

### Citywide Bicycle and Pedestrian Improvements

<b>TIP ID</b>	12-1217-25	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Enhancement Program	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	Various	<b>Est. Total Cost</b>	\$8,000,000

**Description:**

The Citywide Bicycle and Pedestrian Group includes but is not limited to:  
 - Planning, design, and construction of Baltimore City Bicycle Routes and trails system.  
 - A city-wide bicycle network which will encourage alternative modes of transportation, reduce emissions and automobile trips.

**Justification:**

Infrastructure to improve multi-modal access throughout the city, reduce emissions and decrease dependence on single occupancy vehicles. The Charm City Bike Share system will provide access to bicycles for short-distance trips as an alternative to private vehicles and will also provide last-mile connections between transit and final destinations, thereby reducing traffic congestion, noise, and air pollution.

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.





Citywide Bicycle and Pedestrian Improvements

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$1,360	\$340	\$1,360	\$340	\$1,360	\$340	\$1,360	\$340	\$6,800
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$8,000</b>
<b>Total</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$8,000</b>

### Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

<b>TIP ID</b>	12-1218-07	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	ITS
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	512-077, 512-078, 512-080	<b>Est. Total Cost</b>	\$27,000,000

**Description:**

Intelligent Transportation System (ITS) related work includes but is not limited to: traffic signal system integration, traffic surveillance camera expansion, traffic signal replacement and upgrade, fiber optic connections, variable message signs, and traffic detector upgrade, including geometric improvement of intersections.

Projects included in this TIP ID are: CCTV and signal rewiring citywide, installation of fiber optic and copper communications citywide, ITS deployment and upgrades citywide, geometric improvements at multiple intersections, and North Avenue and Pennsylvania Avenue intersection improvements.

**Justification:**

It is necessary to upgrade the aging infrastructure of traffic signals and ITS devices to reduce congestion and delays, distribute traffic volumes through the roadway network, and improve the safety of motorists and pedestrians.

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

- 2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.





### Citywide Traffic Signals, Intelligent Transportation System and Safety Improvements

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$8,800	\$2,200	\$3,600	\$900	\$3,600	\$900	\$3,600	\$900	\$24,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$400	\$100	\$400	\$100	\$400	\$100	\$2,500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$27,000</b>
<b>Total</b>	<b>\$9,600</b>	<b>\$2,400</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$27,000</b>

### SE Baltimore Freight Corridor: Broening Highway Complete Streets

<b>TIP ID</b>	12-1611-09	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Other ERS
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	3 to 3 lanes
<b>CIP or CTP ID(s)</b>	509-004	<b>Est. Total Cost</b>	\$2,300,000

**Description:**

Complete Streets improvements will be implemented in the residential portion of Broening Highway to further dissuade trucks from traveling through neighborhoods, while creating a more walkable and bikeable environment that improves residents' quality of life.

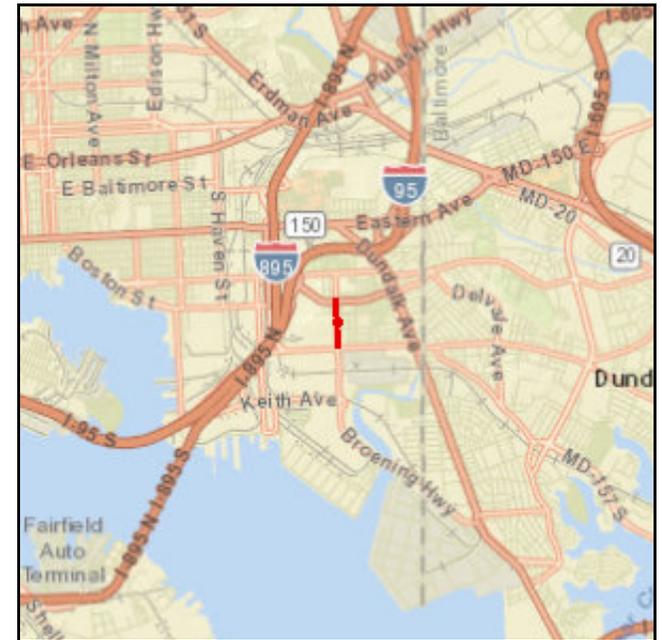
The pedestrian and sidewalk facilities enhancements will run between Holabird Avenue and Boston Street. Improvements may include sidewalk widening, crosswalk and ADA enhancements, a median and bumpouts with stormwater management and/or bio-retention elements, and dedicated bicycle facilities.

**Justification:**

Currently trucks travel through residential communities, causing expeditious deterioration on roads that were not meant to carry these loads and subsequently minimizing quality of life in these communities.

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 5.F Conserve and Enhance the Environment -- Promote physical activity.





### SE Baltimore Freight Corridor: Broening Highway Complete Streets

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$380	\$380	\$520	\$620	\$0	\$0	\$0	\$0	\$1,900
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$700</b>	<b>\$460</b>	<b>\$520</b>	<b>\$620</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300</b>
<b>Total</b>	<b>\$700</b>	<b>\$460</b>	<b>\$520</b>	<b>\$620</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,300</b>

### Transportation Management Center Upgrade

<b>TIP ID</b>	12-1701-04	<b>Year of Operation</b>	2021
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Traffic engineering
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	512-005	<b>Est. Total Cost</b>	\$5,500,000

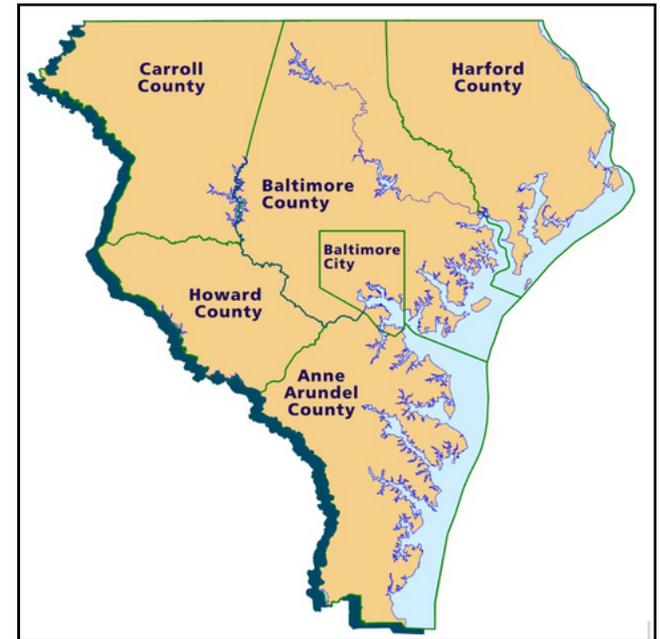
**Description:**

System integration and facility equipment upgrade citywide.

The purpose of this project is to upgrade the central computer system or Advance Traffic Management System (ATMS) which controls and communicates with traffic signals in the field. The system includes software and computer hardware (servers and switches). The current system, known as an “i2 System,” is more than ten years old and the servers are old and replacement is not available since the vendor has discontinued the system. Replacement with a new system requires a complete upgrade of hardware and software, installation of communication equipment for fiber optics, and a copper cable network and camera control system to complete the functions of the ATMS.

**Justification:**

Existing system requires upgrades and expansion for better functioning of the Traffic Management Center.



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

- 4.D Increase Mobility -- Apply mobility-related management and operations techniques.
- 6.C Improve System Security -- Apply security-related management and operations techniques.



**Transportation Management Center Upgrade**

(Funding in Thousands)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$500	\$800	\$200	\$800	\$200	\$400	\$100	\$5,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$800</b>	<b>\$200</b>	<b>\$800</b>	<b>\$200</b>	<b>\$400</b>	<b>\$100</b>	<b>\$5,500</b>
<b>Total</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$800</b>	<b>\$200</b>	<b>\$800</b>	<b>\$200</b>	<b>\$400</b>	<b>\$100</b>	<b>\$5,500</b>

### Citywide Road Resurfacing - Federal Aid Program

<b>TIP ID</b>	12-0207-11	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Varies
<b>CIP or CTP ID(s)</b>	514-008	<b>Est. Total Cost</b>	\$11,200,000

**Description:**

Resurfacing or rehabilitation of various roadways on the Federal Aid system citywide. Work is to generally include the removal and replacement of existing asphalt surfaces. It may also include roadway base repairs, minor curb and sidewalk repairs, and other isolated roadway appurtenance modifications.

