Maryland Transit Administration

ONGOING IMPROVEMENTS

MTA Maryland

Here's how our work to make your ride better might affect your travel plans.

As a matter of safety and improving the transit experience for our customers and all our state's citizens, the Maryland Transit Administration works continuously to maintain and improve our infrastructure and facilities statewide. Here are some of the projects we're working on currently and those that are most likely to have an impact on the traveling public.

APRIL-JUNE 2014

MARC HALETHORPE STATION: Miscellaneous Repairs & Modifications

DESCRIPTION: Modifications to the existing drainage and handrail systems and construction of a plumbing enclosure in the restroom on the ground floor of the southbound platform tower located at 5833 Southwestern Blvd.

IMPACT: Construction activities that will directly impact our customers include:

- Restroom (ground floor of the southbound platform tower) will be out of service during construction (expected to be complete in one-to-two days).
- Handrail Modifications (various locations including stairs, ramps, and platforms throughout the station). Work on the handrails is expected to take approximately one-to-two weeks to complete. Most areas will remain accessible to the public during construction via a short, nearby detour. Upon completion, the handrails will be more user-friendly for all patrons, especially those with disabilities.

LOCAL BUS: Cromwell Bridge Park and Ride Bus Stop Relocation

DESCRIPTION: Relocate existing bus stop, install new bus shelter, add concrete sidewalk, relocate ADA parking spaces and install new fencing at the Bus Cromwell Bridge Road Park and Ride lot at the intersection of Cromwell Bridge Road and I-695.

IMPACT: Parking at this location will be slightly limited during construction. Benefits include the installation of a new covered bus shelter, and by relocating the bus stop, the ADA-accessible parking spaces will now be in closer proximity to the actual bus stop. Customers should be on the lookout for temporary bus rerouting and relocating of bus stop(s) while construction is in progress. MTA will coordinate notification to our patrons that work will be in progress at this location through signage, transit ambassadors, website updates, e-alerts and social media.

APRIL-AUGUST 2014

METRO SUBWAY:
Architectural Upgrades to Northern Entrance, Lexington Market Metro

DESCRIPTION: Cleaning, preparing and painting the exterior metal panel facades.

IMPACT: Diversion of normal pedestrian traffic flow. The project has protected walkways installed along the perimeter of the building and signs posted to assist with traffic flow and maintenance of traffic. At the project's conclusion the newly refreshed façade will be more visually pleasing.

LIGHT RAIL / MARC:
Homeland Security CCTV Phase IV

DESCRIPTION: High resolution surveillance cameras are being added to monitor and record activity associated with the public areas of the rail stations as well as entrances and exits. The cameras are viewable by the MTA Police in real-time. The system has analytic capabilities to detect suspicious packages and intrusion into non-public areas.

IMPACT: The addition of the cameras will enhance public safety and security at Light Rail stops that include Falls Road, Centre Street, Lexington Market, Cherry Hill, BWI Airport and Westport, as well as the MARC Perryville Station.

APRIL-NOVEMBER 2014

LIGHT RAIL / LOCAL BUS:
Patapsco Light Rail Stop Parking Lot Repair

DESCRIPTION: Baltimore County repairing a sewer line under the parking lot.

IMPACT: Temporary relocation of 3 bus stops within the station parking lot. Regular schedules and services will continue; however, during the initial days of construction, we advise our passengers to allow extra time to travel.

MARC TRAIN / TRANSIT ORIENTED DEVELOPMENT:
Savage / Annapolis Junction

DESCRIPTION: Construction of a bridge over the tracks for MARC patrons as part of a larger mixed use development in cooperation with Howard County Government.

IMPACT: Short term impact to patrons using the MARC station will require them to park on the northern most lot and walk a bit further to the train platform until construction is completed. Garage will provide secure parking protected from the weather and additional amenities.

