

## 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 the planning, design, and construction of Baltimore City bicycle infrastructure and trails system. A citywide bicycle network will encourage alternative modes of transportation, reduce emissions, and reduce automobile trips. Projects include:

- \*Eutaw Place from Druid Hill to Druid Park Lake (combination of protected bike lanes and bike lanes)
- \*St Lo Drive from North Avenue to Harford Road (protected bike lanes)
- \*University Parkway from Calvert Street to Roland Avenue (protected bike lanes)
- \*West Pratt Street from MLK Boulevard to Light Street (protected bike lanes/off-street trail)

**Justification:**

Infrastructure to improve multi-modal access throughout the city, reduce emissions and decrease dependence on single occupancy vehicles.

**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 Block Grant Program**

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	\$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>	\$29,875,000

### 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, and geometric improvements at multiple intersections.

### 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 Block Grant Program**

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	\$13,260	\$3,315	\$3,040	\$760	\$2,000	\$500	\$3,600	\$900	\$27,375
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>\$14,060</b>	<b>\$3,515</b>	<b>\$3,440</b>	<b>\$860</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$29,875</b>
<b>Total</b>	<b>\$14,060</b>	<b>\$3,515</b>	<b>\$3,440</b>	<b>\$860</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$29,875</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>	\$6,000,000

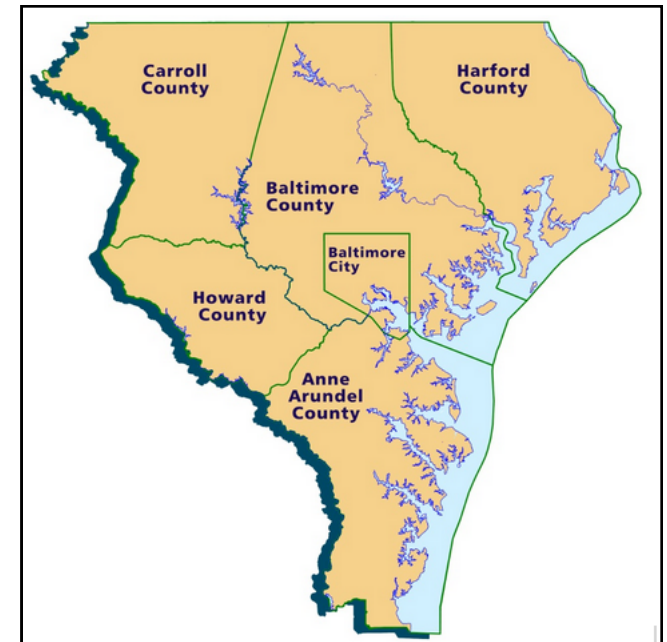
**Description:**

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 Block Grant Program**

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	\$4,200	\$1,050	\$0	\$0	\$0	\$0	\$0	\$0	\$5,250
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$0	\$0	\$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>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</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. Projects include but are not limited to:

- \*East Monument Street from Washington Street to Edison Highway
- \*Perring Parkway from East Belvedere Avenue to the City line
- \*East Madison Street from the Fallsview to South Milton Avenue

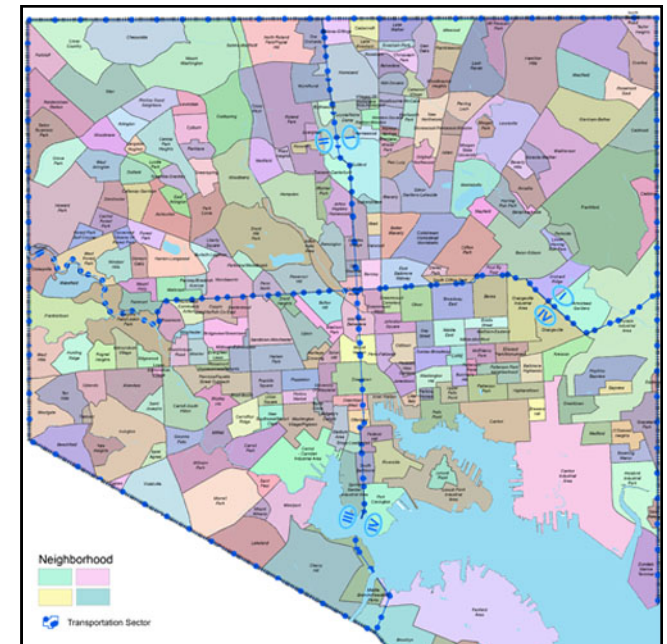
### Justification:

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).