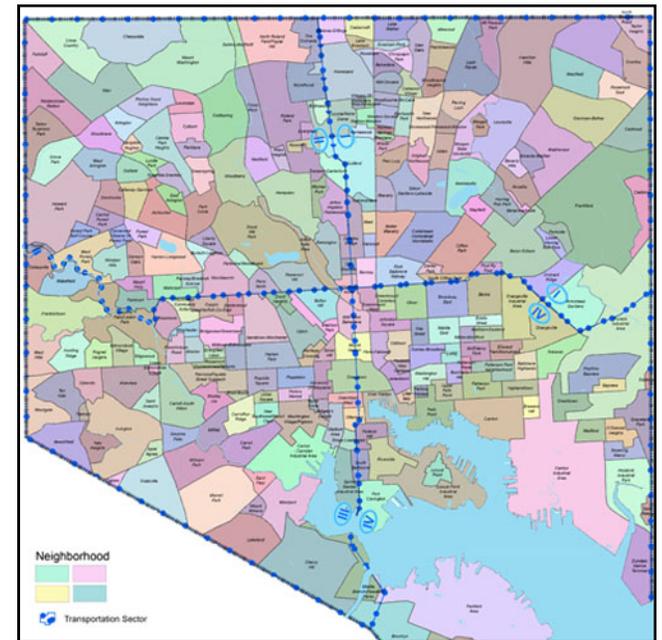
**Justification:**

It is imperative that these roadways be resurfaced at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. If resurfacing does not occur soon, reconstruction will be necessary at a cost of 3 to 4 times the existing resurfacing costs.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the City.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**Citywide Road Resurfacing - Federal Aid Program**

(Funding in Thousands)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$500	\$2,000	\$500	\$2,000	\$500	\$2,000	\$500	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$240	\$60	\$240	\$60	\$240	\$60	\$1,200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$11,200</b>
<b>Total</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$11,200</b>

### Perring Parkway Ramp and Hillen Road Bridge

<b>TIP ID</b>	12-1215-13	<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
<b>CIP or CTP ID(s)</b>	506-760	<b>Est. Total Cost</b>	\$9,720,000

**Description:**

Replace Perring Parkway Ramp over Herring Run and Hillen Road Bridge over Herring Run.

PE for this project was originally authorized in FY16.

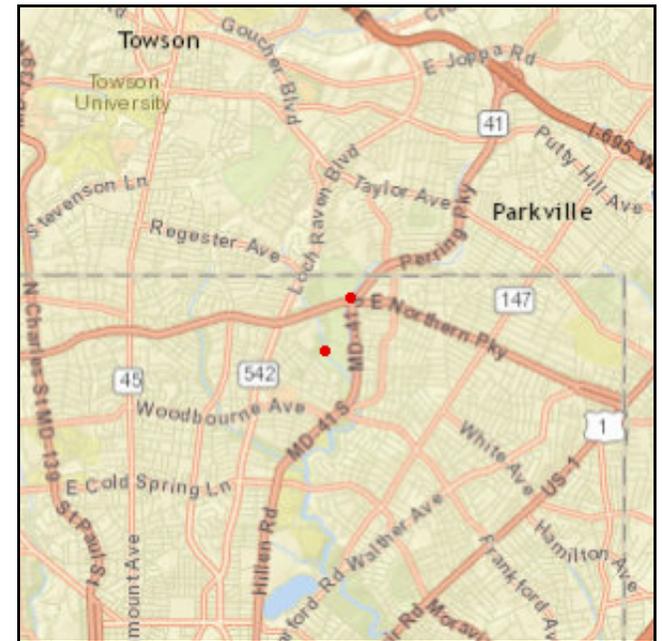
**Justification:**

Deteriorated bridges require replacement to maintain safety and function of roadway network. This project is necessary to protect public safety.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle and pedestrian facilities to create a multi-modal transportation system throughout the City.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2017 - 2020 Transportation Improvement Program

Perring Parkway Ramp and Hillen Road Bridge

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$9,000
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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>

### Sisson Street Bridge over CSX Railroad

<b>TIP ID</b>	12-1216-13	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 Lanes
<b>CIP or CTP ID(s)</b>	506-766	<b>Est. Total Cost</b>	\$7,500,000

**Description:**

The 133-foot long bridge was originally built in 1914 and was rehabilitated in 1950, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

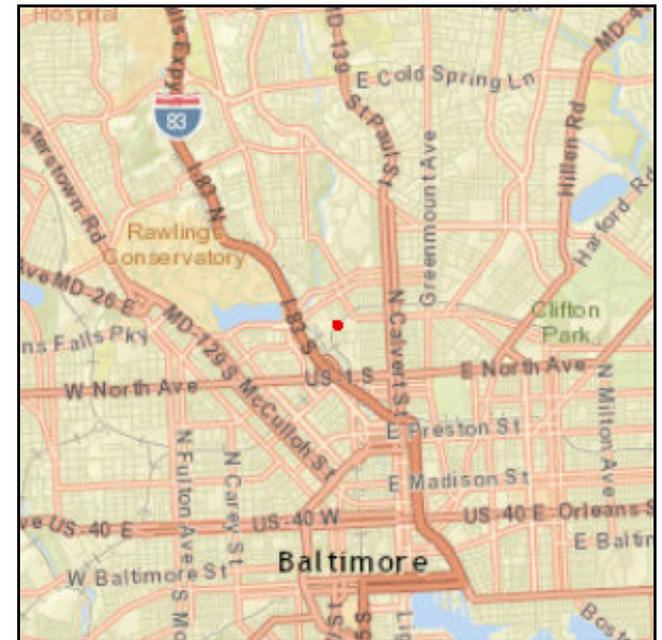
**Justification:**

Deteriorated bridge requires replacement to maintain safety and function of roadway network. With a current Bridge Sufficiency Rating of only 37, the bridge now requires a total replacement structure.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the City.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**Sisson Street Bridge over CSX Railroad**

(Funding in Thousands)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,410	\$5,640	\$0	\$0	\$0	\$0	\$7,050
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$360	\$90	\$0	\$0	\$0	\$0	\$0	\$0	\$450
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$360</b>	<b>\$90</b>	<b>\$1,410</b>	<b>\$5,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>
<b>Total</b>	<b>\$360</b>	<b>\$90</b>	<b>\$1,410</b>	<b>\$5,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>

### Midtown Streetscape/Traffic Improvements

<b>TIP ID</b>	12-1222-11	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, .85 miles
<b>CIP or CTP ID(s)</b>	527-313	<b>Est. Total Cost</b>	\$10,200,000

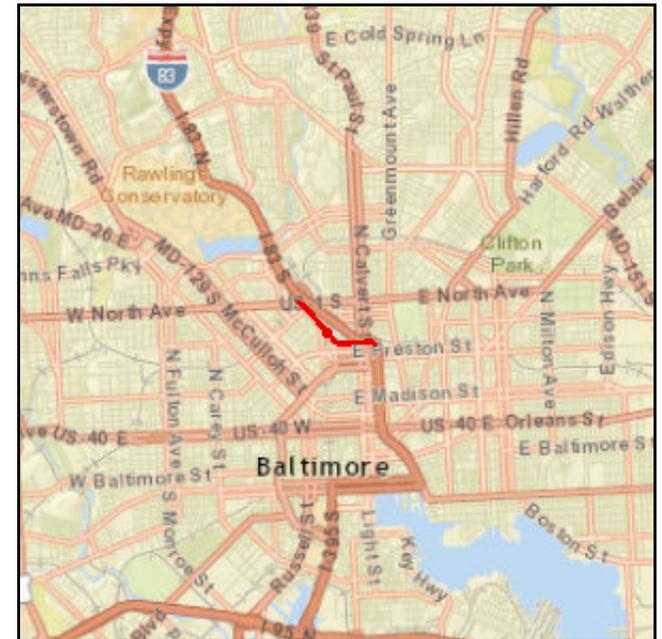
**Description:**

Streetscape on Mount Royal Avenue from North Avenue to Guilford Avenue, including signal upgrades and other safety improvements, ADA compliant curb ramps and on-street bike lanes.

The Amended date of Authorization for PE funding for this project was in FY 2014.

**Justification:**

This project will preserve and make improvements to the existing highway system.



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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.



Midtown Streetscape/Traffic Improvements

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$7,440	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$9,300
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>\$7,440</b>	<b>\$1,860</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,300</b>
<b>Total</b>	<b>\$7,440</b>	<b>\$1,860</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,300</b>

### Citywide Guide Sign Replacement

<b>TIP ID</b>	12-1222-19	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	512-003	<b>Est. Total Cost</b>	\$8,000,000

**Description:**

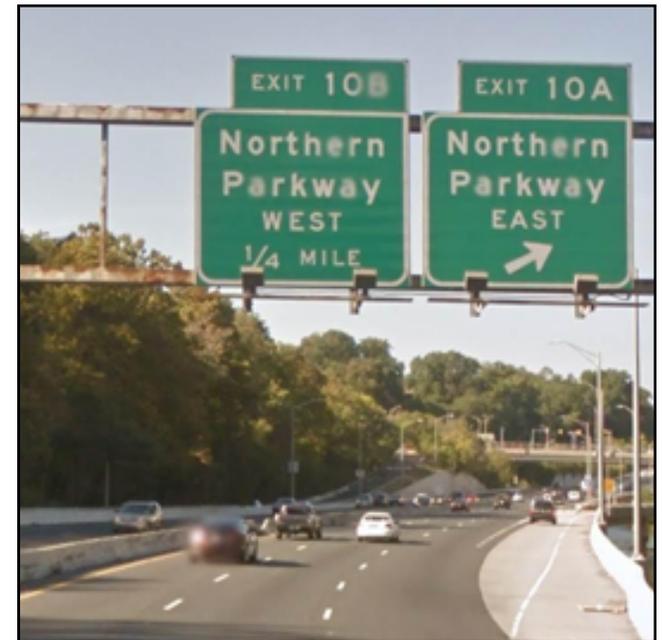
Guide sign replacement including but not limited to signs on I-83, MD 295 and other major arterials.