MAY-SEPTEMBER 2014

LOCALLY OPERATED TRANSIT SYSTEMS / BUS:
Langley Park Transit Center

DESCRIPTION: Construction of a transit center at the NW corner of University Boulevard (MD193) and New Hampshire Avenue (MD 650). This will provide 4 bus stop platforms with the capacity for 11 buses to be accessible at any given time. The Transit Center will include a Facility Building, canopy roof over all bus platforms and state of the art lighting and communications & safety amenities.

IMPACT: Modifications to the MD 650 entrance to the Langley Park Shopping Center near the Bank of America began in early May 2014. Improvements to this entrance include road widening, drainage enhancements, and traffic signal modifications. Once this entrance is reopened, the MD 193 entrance to the Langley Park Shopping Center will be permanently closed to vehicular traffic to provide access for bus traffic. At that time, the Shopping Center will feature two newly modified entrances along MD 650 and MD 193 which will enhance traffic flow and greatly improve public safety. The construction will impact traffic, existing transit service locations and pedestrian movements throughout the construction period. Every attempt will be made to minimize these impacts by coordinating with service providers and by phasing the management of traffic to minimize its affect on traffic and pedestrians.

MARC TRAIN:
West Baltimore MARC Station Parking Expansion

DESCRIPTION: Construction of two new parking areas east of Pulaski Street, the relocation of the eastbound US 40 ramp and the reconnection of Payson Street. The project area is located between Franklin and Mulberry Streets from the WB MARC Station to the Fulton Avenue Bridge. The West Baltimore MARC Station Parking Expansion Project will be constructed in phases on two blocks of Baltimore City owned property along a portion of the old I-70 right-of-way. The construction will involve raising of the westbound US 40 ramp between the Monroe Street bridge and reconnecting Payson Street. A new roadway access will be required on the east side of existing parking lot "B" and pavement markings on Lot "A" will be reconfigured to increase the number of ADA accessible spaces. Along Franklin Street between the Monroe Street Bridge and Pulaski Street, the existing drainage trunk line will be resized and all of the cross connections will be modified accordingly. An additional green space with curb and gutter will also be constructed along the south side of Franklin Street between Monroe and Payson Streets.

IMPACT: Temporary closures of east- and westbound Route 40, and portions of eastbound Franklin Street can be expected through August. Upon project completion this summer, customer parking for the West Baltimore MARC Station will be increased by 100 percent, along with a reconnection of Payson Street, which will reconnect the communities of the Mulberry and Franklin sides of the project. The site, when complete, will also offer a new and more scenic streetscape.

LOCAL BUS:
Kirk Avenue Green Space

DESCRIPTION: Work will be performed in the 2300 block of Kirk Avenue between Barlett and Curtain Avenues, and includes the removal of an existing paved lot and the construction of a new landscaped park area for public use.

IMPACT: Though construction activity will be ongoing in this residential area for several months, the end result will be a serene park complete with a gazebo, birdhouses, benches, and decorative fencing and lighting fixtures, for the surrounding community to enjoy for years to come. Local community organizations will be kept informed of this work and its progress, and MTA representatives will attend Kirk Community meetings to accomplish this goal, as well as to minimize any potential conflict during construction.

METRO SUBWAY:
Lexington Market Metro Subway Station

DESCRIPTION: Work associated with this task will be performed at 301 North Eutaw Street in Baltimore. Work includes, but is not limited to, repaving the plaza, modifying the brick planter wall along Eutaw Street, creating additional seating areas, installing new street lighting, installing of stainless steel bollards, a new bus shelter and miscellaneous ADA and landscaping modifications.

IMPACT: The largest impact to MTA customers and the general public will be the construction performed at the corner of Eutaw and Saratoga Streets. During the period of construction pedestrian traffic will be directed through specific pathways as part of the maintenance of traffic. The project will also affect users of the Lexington Market Metro Subway Station Northern entry/exit and bus users for the stops currently located along Saratoga and Eutaw. Access to the Metro Subway escalator and elevator and the bus stop points will be affected only for a limited period when the paving work in their immediate vicinity is being completed. Signs will be posted as part of the construction maintenance-of-traffic plan. At the conclusion of construction, the public will enjoy a renewed walking surface that is free of cracks and broken pavers, and a new bus shelter.