Baltimore City

## 2019 - 2022 Transportation Improvement Program

Highway Preservation  
National Highway System

### Citywide Road Resurfacing - Federal Aid Program

(Funding in Thousands)

#### Surface Transportation Block Grant Program

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	\$4,000	\$1,000	\$2,000	\$500	\$2,000	\$500	\$0	\$0	\$10,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$480	\$120	\$240	\$60	\$240	\$60	\$0	\$0	\$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>\$4,480</b>	<b>\$1,120</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,200</b>
<b>Total</b>	<b>\$4,480</b>	<b>\$1,120</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$2,240</b>	<b>\$560</b>	<b>\$0</b>	<b>\$0</b>	<b>\$11,200</b>



## Perring Parkway Ramp and Hillen Road Bridge

<b>TIP ID</b>	12-1215-13	<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>	506-760	<b>Est. Total Cost</b>	\$11,070,000

### Description:

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

PE for this project was originally authorized in FY16.

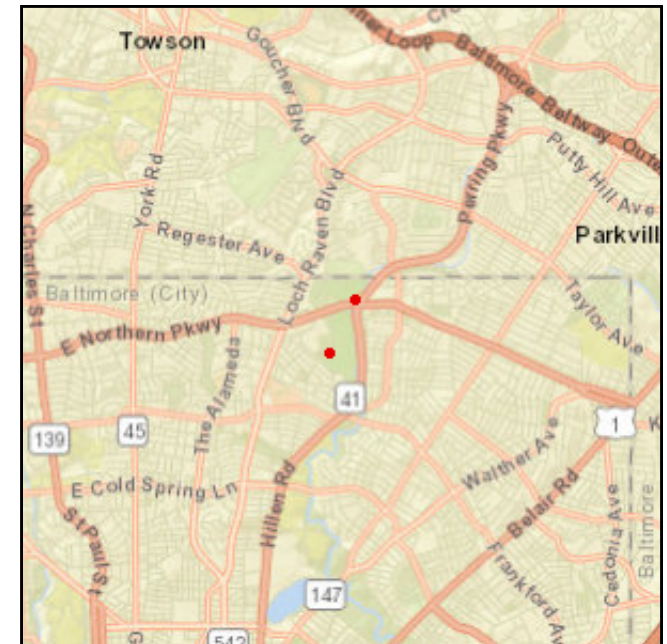
### Justification:

Deteriorated bridges require replacement to maintain the safety and function of the 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).





Baltimore City

## 2019 - 2022 Transportation Improvement Program

Highway Preservation  
National Highway System

### Perring Parkway Ramp and Hillen Road Bridge

(Funding in Thousands)

#### Surface Transportation Block Grant Program

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	\$8,280	\$2,070	\$0	\$0	\$0	\$0	\$0	\$0	\$10,350
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	\$8,280	\$2,070	\$0	\$0	\$0	\$0	\$0	\$0	\$10,350
Total	\$8,280	\$2,070	\$0	\$0	\$0	\$0	\$0	\$0	\$10,350

**Sisson Street Bridge over CSX Railroad**

<b>TIP ID</b>	12-1216-13	<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>	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>	\$8,250,000