**Justification:**

Preserve the existing highway network by replacing obsolete navigational traffic signage.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





### Citywide Guide Sign Replacement

(Funding in Thousands)

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$8,000
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>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$800</b>	<b>\$200</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$8,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$800</b>	<b>\$200</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$8,000</b>

### Harford Road Bridge Over Herring Run

<b>TIP ID</b>	12-1402-13	<b>Year of Operation</b>	2020
<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
<b>CIP or CTP ID(s)</b>	509-087	<b>Est. Total Cost</b>	\$24,000,000

**Description:**

The bridge has deteriorated beyond repair. A total reconstruction of the bridge is needed. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

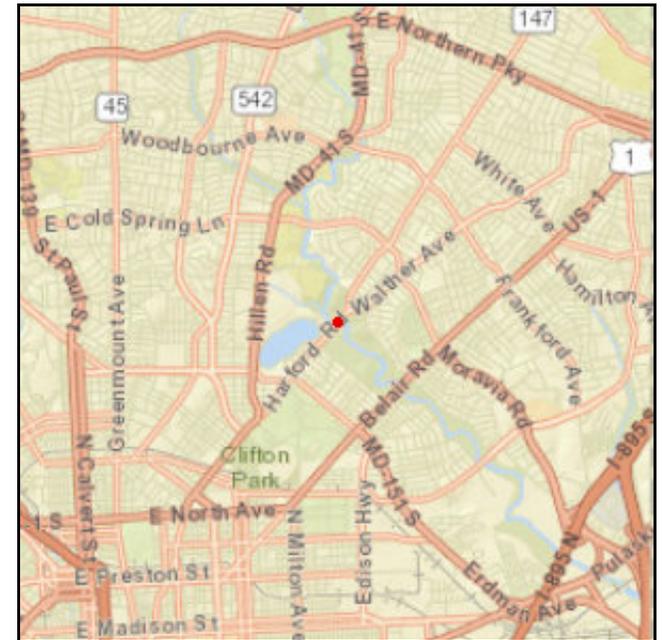
The date of authorization for PE funding for this project was in FY 2015.

**Justification:**

A total reconstruction of the bridge is needed. City funding will leverage other sources, including an 80/20 federal match.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**Harford Road Bridge Over Herring Run**

(Funding in Thousands)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 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>

### Wilkins Avenue Bridge Over Gwynns Falls

<b>TIP ID</b>	12-1403-13	<b>Year of Operation</b>	2019
<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
<b>CIP or CTP ID(s)</b>	509-326	<b>Est. Total Cost</b>	\$10,000,000

**Description:**

This project involves replacement of the bridge, which has deteriorated beyond repair. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

PE for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

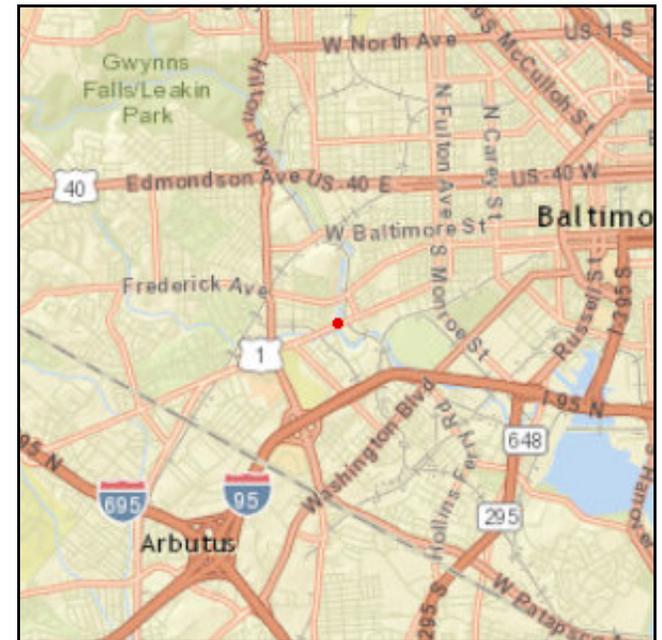
**Justification:**

This bridge has deteriorated beyond repair. The bridge sufficiency rating is 44.2. City funding will leverage other fund sources, including an 80-20 federal aid match to MVR. Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. This project is necessary to protect public safety.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the City.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





2017 - 2020 Transportation Improvement Program

Wilkens Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$6,480	\$1,630	\$0	\$0	\$0	\$0	\$8,110
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>\$0</b>	<b>\$0</b>	<b>\$6,480</b>	<b>\$1,630</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,110</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,480</b>	<b>\$1,630</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,110</b>

### Belair Road Complete Streets

<b>TIP ID</b>	12-1404-11	<b>Year of Operation</b>	2022
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<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
<b>CIP or CTP ID(s)</b>	527-008	<b>Est. Total Cost</b>	\$6,900,000

**Description:**

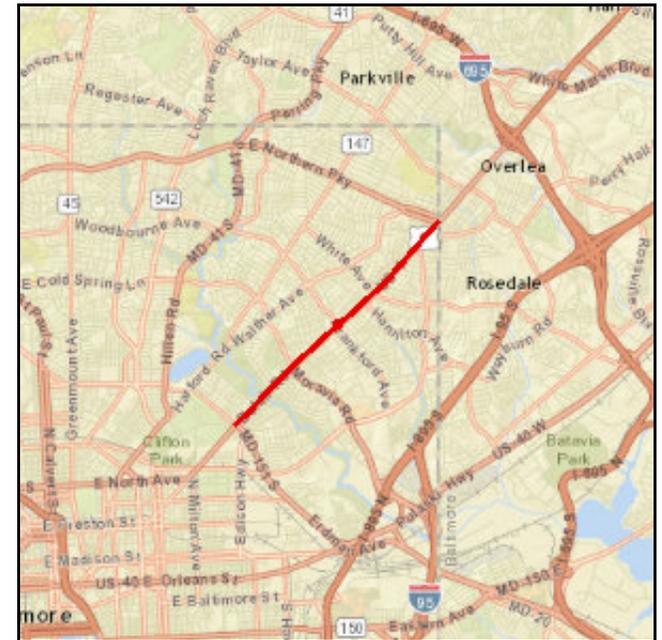
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. Phase I includes intersection improvements at Belair Rd and Frankford Ave node.

**Justification:**

Belair Road is a high speed corridor with numerous pedestrian and vehicle collisions. Improvements will improve multi-modal access and safety on the corridor near major retail nodes.

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

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.
- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.





### Belair Road Complete Streets

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$2,000	\$500	\$0	\$0	\$2,800	\$700	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$240	\$60	\$0	\$0	\$240	\$60	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$240</b>	<b>\$60</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$240</b>	<b>\$60</b>	<b>\$6,600</b>
<b>Total</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$240</b>	<b>\$60</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$240</b>	<b>\$60</b>	<b>\$6,600</b>

### Greenmount Avenue Reconstruction: 43rd Street to 29th Street

<b>TIP ID</b>	12-1408-12	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road reconstruction
<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
<b>CIP or CTP ID(s)</b>	527-009	<b>Est. Total Cost</b>	\$8,100,000

**Description:**

Reconstruction of Greenmount Avenue between 43rd and 29th street, including milling/repaving, lighting, landscaping, new sidewalks and traffic calming.

PE funding in previous a TIP (FY 2014).

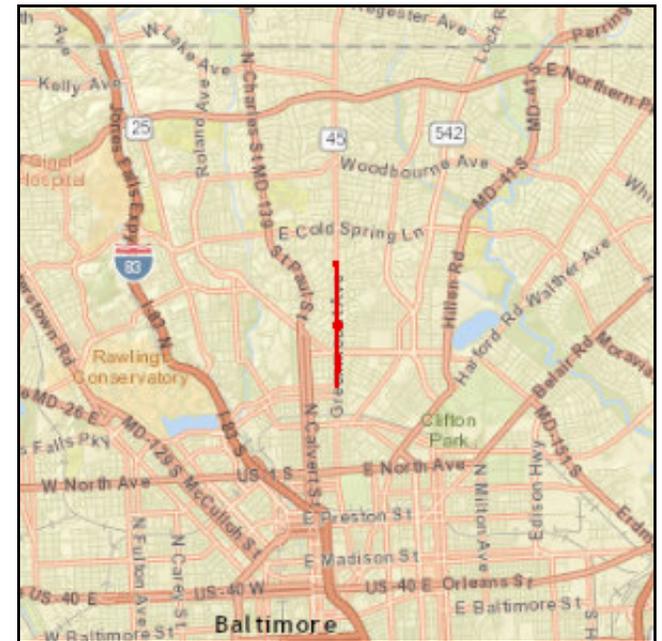
**Justification:**

Continuation of the original Gateway project begun in 2006 as the Baltimore City Gateway that is in need of rehabilitation/reconstruction to halt the physical deterioration of the roadway that jeopardizes motorist safety.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the City.