JUNE-JULY 2014

LIGHT RAIL:
Emergency track repairs in Cold Spring Lane area

DESCRIPTION: An emergency project to repair the Light Rail tracks and prevent further erosion of land (caused by the recent heavier-than-usual rains and flooding) around the Cold Spring Lane area. This emergency work began at 5:00 a.m. Friday, June 20 and could take as long as until midnight, July 11, 2014.

IMPACT: The Mt. Washington, Cold Spring Lane and Woodberry Light Rail stops have been closed until work is completed, with the following accommodations put in place for Light Rail customers.

1. A Bus Bridge has been put into service between the Falls Road Light Rail Stop and the North Avenue Light Rail Stop, traveling along Falls Road. The Bus Bridge travels directly between these two stops and will NOT stop at the intervening stations. However, it makes stops at 41st Street

and Falls Road to serve the Woodberry area, and at Cold Spring Lane and Falls Road to serve patrons of the Cold Spring Lane Light Rail Stop.

2. There is additional shuttle bus service between the Woodberry and North Avenue Light Rail stops. Patrons who wish to travel north from Woodberry should take the shuttle bus to the North Avenue Light Rail Stop, then the Bus Bridge direct to the Falls Road Light Rail Stop. Patrons who wish to travel south toward downtown should take the shuttle bus direct to the North Avenue Light Rail Stop and continue south via Light Rail.

3. There is a third shuttle bus service between the Mt. Washington and Falls Road Light Rail stops. Patrons who wish to travel south from Mt. Washington should take the shuttle bus to the Falls Road Light Rail Stop, then the Bus Bridge direct to the North Avenue Light Rail Stop. Patrons who wish to travel north from Mt. Washington should take the shuttle bus to the Falls Road Light Rail Stop and continue north via Light Rail.

For information about accessibility needs regarding this Light Rail closure, patrons should call 410-764-7005.

JUNE-SEPTEMBER 2014

METRO SUBWAY: Old Court Station Parking Lot Pavement Repairs and Rehabilitation

DESCRIPTION: Work associated with this task will be performed at 4314 Old Court Road in Pikesville. Work includes widening of the bus loop, removal and replacement of concrete curb and pavements, crack and joint sealing, drainage improvements, ADA improvements, and milling and resurfacing of the existing asphalt pavement.

IMPACT: For several weeks, the bus stop will be relocated within the same parking lot so that work on the existing bus loop can be performed. Once complete, it will provide for a much smoother ride for patrons. Limited parking will be available over several weekends so that the existing parking lot can be resurfaced and new pavement markings can be applied. Patrons will benefit from the replacement and/or repair of various concrete curbs and sidewalks throughout the parking lot.

LIGHT RAIL / LOCAL BUS:
Miscellaneous Parking Lot Repairs (Five Locations)

DESCRIPTION: Work associated with this task will be performed at the following locations:

LTR Nursery Road Stop	6852 Balt. Annap. Blvd. Linthicum Heights
LTR North Avenue Stop	325 West North Avenue Baltimore
Bus Security Square Mall Park and Ride	1717 N. Rolling Road, Baltimore
LTR Warren Road Stop	300 West Warren Road Hunt Valley
LTR Hunt Valley Stop	98 Shawan Road Hunt Valley

Work includes removal and replacement of concrete curbs and gutters, full-depth patching, replacement and/or installation of concrete bus pad, high pressure water cleaning, crack and joint sealing, slurry seal application, new signage and pavement markings.

IMPACT: Parking restrictions will be required at most of the locations. Restrictions will be limited to weekends only, allowing patrons nearly unrestricted access to the parking lot during the work week. Once improvements are complete, patrons will enjoy driving on and parking in a smoother, more clearly delineated lot.

