

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #18-6**

**AMENDMENT TO THE 2018 – 2021 BALTIMORE REGION  
TRANSPORTATION IMPROVEMENT PROGRAM**

**WHEREAS**, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne’s as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Harford Transit; and

**WHEREAS**, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2018-2021 Transportation Improvement Program for the Baltimore region at its July 25, 2017 meeting, with federal approval on August 9, 2017; and

**WHEREAS**, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

**WHEREAS**, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

**WHEREAS**, Baltimore City has requested approval of an amendment to the 2018-2021 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

**WHEREAS**, Baltimore City is requesting to add the Hawkins Point Bridge over CSX Railroad project to the 2018-2021 TIP (see attachment). The project involves replacement of the bridge as well as roadway reconstruction on each side of the bridge; and

**WHEREAS**, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a Transportation Improvement Program in the Fixing America’s Surface Transportation Act are met; and

**WHEREAS**, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

**WHEREAS**, the proposed Transportation Improvement Program amendment was publicized for a 30-day review from Tuesday, October 10 through Friday, November 10 with a public meeting on November 8 at BMC. No comments were received on this project.

**NOW, THEREFORE, BE IT RESOLVED** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendment to the 2018-2021 Transportation Improvement Program for the Baltimore region and finds it to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on November 28, 2017.

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Date

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Michelle Pourciau, Chair  
Baltimore Regional Transportation Board

### Hawkins Point Bridge over CSX Railroad

<b>TIP ID</b>	12-9903-13	<b>Year of Operation</b>	2021
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, .53 miles
<b>CIP or CTP ID(s)</b>	507-416	<b>Est. Total Cost</b>	\$24,000,000

**Description:**

This project involves the following:

- 1) Complete replacement of the bridge carrying Hawkins Point Road over CSX railroad tracks.
  - 2) Complete replacement of .53 miles of Hawkins Point Road from 1200 feet west of Chemical Road (west of bridge) to Ross Avenue (east of bridge). This replacement includes full depth concrete pavement replacement as well as water, conduit, BGE, and Verizon utilities work. Sidewalks, which are not currently present, will also be added to both sides of the roadway.
  - 3) Addition of a 400 foot right turn lane at Ross Avenue for those accessing the US Coast Guard Yard.
  - 4) Stormwater management and reforestation of two acres east of the bridge.
- PE funds for this project were included in a previous TIP (FY 2011 and FY 2013).

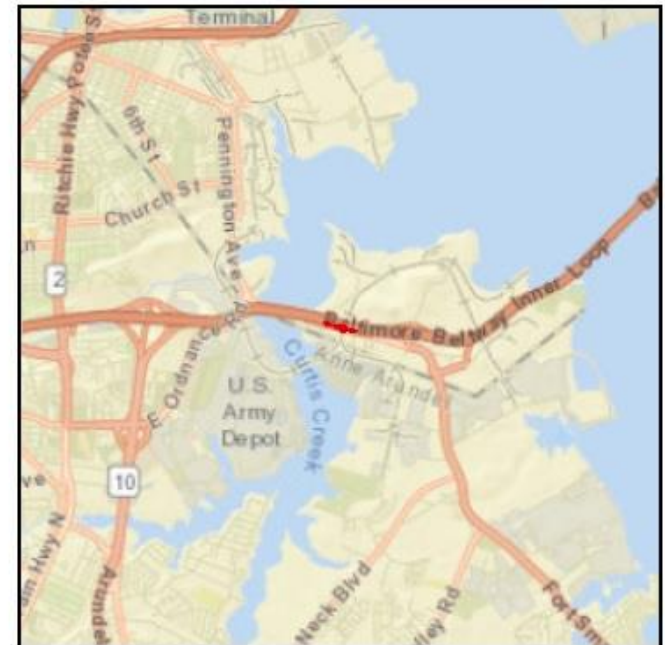
**Justification:**

Extensive deterioration of the bridge over several years warrants a total replacement. FHWA's guidelines recommend a total replacement for bridges with a sufficiency rating of less than 50%. The Hawkins Point bridge has a sufficiency rating of 33%.

**Amendment:** This amendment adds the project to the 2018-2021 TIP using \$17.6 million in federal NHPP funds along with \$4.4 million in matching funds for the construction phase. This project had previously been in the 2017-2020 TIP, but must now be added to the 2018-2021 TIP as a result of delays in the process to advertise the project.

**Connection to Long-Range Transportation Planning Goals:**

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





### Hawkins Point Bridge over CSX Railroad

(Funding in Thousands)

#### National Highway Performance Program (National Highway System, Interstate Maintenance, Bridge (on-System))

Phase	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	Total Four-Year Funding Request
CON	\$17,600	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$22,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$17,600</b>	<b>\$4,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,000</b>
<b>Total</b>	<b>\$17,600</b>	<b>\$4,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,000</b>