

Maryland

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Top Three Infrastructure Concerns*

1. Roads
2. Bridges/Mass Transit (Tie)
3. Schools

Key Infrastructure Facts

- 32% of Maryland's roads are in poor or mediocre condition.¹
- 29% of Maryland's bridges are structurally deficient or functionally obsolete.¹
- 56% of Maryland's urban freeways are congested.¹
- Vehicle travel on Maryland's highways increased by 26% from 1991 to 2001. Maryland's population grew by 12% between 1990 and 2001.¹
- Driving on roads in need of repair costs Maryland's motorists \$943 million a year in extra vehicle repairs and operating costs – \$273 per motorist.¹
- 37% of municipal solid waste is recycled in Maryland.²
- 67% of Maryland's schools have at least one inadequate building feature.³
- 65% of Maryland's schools have at least one unsatisfactory environmental feature.³
- Maryland's drinking water infrastructure need is \$1.7 billion over the next 20 years.⁴
- Maryland's wastewater infrastructure need is \$1.7 billion over the next 20 years.⁵
- There are 57 high-hazard dams in Maryland, whose failure would likely cause a loss of human life.⁶
- There are 6 state-determined deficient dams in Maryland.⁶
- The rehabilitation cost for Maryland's most critical dams is estimated at \$64.6 million.⁶

Field notes from civil engineers in the state*

There have been numerous large sewer overflows in Baltimore City due to aging infrastructure. – **a civil engineer from Baltimore, MD**

The state is aggressively improving aviation facilities over next several years. The state also has an ongoing road and bridge improvement plan, but it lags behind in capacity and, in many cases, maintenance needs. – **a civil engineer from Baltimore, MD**

There are increased backups on the Baltimore Beltway (I-695), especially in the I-70 and the I-95 intersections. Construction is planned, but due to funding needs it is always years late. – **a civil engineer from Baltimore, MD**

There have been regular failures in the sewer system of Baltimore. This has resulted in overflow of untreated sewer into streams and rivers. The road conditions have worsened, resulting in traffic gridlock and unsafe driving conditions. – **a civil engineer from Baltimore, MD**

Tremendous growth and destruction of rural farm land is impacting groundwater, water supplies and transportation. There is no sense of planning for the impact on the infrastructure. Thousands of homes are built to exit onto a two-lane road with no improvement plans for the road. – **a civil engineer from Damascus, MD**

From the Headlines

Roads & Bridges

- Western Howard County's state legislators say they want to lift the roadblock to construction on the two-lane section of Route 32, arguing that the artery is congested and dangerous. The average number of vehicles a day has more than doubled since 1990, to 24,600 at the north end of the stretch and to 26,400 on the south end. From 1998 to the middle of last year, there were 54 rear-end accidents per 100 million vehicle miles traveled, twice the average statewide on similar highways. (*Baltimore Sun*, 7/9/03)
- The gateway to Annapolis will get a major facelift during a \$20 million construction project, which includes two bridges and an intersection, that begins next month along Roscoe Rowe Blvd. According to Jeff Robert, a project manager with the highway administration's bridge department, "The bridge decks are some of the worst in the state." The two bridges, which were built nearly 50 years ago and carry about 70,000 vehicles a day, require major upgrades. (*Baltimore Sun*, 7/13/03)

Transit

- Maryland will begin a \$153 million project in August to upgrade Baltimore's light rail line. Despite the agency's investment in the infrastructure there are no immediate plans to buy more light rail cars, which means even when the double-track project is complete, trains may still run only every 17 minutes. (*Baltimore Sun*, 7/20/03)

Schools

- The Howard County School Board has expressed concerns about its own enrollment projections, which do not take into account the impact of the full-day kindergarten required by the state by 2007. The board's enrollment projections, based on a proposed plan to phase in full-day kindergarten over four years and build additions, but no new schools, has

Tridelphia Elementary School at 174 percent capacity in 2006 and Fulton Elementary at 156 percent capacity in 2010. (*Washington Post*, 7/10/03)

- Howard County school officials insist that they must keep building to accommodate the swelling enrollment of students that is expected to be more than 48,000 this fall, an increase of more than 1,000 from last year. The school system, which receives the majority of the county's construction funds, has estimated it will need \$112 million to \$125 million next budget year to build and renovate schools. The school system's current construction budget, including county and state funds, is \$87.6 million. (*Washington Post*, 7/10/03)
- Cecil County has become the latest jurisdiction to limit housing development based on school capacity. The committee suggested that the county establish adequate public facilities laws that would halt preliminary approval for new residential subdivisions in school zones where schools are 20 percent or more over capacity. (*Baltimore Sun*, 7/6/03)

Sources

¹ TRIP Fact Sheets, July 2003

² The State of Garbage in America, *Biocycle Magazine* 2001

³ Condition of America's Public Schools, 1999, Dept. of Education

⁴ EPA Drinking Water Infrastructure Needs Survey, 2001

⁵ EPA Clean Water Needs Survey, 1996

⁶ Association of State Dam Safety Officials

*Survey of the state's civil engineers conducted in August 2003