JUNE-NOVEMBER 2014

MARC TRAIN:
West Baltimore MARC Station
Short Term Improvements

DESCRIPTION: Work includes but is not limited to replacing the existing platform safety railings, platform lighting, platform shelters and some landscaping.

IMPACT: The platform work will be scheduled to minimize its impact to the MARC customers using the platforms to access the train service.

JUNE 2014-JUNE 2015

PARK AND RIDE:
Improvements to Waldorf Park and Ride

DESCRIPTION: Work associated with this task will be performed at the Southeast corner of Smallwood Drive and Old Washington Road in Waldorf. Work includes but is not limited to roadway widening along Old Washington Road, construction of a new signal at the roadway intersection and construction of a new park and ride facility.

IMPACT: Roadway and signal work will affect traffic on Smallwood Drive and Old Washington Road.

JULY-AUGUST 2014

LIGHT RAIL:
Beaver Dam Road Signal Arm Structure Repair

DESCRIPTION: Remove damaged horizontal cantilever portion of the existing structure, salvage the existing signal lights, fabricate and replace with new cantilever arm structure while simultaneously maintaining vehicular and pedestrian traffic at the intersection of Beaver Dam and Warren Road in Hunt Valley. Scheduled to take place during one weekend in June; Saturday morning through Monday morning.

IMPACT: There will be a road closure at Warren Road and Beaver Dam Road to Cockeysville Road, necessitating a detour from Warren Road at Beaver Dam Road, to Beaver Dam Road to York Road, to York Road to Cockeysville Road (Note: Detour route under review by State Highway Administration; final route may differ).

JULY-DECEMBER 2014

METRO SUBWAY:
Structural Repairs (Various Stations)

DESCRIPTION: Work associated with this task will be performed at Owings Mills, Old Court, Milford Mill, Reisterstown Plaza, Rogers Avenue and Mondawmin. Work includes crack repairs using epoxy injection, sealing cracks in concrete surfaces, rehabilitation of deteriorated concrete, cleaning of concrete surfaces, replacement of cladding and glass panels, and overall repairs to steel stairways.

IMPACT: It is likely that portions of the stations listed above will need to be blocked off so that construction can take place. However, work will be performed during non-peak hours, or in such a way that patron access to the stations/trains will not be adversely impacted.

SEPTEMBER-NOVEMBER 2014

GRADE CROSSINGS, FREIGHT:
Replace Eight Grade Crossings on Eastern Shore

DESCRIPTION: This contract is for the replacement of eight grade crossings scattered throughout the lower Eastern Shore at the following locations:

Neals School Road DE Rt. 553	Milepost 2.46
Shufelt Road DE Rt. 552	Milepost 3.56
North Oak Grove Road DE Rt. 549	Milepost 5.45
Kinder Road	Milepost 6.74
Railroad Avenue	Milepost 15.92
Railroad Avenue (Preston Spur)	Milepost 15.92
Charles Street	Milepost 16.17
Delaware Avenue MD Rt. 392	Milepost 16.08

IMPACT: Existing crossings are in need of repair. Passing vehicles generally must slow down to pass through safely in their present condition. Traffic will be affected during construction, which is expected to take a weekend for each crossing. Traffic is expected to flow freely once each crossing is completed.

NOVEMBER 2014-JUNE 2015

MARC TRAIN:
West Baltimore MARC Station Beautification, Parking Expansion

DESCRIPTION: This project attaches art work to the light poles that were constructed as part of the parking expansion and adds plaques to recognize contributions by significant past community leaders.

IMPACT: Installation of the art work will be scheduled to minimize its impact on MARC Train customers.

FEBRUARY-APRIL 2015

METRO SUBWAY:
Track replacement near Reisterstown Plaza West

DESCRIPTION: Replacing the diamond crossover.

IMPACT: Possible delays as lines will be single track for approximately two months.