**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).





### Greenmount Avenue Reconstruction: 43rd Street to 29th Street

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$4,800	\$1,600	\$800	\$200	\$0	\$0	\$0	\$0	\$7,400
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>\$4,800</b>	<b>\$1,600</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,400</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$1,600</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,400</b>

### Citywide System Preservation

<b>TIP ID</b>	12-1414-11	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Varies
<b>CIP or CTP ID(s)</b>	508-056	<b>Est. Total Cost</b>	\$15,950,000

**Description:**

Citywide system preservation includes resurfacing, rehabilitation and maintenance, streetscapes, signals, and intersection improvements, as well as ADA ramps and sidewalk improvements. Current projects include, but are not limited to:

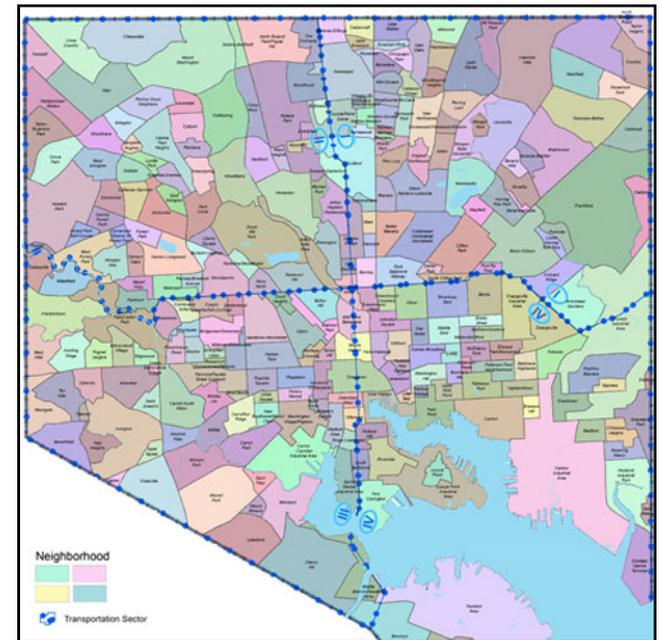
- Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue
- Moravia Road streetscape from Belair Road to Sinclair Lane
- Patapsco Avenue rehabilitation from Gable Avenue to Annapolis Road
- North Avenue and Pennsylvania Avenue Intersection Improvements

**Justification:**

This project will bring key streets and intersections into a state of good repair while improving access, safety and aesthetics.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.





**Citywide System Preservation**

(Funding in Thousands)

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

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$2,200	\$525	\$0	\$0	\$0	\$0	\$0	\$0	\$2,725
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>\$2,200</b>	<b>\$525</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,725</b>

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$2,200	\$550	\$2,180	\$545	\$2,180	\$545	\$2,180	\$545	\$10,925
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$100
PE	\$800	\$200	\$320	\$80	\$320	\$80	\$320	\$80	\$2,200
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$3,000</b>	<b>\$750</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$725</b>	<b>\$13,225</b>
<b>Total</b>	<b>\$5,200</b>	<b>\$1,275</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$2,500</b>	<b>\$725</b>	<b>\$15,950</b>

### Hanover Street Bridge Multimodal Corridor

<b>TIP ID</b>	12-1419-13	<b>Year of Operation</b>	n/a
<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>	1 mile, 5 to 5 lanes
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,800,000

**Description:**

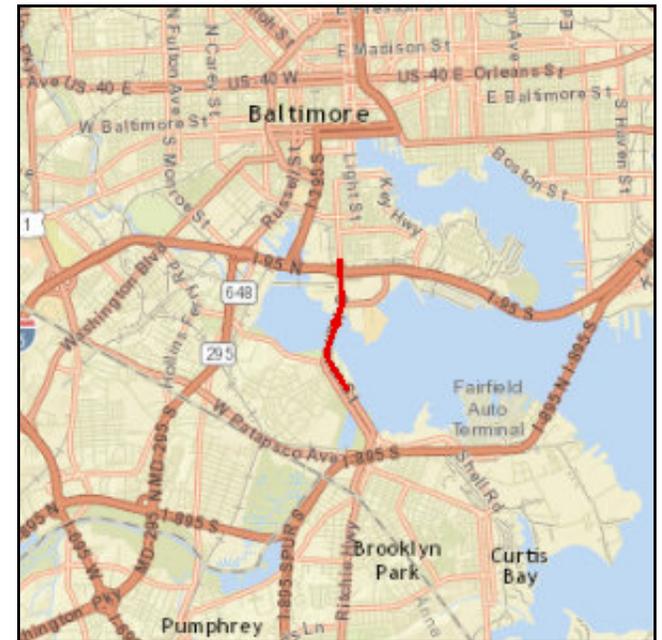
A Multimodal Corridor Plan will establish the framework for Baltimore City’s investment in the Hanover Street Bridge Corridor for transportation, education, recreation, regional competitiveness and economic development. The study will identify feasible methods of rehabilitating or replacing the Hanover Street Bridge, improve multimodal corridor accessibility and freight access as well as highlight ways to enhance access to economic opportunities and recreational amenities, quality of life, and safety throughout the corridor.

**Justification:**

The Hanover Street Bridge serves as a gateway from South Baltimore to the City’s urban core, and is frequently used as a secondary route for Baltimore’s booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge was constructed in 1916 and is rated in fair condition, according to the Federal Highway Administration’s National Bridge Inspection Condition Ratings. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge.

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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders.
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





Hanover Street Bridge Multimodal Corridor

(Funding in Thousands)

Transportation Investment Generating Economic Recovery

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PP	\$1,100	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$1,800
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,100</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>
<b>Total</b>	<b>\$1,100</b>	<b>\$700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,800</b>

### Orleans Street Bridge over I-83 and City Streets

<b>TIP ID</b>	12-1601-13	<b>Year of Operation</b>	2020
<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>	6 to 6 lanes, 1728 feet
<b>CIP or CTP ID(s)</b>	506-006	<b>Est. Total Cost</b>	\$7,000,000

**Description:**

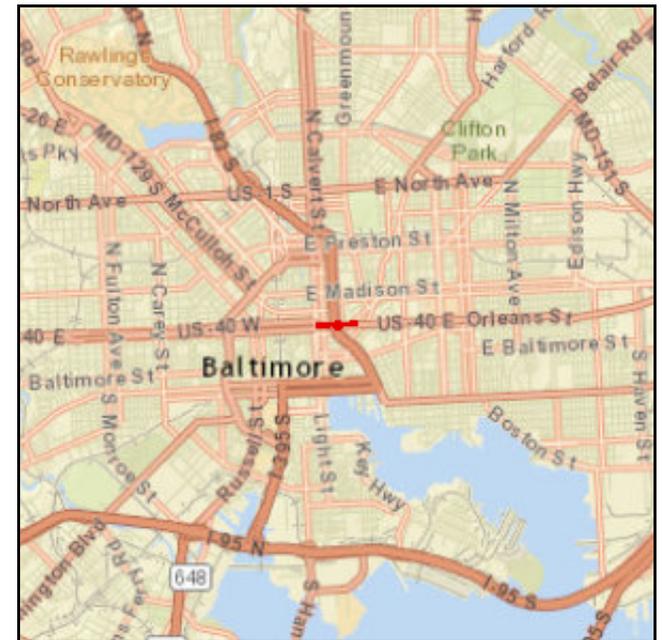
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk along the south side of the bridge will remain in place. The project name has changed from the FY 2016-2019 TIP to reflect the name that is used in the CIP.

**Justification:**

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The current sufficiency rating is 64.8. \* Could serve to improve conditions for bicycling and/or walking per approved local, regional and/or statewide and pedestrian planning documents.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Orleans Street Bridge over I-83 and City Streets

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,000</b>

### Remington Avenue Bridge over Stony Run

<b>TIP ID</b>	12-1602-13	<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>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	506-761	<b>Est. Total Cost</b>	\$6,800,000

**Description:**

This work will include but will not be limited to replacing the deteriorating bridge with a new structure that will meet current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

PE for this project was authorized in FY16.