**Description:**

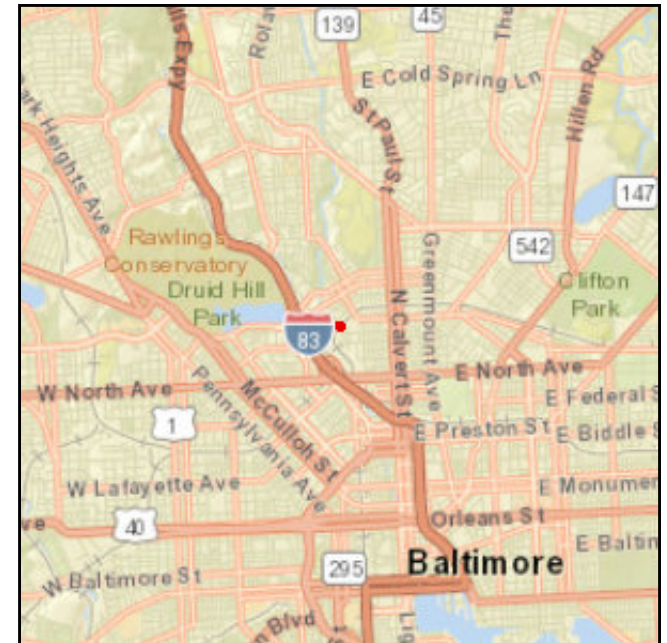
The 133-foot long bridge was originally built in 1914 and was rehabilitated in 1950, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. CSX is providing 75% of the construction cost for the project.

**Justification:**

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

**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 Block Grant Program**

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	\$1,500	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$240	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$1,740</b>	<b>\$6,060</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,800</b>
<b>Total</b>	<b>\$1,740</b>	<b>\$6,060</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,800</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:**

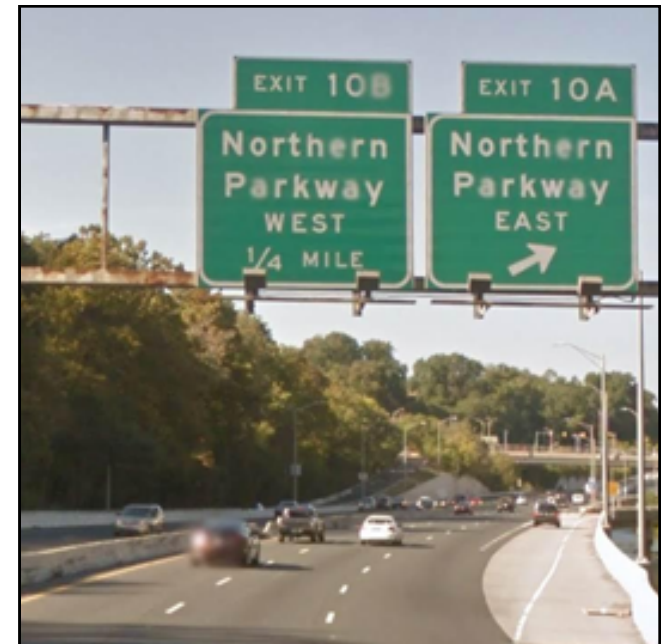
Guide sign replacement including but not limited to signs on I-83, MD 295 and other major arterials.

**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 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	\$4,000	\$1,000	\$800	\$200	\$1,600	\$400	\$0	\$0	\$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>\$4,000</b>	<b>\$1,000</b>	<b>\$800</b>	<b>\$200</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>
<b>Total</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$800</b>	<b>\$200</b>	<b>\$1,600</b>	<b>\$400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>

## Wilkins Avenue Bridge Over Gwynns Falls

<b>TIP ID</b>	12-1403-13	<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>	509-326	<b>Est. Total Cost</b>	\$14,800,000

### 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.

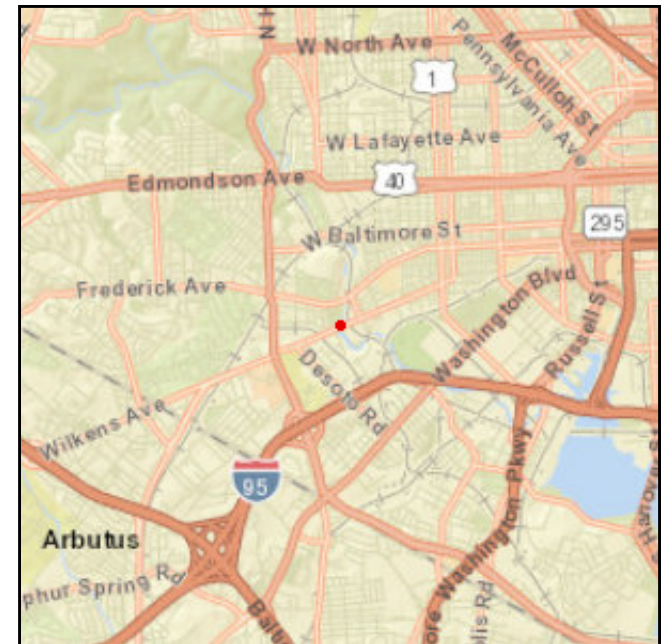
PE for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

### Justification:

This bridge has deteriorated beyond repair. The bridge sufficiency rating is 43.7. 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.

