

I-95: Moravia Road to Fort McHenry Tunnel

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|--------------------------|-----------------------------------|--------------------------|-------------------------|
| TIP ID | 22-1601-41 | Year of Operation | 2018 |
| Agency | Maryland Transportation Authority | Project Type | Roadway widening |
| Project Category | Highway Capacity | Functional Class | Interstate |
| Conformity Status | Not Exempt | Physical Data | 3.7 miles, 6 to 8 lanes |
| CIP or CTP ID(s) | MDTA PIN# 2414 | Est. Total Cost | \$58,936,000 |

Description:

This project will reconfigure I-95 to provide four continuous mainline lanes in each direction. The specific limits are from north of the Fort McHenry Toll Plaza to the I-95 Express Toll Lanes (ETLs) in the northbound direction, and from north of the Fort McHenry Toll Plaza to north of O'Donnell Street in the southbound direction. The total work within the limits extends for 3.7 miles in the northbound direction and 1.1 miles in the southbound direction. The project involves restriping I-95 to provide one additional lane of traffic including reconstruction of at-grade shoulders, replacement of at-grade median concrete traffic barriers, and reconstruction of portions of existing bridge decks and all concrete bridge parapets.

This project is funded with MDTA toll revenues.

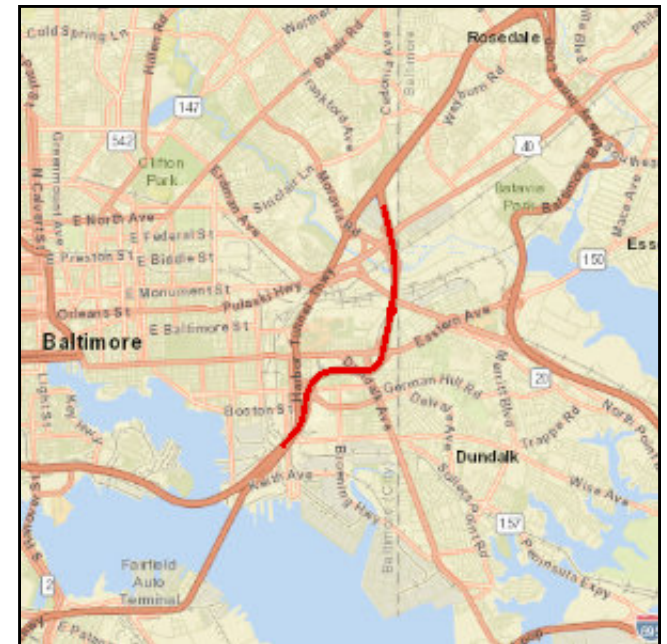
Justification:

This project will provide lane continuity and additional capacity along I-95 between the Fort McHenry Tunnel and the I-95 ETLs. This is needed to address existing congestion and to accommodate diverted traffic from I-895 that will result from MDTA's Canton Viaduct Project.

The project will also improve safety by providing higher roadside concrete traffic barrier and bridge parapets.

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).
- 6.F Improve System Security -- Increase system redundancy.





2019 - 2022 Transportation Improvement Program

I-95: Moravia Road to Fort McHenry Tunnel

(Funding in Thousands)

Other

| Phase | FY 2019 Federal Funds | FY 2019 Matching Funds | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$14,406 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,406 |
| 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 |
| Subtotal | \$0 | \$14,406 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,406 |
| Total | \$0 | \$14,406 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,406 |

I-95 Express Toll Lane Northbound Extension

| | | | |
|--------------------------|-----------------------------------|--------------------------|-----------------------------|
| TIP ID | 25-1801-41 | Year of Operation | 2022 |
| Agency | Maryland Transportation Authority | Project Type | Roadway widening |
| Project Category | Highway Capacity | Functional Class | Interstate |
| Conformity Status | Not Exempt | Physical Data | 7.75 miles, NB 4 to 5 lanes |
| CIP or CTP ID(s) | | Est. Total Cost | \$210,000,000 |

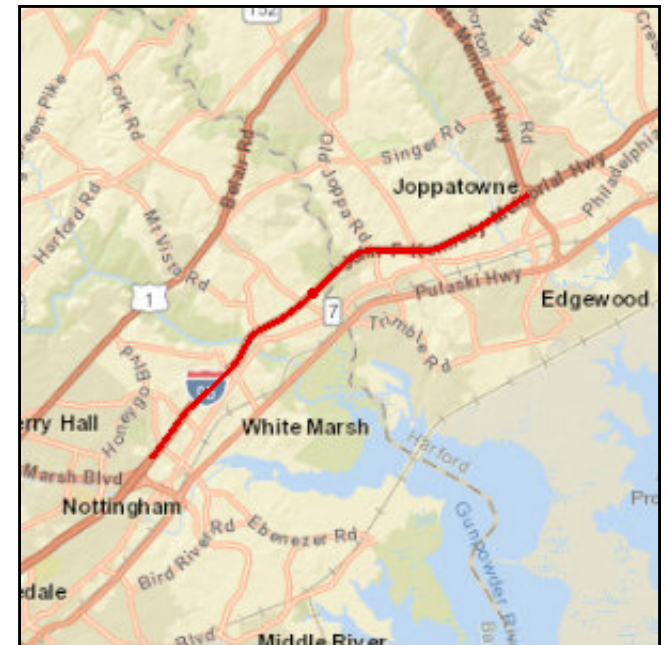
Description:

The proposed improvements will address capacity, operational, and safety concerns that exist today along northbound I-95 and are interim improvements toward the full Section 200 implementation. The interim solution will be funded with MDTA toll revenues and includes:

- a. A single lane Express Toll Lane (ETL) from north of MD 43 to 1 mile south of MD 152 (4.9 miles). The ETL will be separated by a 4' buffer.
- b. A 5th auxiliary lane to MD 152 (1.0 mile). The right most lane will be dropped at the MD 152 off-ramp. The on-ramp from MD 152 will be extended as an auxiliary lane to the MD 24 / MD 924 off-ramp.
- c. Minor modifications to the off-ramp to MD 24 / MD 924
- d. Various corridor improvements including 4 noise walls and a new ITS system.

Justification:

Current traffic operations along northbound I-95 continue to have congestion, safety, and operational concerns. The proposed interim improvements will address these concerns as well as address quality of life by providing 4 noise walls. Finally, the project will provide a new ITS system that will allow MDTA to better operate the facility and address safety issues.



Connection to Long-Range Transportation Planning Goals:

- 1.B Improve System Safety -- Apply safety-related management and operations techniques.
- 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.



I-95 Express Toll Lane Northbound Extension

(Funding in Thousands)

Other

| Phase | FY 2019 Federal Funds | FY 2019 Matching Funds | FY 2020 Federal Funds | FY 2020 Matching Funds | FY 2021 Federal Funds | FY 2021 Matching Funds | FY 2022 Federal Funds | FY 2022 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$13,160 | \$0 | \$32,190 | \$0 | \$61,910 | \$0 | \$56,670 | \$163,930 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| PE | \$0 | \$3,307 | \$0 | \$250 | \$0 | \$0 | \$0 | \$0 | \$3,557 |
| PP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$16,467 | \$0 | \$32,440 | \$0 | \$61,910 | \$0 | \$56,670 | \$167,487 |
| Total | \$0 | \$16,467 | \$0 | \$32,440 | \$0 | \$61,910 | \$0 | \$56,670 | \$167,487 |