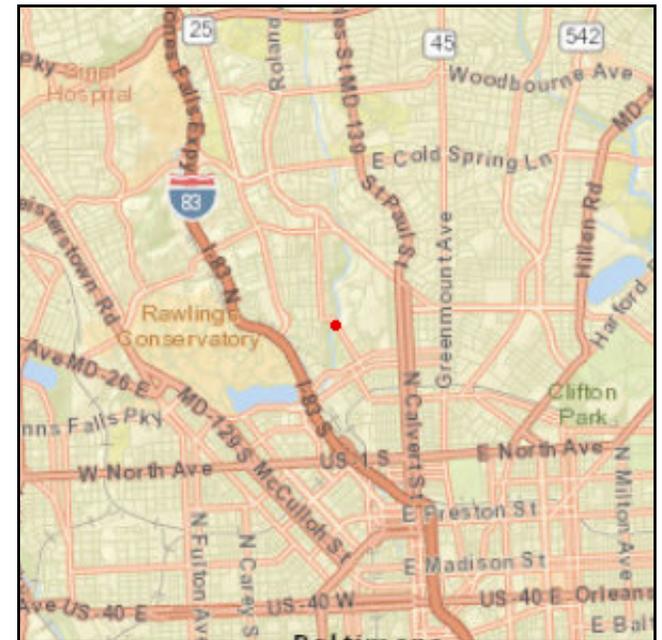
**Justification:**

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as undermining of the substructure. The current sufficiency rating is 17.1

\* Could serve to improve conditions for bicycling and/or walking per approved local, regional, and/or statewide bicycle and pedestrian planning documents.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Remington Avenue Bridge over Stony Run

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$4,720	\$1,180	\$0	\$0	\$5,900
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>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,720</b>	<b>\$1,180</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,900</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,720</b>	<b>\$1,180</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,900</b>

### Radecke Avenue over Moores Run

<b>TIP ID</b>	12-1603-13	<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>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	506-762	<b>Est. Total Cost</b>	\$4,500,000

**Description:**

This work will include but will not be limited to replacing the deteriorated bridge with a new structure that will meet current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

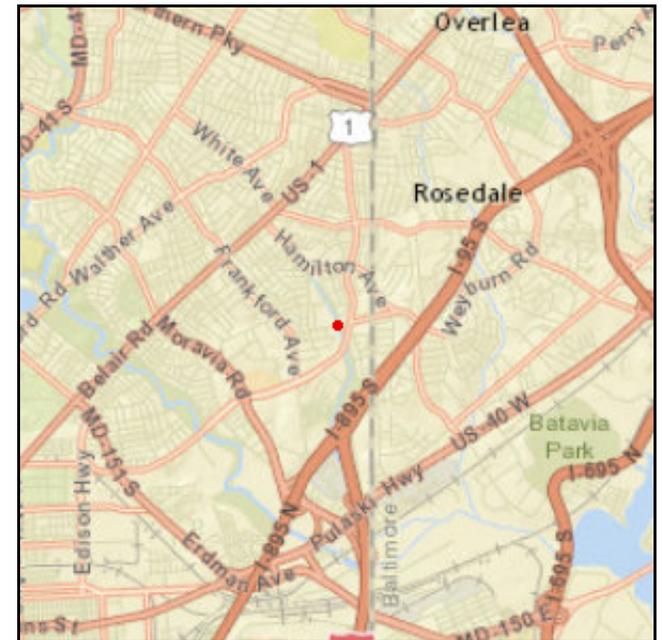
**Justification:**

The project will correct the deteriorated condition of the bridge and will provide increased structural and traffic safety. The bridge is exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as severe corrosion of the steel beams. The current sufficiency rating is 51.4.

\* Could serve to improve conditions for bicycling and/or walking per approval of local, regional and/or statewide bicycle and pedestrian planning documents.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**Radecke Avenue over Moores Run**

(Funding in Thousands)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$750	\$3,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$600	\$150	\$0	\$0	\$0	\$0	\$750
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$750</b>	<b>\$4,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>	<b>\$750</b>	<b>\$4,500</b>

### I-83 Concrete Deck Mill and Resurface

<b>TIP ID</b>	12-1604-13	<b>Year of Operation</b>	2020
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Interstate
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 to 6 lanes
<b>CIP or CTP ID(s)</b>	509-005	<b>Est. Total Cost</b>	\$16,000,000

**Description:**

This work will include but will not be limited to rehabilitating the deteriorating concrete decks of the bridges with new wearing surfaces that meet current standards. The limits of this project are between Exit 1 and Exit 10.

**Justification:**

The project will correct the bridges' deteriorated condition and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) of the concrete decks, causing numerous potholes.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**I-83 Concrete Deck Mill and Resurface**

(Funding in Thousands)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$12,400	\$3,100	\$0	\$0	\$15,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$400	\$100	\$0	\$0	\$0	\$0	\$500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$12,400</b>	<b>\$3,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>	<b>\$100</b>	<b>\$12,400</b>	<b>\$3,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$16,000</b>

### Moravia Road Ramp Bridge over Pulaski Highway

<b>TIP ID</b>	12-1605-13	<b>Year of Operation</b>	2022
<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
<b>CIP or CTP ID(s)</b>	508-184	<b>Est. Total Cost</b>	\$4,680,000

**Description:**

This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.

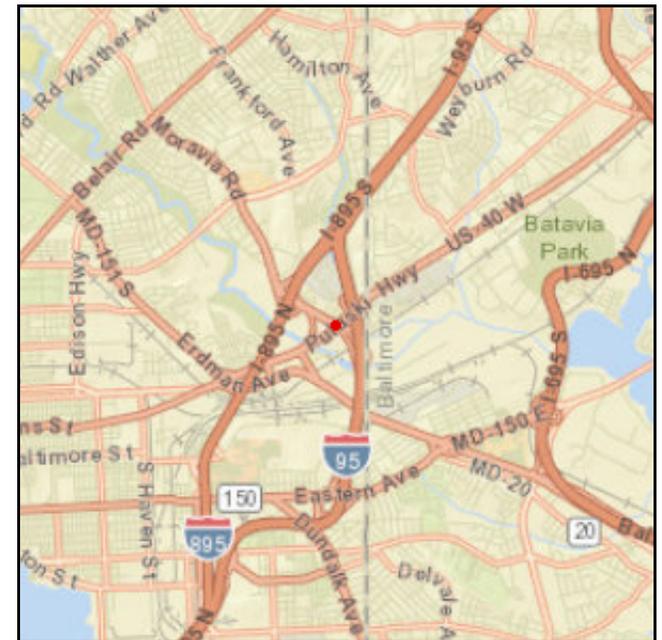
**Justification:**

The project will correct the bridges deteriorated condition and will provide increased structural and traffic safety. The bridge exhibits continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as settlement of the riding surface. The current sufficiency rating is 80.8.

\* Could serve to improve conditions for bicycling and/or walking per approval of local, regional and/or statewide bicycle and pedestrian planning documents.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Moravia Road Ramp Bridge over Pulaski Highway

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500	\$780	\$4,280
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$0	\$0	\$320	\$80	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500</b>	<b>\$780</b>	<b>\$4,680</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500</b>	<b>\$780</b>	<b>\$4,680</b>

### Citywide Road Reconstruction

<b>TIP ID</b>	12-1607-12	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road reconstruction
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Varies
<b>CIP or CTP ID(s)</b>	508-044,046,051,053	<b>Est. Total Cost</b>	\$20,740,000

**Description:**

Reconstruction of various roadways on the Federal Aid system- Sectors 1-4 of 4. Work is to generally include full depth reconstruction of roadways. It may also include curb and sidewalk reconstruction and other isolated roadway appurtenance modifications.

\* In the event that any street identified for reconstruction is eligible, NHS may be used. Project includes all 4 sector reconstruction JOC projects and CBD.

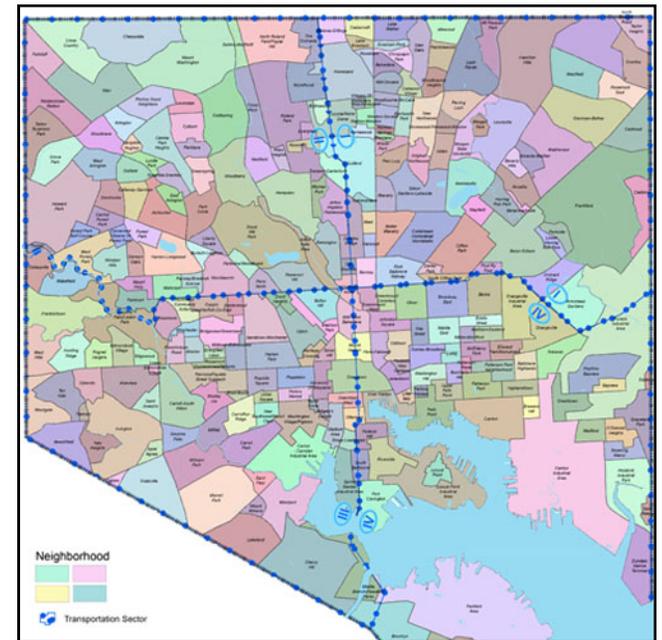
**Justification:**

Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. Project is necessary to protect public safety.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities to create a multi-modal transportation system throughout the city.