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

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







Baltimore City

## 2019 - 2022 Transportation Improvement Program

Highway Preservation  
National Highway System

### Wilkins Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

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

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	\$11,040	\$2,760	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800
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>\$11,040</b>	<b>\$2,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,800</b>
<b>Total</b>	<b>\$11,040</b>	<b>\$2,760</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,800</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>	\$12,100,000

### Description:

Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Ave., Erdman Ave., and Fleetwood Ave. Project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2019 construction is for Phase I which includes intersection improvements at Belair Rd and Frankford Ave. FY 2019 PE and FY 2020 construction funds are for Phase II which includes the intersection of Belair Rd and Erdman Ave. FY 2021 PE and FY 2022 construction funds are for Phase III which includes the intersection of Belair Rd and Fleetwood Ave.

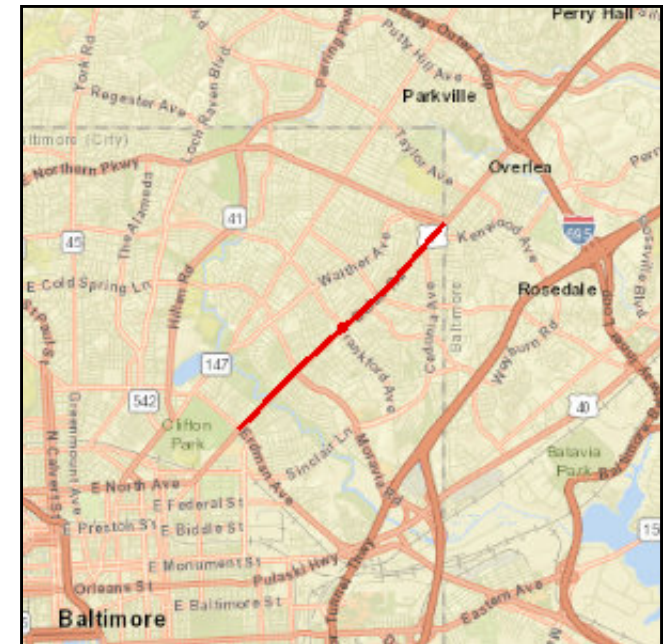
\$300,000 for Phase I PE authorized in 2016.

### 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 Block Grant Program**

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	\$2,880	\$720	\$4,000	\$1,000	\$0	\$0	\$1,280	\$320	\$10,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$0	\$0	\$480	\$120	\$0	\$0	\$1,600
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$3,680</b>	<b>\$920</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$480</b>	<b>\$120</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$11,800</b>
<b>Total</b>	<b>\$3,680</b>	<b>\$920</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$480</b>	<b>\$120</b>	<b>\$1,280</b>	<b>\$320</b>	<b>\$11,800</b>

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

<b>TIP ID</b>	12-1408-12	<b>Year of Operation</b>	2020
<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, 1.2 miles
<b>CIP or CTP ID(s)</b>	527-009	<b>Est. Total Cost</b>	\$8,200,000

### Description:

Reconstruction of Greenmount Avenue between 43rd and 29th street, including milling/repaving, lighting, landscaping, new sidewalks and traffic calming. Traffic calming measures include bump outs, imprinted asphalt crosswalks, a new median, and pedestrian signals.

PE funding included in a previous TIP (FY 2014 and FY 2018).

