life, adequate transportation investment and a sustainable, long-term funding source for the federal surface transportation program must remain a priority.”

Source: TRIP