**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).





### Citywide Road Reconstruction

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$1,600	\$400	\$7,800	\$1,900	\$2,440	\$600	\$2,800	\$700	\$18,240
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$800	\$200	\$400	\$100	\$400	\$100	\$2,500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$8,600</b>	<b>\$2,100</b>	<b>\$2,840</b>	<b>\$700</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$20,740</b>
<b>Total</b>	<b>\$2,000</b>	<b>\$500</b>	<b>\$8,600</b>	<b>\$2,100</b>	<b>\$2,840</b>	<b>\$700</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$20,740</b>

### SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement

<b>TIP ID</b>	12-1609-13	<b>Year of Operation</b>	2020
<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
<b>CIP or CTP ID(s)</b>	509-004	<b>Est. Total Cost</b>	\$22,000,000

**Description:**

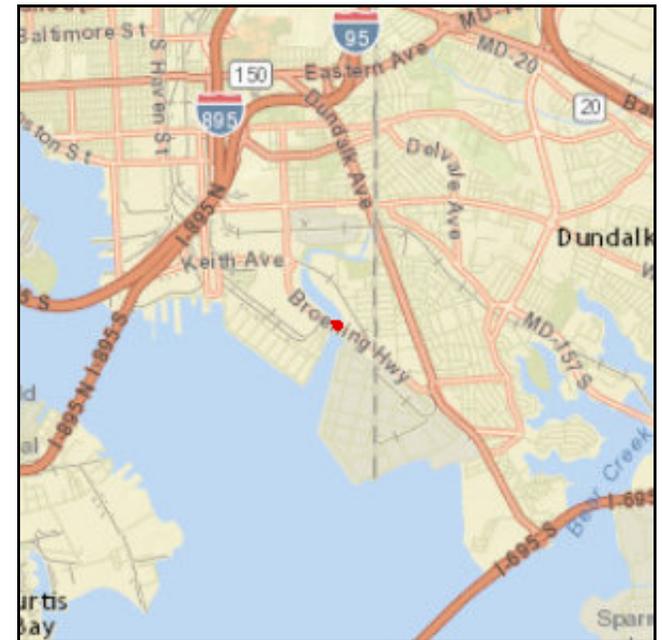
This project replaces a structurally deficient, functionally obsolete bridge on Broening Highway over Colgate Creek, enabling trucks to reroute away from residential communities and addressing major impacts to residents' quality of life. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

**Justification:**

The Colgate Creek Bridge is a 1960s era bridge that connects major port terminals, Dundalk and Seagirt, to I-95 and I-695. The bridge currently operates under capacity due to deterioration from overweight freight traffic, and currently holds a structural rating of 4 out of 9 and a bridge sufficiency rating of 42.3 out of 100, indicating a pressing need for replacement. Only 2 out of 4 lanes on the bridge are open to traffic and it is weight restricted.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





**SE Baltimore Freight Corridor: Colgate Creek Bridge Replacement**

(Funding in Thousands)

**Transportation Investment Generating Economic Recovery**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$5,500	\$5,500	\$2,500	\$2,500	\$2,000	\$2,000	\$0	\$0	\$20,000
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>\$5,500</b>	<b>\$5,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$1,600	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>
<b>Total</b>	<b>\$7,100</b>	<b>\$5,900</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,000</b>

### SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements

<b>TIP ID</b>	12-1610-11	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes (Keith); 5 to 5 lanes (Holabird)
<b>CIP or CTP ID(s)</b>	509-004	<b>Est. Total Cost</b>	\$6,200,000

**Description:**

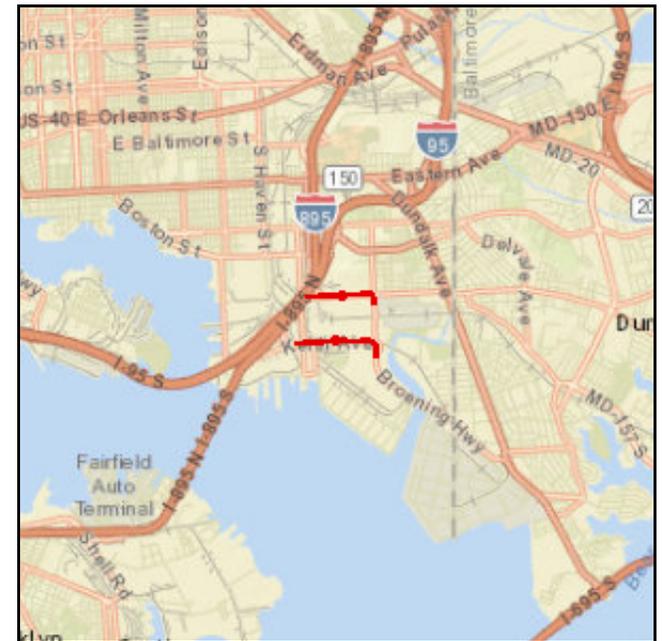
This project will provide safer, more efficient access between the Port of Baltimore and the Interstate System for freight movement without traveling through adjacent residential neighborhoods by improving road conditions on Keith Avenue and Holabird Avenue. Examples of improvements include joint repairs, resurfacing, and geometric improvements. This project will allow for freight vehicles to utilize Keith Avenue or Holabird Avenue to directly access I-95 and I-895 without going through residential communities.

**Justification:**

Current conditions of these roadways do not allow for safe maneuvering of overweight/oversize freight vehicles.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





### SE Baltimore Freight Corridor: Keith and Holabird Avenue Improvements

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$2,060	\$1,640	\$1,100	\$800	\$0	\$0	\$0	\$0	\$5,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,540</b>	<b>\$1,760</b>	<b>\$1,100</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,200</b>
<b>Total</b>	<b>\$2,540</b>	<b>\$1,760</b>	<b>\$1,100</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,200</b>

### Replacement of the Dartmouth Retaining Wall

<b>TIP ID</b>	12-1703-19	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Other
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes
<b>CIP or CTP ID(s)</b>	506-005	<b>Est. Total Cost</b>	\$2,800,000

**Description:**

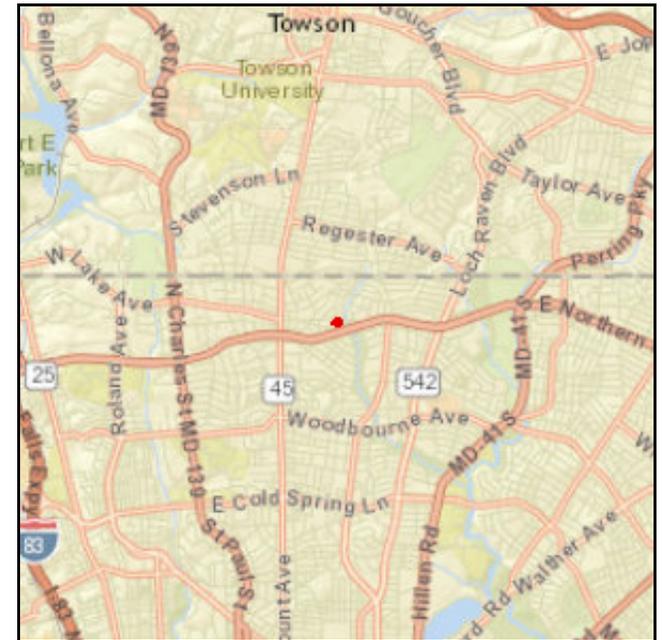
This project replaces the deteriorated retaining wall along Dartmouth Road that supports the property and residences along Dartmouth Glen Way. The existing 250 foot long wood retaining wall is rotten and requires replacement.

**Justification:**

The existing wood retaining wall that supports the homes and property along Dartmouth Road and Dartmouth Glen Road has deteriorated to the point where replacement is necessary. The wall is owned by the Mayor and City Council of Baltimore. This project is necessary for public safety as there is a residential community immediately behind the wall.