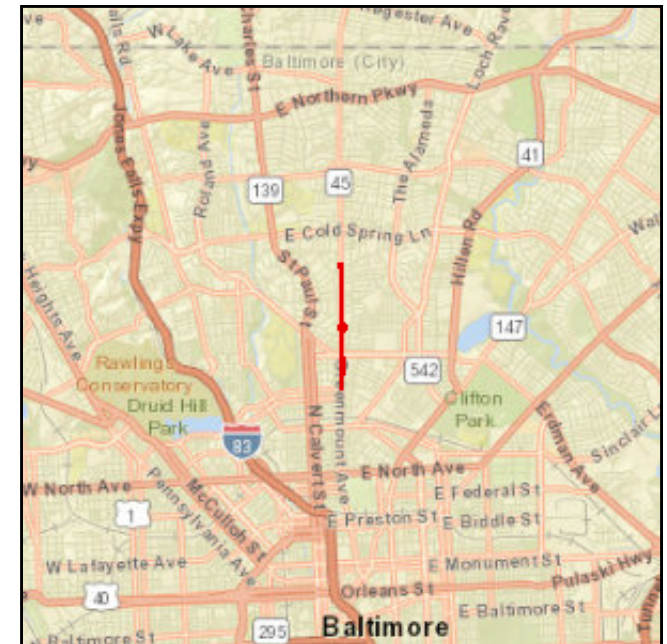
### Justification:

Continuation of the original gateway project begun in 2006. This Baltimore City Gateway 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 Block Grant Program**

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	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
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	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
Total	\$6,000	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500

## 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>	\$14,750,000

### Description:

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

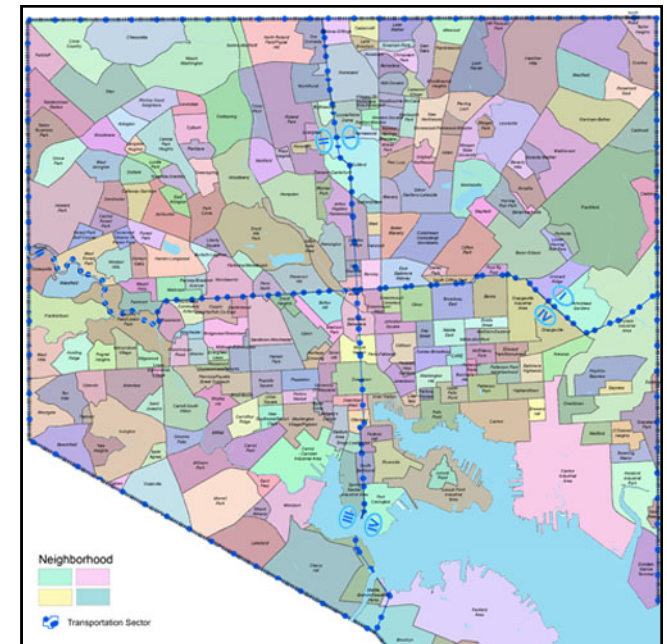
- Russell Street concrete pavement rehabilitation from Russell Street viaduct to Waterview Avenue
- Clinton Street rehabilitation from Boston Street to Keith Avenue
- North Avenue and Pennsylvania Avenue Intersection Improvements
- Pennington Avenue rehabilitation from Aspen Street to Old Pennington Avenue

### 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 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	\$2,400	\$600	\$2,400	\$600	\$0	\$0	\$0	\$0	\$6,000
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>\$2,400</b>	<b>\$600</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000</b>



**Citywide System Preservation**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

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	\$1,600	\$400	\$0	\$0	\$3,000	\$750	\$0	\$0	\$5,750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$800	\$200	\$400	\$100	\$400	\$100	\$800	\$200	\$3,000
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$2,400</b>	<b>\$600</b>	<b>\$400</b>	<b>\$100</b>	<b>\$3,400</b>	<b>\$850</b>	<b>\$800</b>	<b>\$200</b>	<b>\$8,750</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$2,800</b>	<b>\$700</b>	<b>\$3,400</b>	<b>\$850</b>	<b>\$800</b>	<b>\$200</b>	<b>\$14,750</b>

## Citywide Concrete Roadway Slab Repairs

<b>TIP ID</b>	12-1416-11	<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>	508-072	<b>Est. Total Cost</b>	\$16,600,000

### Description:

This project includes the repair of concrete roadways on federal routes within the city with the goal of extending the overall life cycle of these roadways. Current projects include but are not limited to:

- West Patapsco Avenue from English Consul Avenue to the Patapsco River Bridge
- Coldspring Lane from Roland Avenue to Tamarind Road

This project was previously in the TIP with the project name "Citywide Concrete Pavement Rehabilitation."