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

2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





**Replacement of the Dartmouth Retaining Wall**

(Funding in Thousands)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$1,720	\$430	\$0	\$0	\$0	\$0	\$2,150
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$520	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$650
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$520</b>	<b>\$130</b>	<b>\$1,720</b>	<b>\$430</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>
<b>Total</b>	<b>\$520</b>	<b>\$130</b>	<b>\$1,720</b>	<b>\$430</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,800</b>

### Curtis Avenue Corridor Improvements (Phase I and II)

<b>TIP ID</b>	12-1704-11	<b>Year of Operation</b>	2022
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<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
<b>CIP or CTP ID(s)</b>	508-086	<b>Est. Total Cost</b>	\$23,700,000

**Description:**

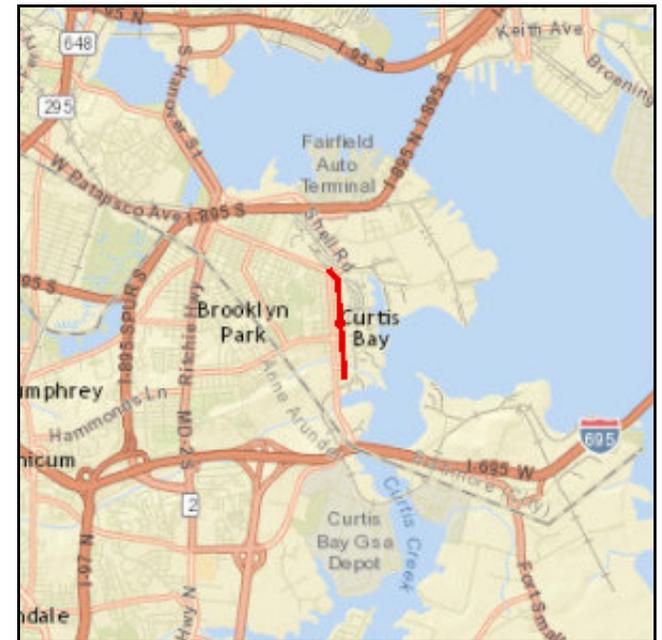
Curtis Avenue Corridor Improvements is bounded by Pennington Avenue on the West, Curtis Avenue to the east, Patapsco Avenue to the North, and Aspen Street to the South. This project will include the conversion of Curtis Avenue at Pennington Avenue from one way to two-way. It also includes geometric improvements at the following intersections: Patapsco Avenue, Pennington Avenue, and Curtis Avenue in the north and Pennington Avenue, Aspen Street, and Curtis Avenue in the south.

**Justification:**

The project will accommodate transportation demand accelerated by residential and business development in the project area; address roadway deficiencies resulting from substandard intersection geometry; and improve operational issues. This project will also improve mobility between the project area and I-695 and I-895.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





### Curtis Avenue Corridor Improvements (Phase I and II)

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PE	\$0	\$0	\$400	\$100	\$0	\$0	\$0	\$0	\$500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$0</b>	<b>\$100</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$0</b>	<b>\$100</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

## Hanover Street Bridge Deck Repair over Middle Branch

<b>TIP ID</b>	12-1705-13	<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>	1 mile, 5 to 5 lanes
<b>CIP or CTP ID(s)</b>	508-060	<b>Est. Total Cost</b>	\$18,000,000

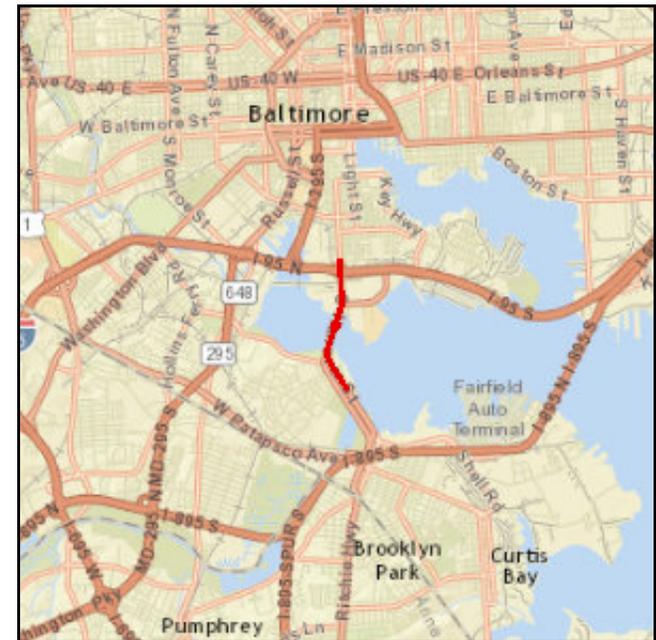
**Description:**

Hanover Street Bridge is a thirty-seven (37) span bridge built in 1916 and rehabilitated in 1970 and 1992. The structure consists of a two-leaf bascule span, sixteen (16) open spandrel arch spans, and twenty (20) arcade spans at the north end of the bridge. The bridge has an overall length of 2290'-2". The bridge carries five (5) lanes of traffic, two (2) in each direction with an alternating direction center lane.

This work will include repair of the Hanover Street draw bridge deck over Middle Branch in FY17. It will also include but will not be limited to rehabilitating or replacing the existing deteriorated bridge in FY19-20. This will improve freight access, recreational amenities, safety and economic opportunities. The project will correct the bridges deteriorated condition and provide increased structural and traffic safety.

**Justification:**

The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge was constructed in 191 and is rated in fair condition, according to the FHA's National Bridge Inspection Condition Ratings. This is only one rating above structurally deficient. Increased truck volumes have reduced the useable lifespan of the bridge. This project will correct the bridges deteriorated condition and will provide increased structural and traffic safety.



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

- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.



Hanover Street Bridge Deck Repair over Middle Branch

(Funding in Thousands)

Section 1702 High Priority Project

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$1,500	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$1,875
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>\$1,500</b>	<b>\$375</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,875</b>



**Hanover Street Bridge Deck Repair over Middle Branch**

(Funding in Thousands)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$2,100	\$525	\$0	\$0	\$4,000	\$1,000	\$6,400	\$1,600	\$15,625
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,500</b>	<b>\$625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$16,125</b>
<b>Total</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$18,000</b>

### MLK Blvd. and Howard St. Intersection Improvements

<b>TIP ID</b>	12-1706-11	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	6 to 6 lanes
<b>CIP or CTP ID(s)</b>	508-398	<b>Est. Total Cost</b>	\$5,900,000

**Description:**

Martin Luther King Jr. Blvd. and Howard Street Intersection improvements will include roadway pavement rehabilitation and realignment, pedestrian ramp modifications, storm water drainage, stormwater management, signals, signing, roadway markings, street lighting and landscaping within the project limits.

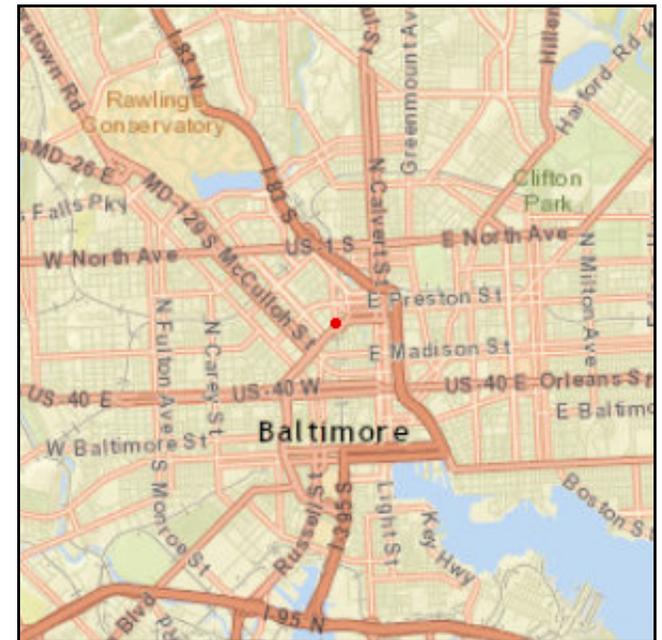
This project was previously included in the TIP as Citywide Earmarks and Enhancements (12-1212-99).

**Justification:**

To improve and enhance transportation facilities throughout the city of Baltimore, and to create more inviting, livable, neighborhood-friendly streets which can still accommodate business patrons, local and through traffic.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
- 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.





MLK Blvd. and Howard St. Intersection Improvements

(Funding in Thousands)

Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$4,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
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>\$4,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000</b>



### MLK Blvd. and Howard St. Intersection Improvements

(Funding in Thousands)

#### Section 1702 High Priority Project

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>
<b>Total</b>	<b>\$4,320</b>	<b>\$1,080</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,400</b>

### Hawkins Point Bridge over CSX Railroad

<b>TIP ID</b>	12-9903-13	<b>Year of Operation</b>	2020
<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>	\$20,000,000

**Description:**

The bridge carrying Hawkins Point Road over CSX will be replaced (Sufficiency rating of 33). The roadway between Ross Avenue and Chemical Road will be completely replaced. This replaced includes full depth concrete pavement replacement as well as Water, conduit , BEG, and Verizon utilities. Sidewalks, which are not currently present, will also be added to both sides of Hawkins Point Road. The project will also include the addition of a right turn lane for the US Coast Guard Yard at Ross Avenue.

PE funding for this project in a previous TIP (FY 2011 and FY 2013).

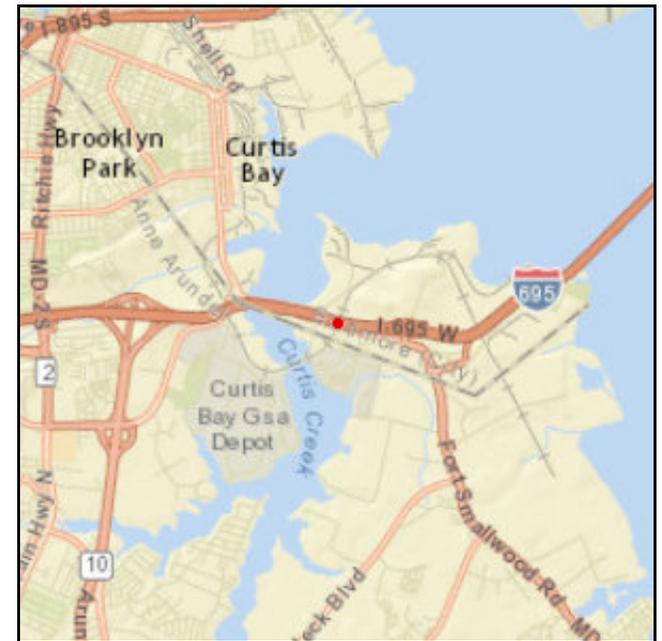
**Justification:**

The size of the Hawkins Point Road Project was reduced in length because after more than 10 years acquisition of right-of-way for roadway improvements was just not feasible. Therefore the Southern limit of the roadway replacement was reduced in length. Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. Project is necessary to protect public safety.

The City of Baltimore reviews every project throughout the design and engineering process for complete streets and bicycle facilities compatibility. DOT has a complete streets policy whereby projects are evaluated to ensure they meet goals for the corridor and neighborhood. DOT also has a bicycle policy whereby projects are reviewed for compliance with the Bicycle Master Plan and to the extent possible will

**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)

**Surface Transportation Program (Surface Transportation, Bridge (Off-System))**

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$14,400	\$3,600	\$0	\$0	\$0	\$0	\$0	\$0	\$18,000
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>\$14,400</b>	<b>\$3,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,000</b>
<b>Total</b>	<b>\$14,400</b>	<b>\$3,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,000</b>

**Transportation Career Development Innovation Program (BCDOT)**

<b>TIP ID</b>	12-0002-99	<b>Year of Operation</b>	2019
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,200,000

**Description:**

The purpose of this project is to provide surface transportation workforce development, training, and education for students and youth, in order to increase transportation career awareness and preparation, as well as professional development and training. This project replaces a previous program known as Baltimore City Urban Youth Corps Program, which is no longer active.

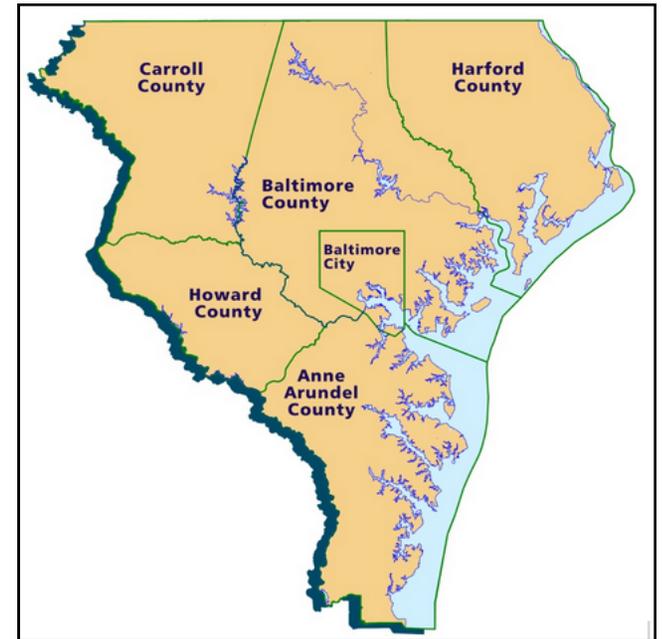
This program was initiated in FY16.

**Justification:**

This project will assist at-risk youth (ages 17-25) in obtaining and maintaining employment through intensive life skill and career development, along with on-the-job training.

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

7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas.





### Transportation Career Development Innovation Program (BCDOT)

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$240	\$60	\$240	\$60	\$240	\$60	\$0	\$0	\$900
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>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900</b>
<b>Total</b>	<b>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$900</b>

### Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

<b>TIP ID</b>	12-1201-99	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	Controlled Access Point
<b>CIP or CTP ID(s)</b>	NA	<b>Est. Total Cost</b>	\$1,000,000

**Description:**

This project would modify the North Charles Street on-ramp to I-83 to allow access to Amtrak property west of Penn Station. This would be a controlled access point with a locked gate.

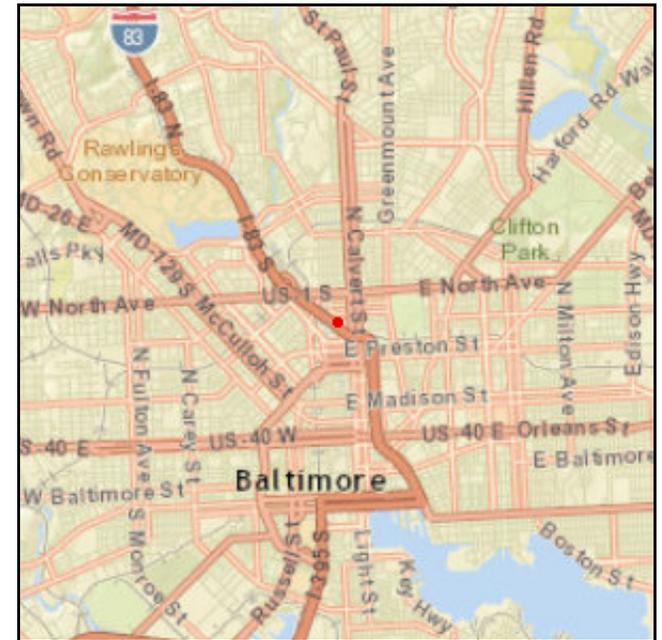
This project is funded by the University of Baltimore.

**Justification:**

Since Baltimore City has jurisdiction over I-83 and this project involves a modification to an interstate, FHWA is requiring this project to be in the TIP. However, Baltimore is not managing any portion of design and construction.

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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.





Baltimore City Locked Gate Interstate Access Point Approval (IAPA)

(Funding in Thousands)

Other

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
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>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

### Pavement Management System

<b>TIP ID</b>	12-1206-99	<b>Year of Operation</b>	2018
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	Varies
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	varies
<b>CIP or CTP ID(s)</b>		<b>Est. Total Cost</b>	\$1,000,000

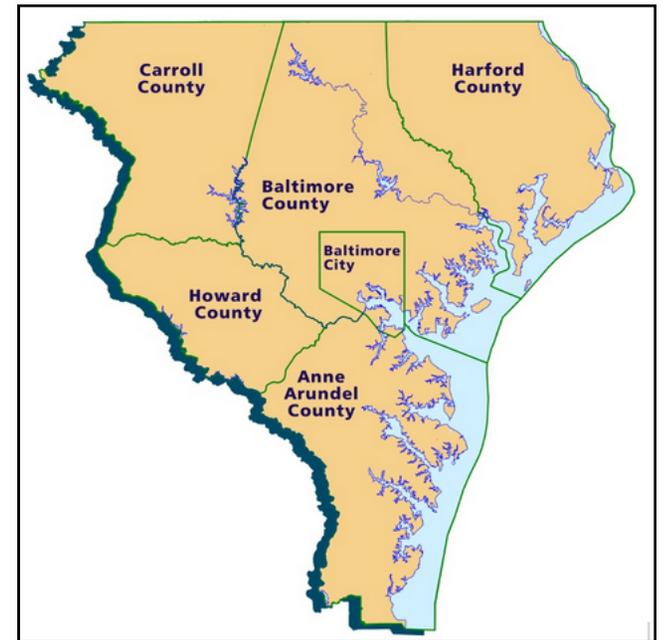
**Description:**

This project will include but will not be limited to assessing the pavement condition of every publicly maintained street in Baltimore City so that DOT can understand the health of our transportation network and know how best to utilize their current budget for pavement maintenance projects. A final report will be used for CIP repaving projects.

This project had previously been included as a component of the Capital Program Management Technology Support project in the 2012-2015 TIP under this TIP ID. The pavement management system is the only component moving forward, so the project name has been changed to reflect this. The TIP ID remains the same.

**Justification:**

Baltimore City DOT has limited funding available for the nearly 5,000 lane miles of publicly owned streets that have to be maintained. DOT uses the pavement condition ratings from the Pavement Management System program to determine how best to utilize their limited funds in order to spend the available funding most efficiently.



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

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



### Pavement Management System

(Funding in Thousands)

#### Surface Transportation Program (Surface Transportation, Bridge (Off-System))

Phase	FY 2017 Federal Funds	FY 2017 Matching Funds	FY 2018 Federal Funds	FY 2018 Matching Funds	FY 2019 Federal Funds	FY 2019 Matching Funds	FY 2020 Federal Funds	FY 2020 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
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>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>