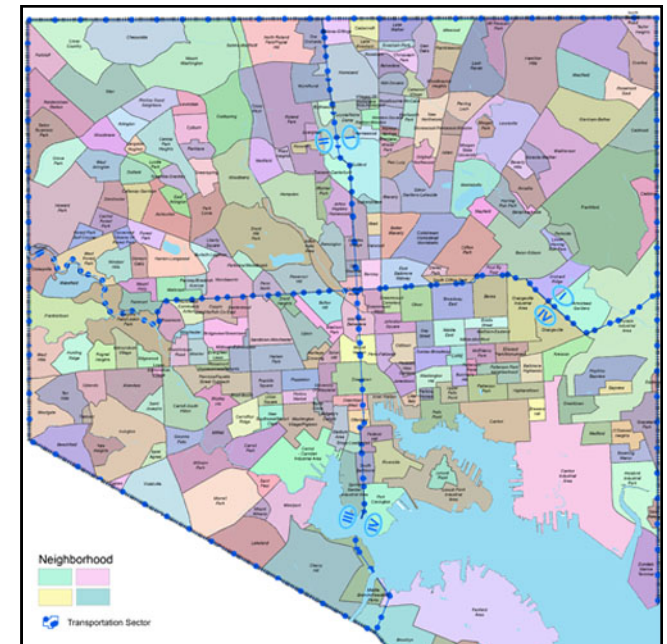
### Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing road capacity and will provide an opportunity to improve walkways where needed along these routes.

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 reviews projects for compliance with the Bicycle Master Plan and to the extent possible will install appropriate bicycle facilities.

### 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 Concrete Roadway Slab Repairs**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

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	\$4,200	\$1,050	\$0	\$0	\$3,520	\$880	\$3,520	\$880	\$14,050
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$480	\$120	\$480	\$120	\$480	\$120	\$2,550
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>\$1,200</b>	<b>\$480</b>	<b>\$120</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$16,600</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$480</b>	<b>\$120</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$16,600</b>

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

<b>TIP ID</b>	12-1601-13	<b>Year of Operation</b>	2023
<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>	\$8,000,000

### Description:

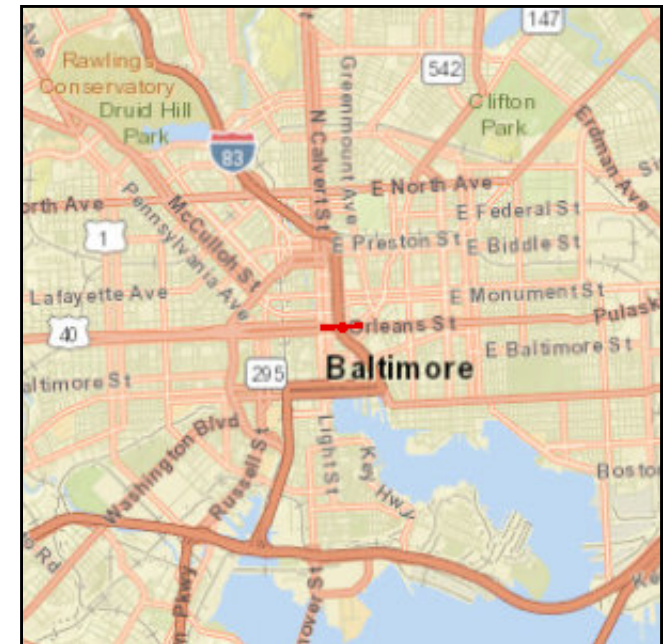
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk along the south side of the bridge will remain in place.

### 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.

### 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 Block Grant Program**

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	\$0	\$0	\$0	\$5,600	\$1,400	\$0	\$0	\$7,000
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>\$5,600</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,600</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>

## Remington Avenue Bridge over Stony Run

<b>TIP ID</b>	12-1602-13	<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>	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>	\$17,100,000

### 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.

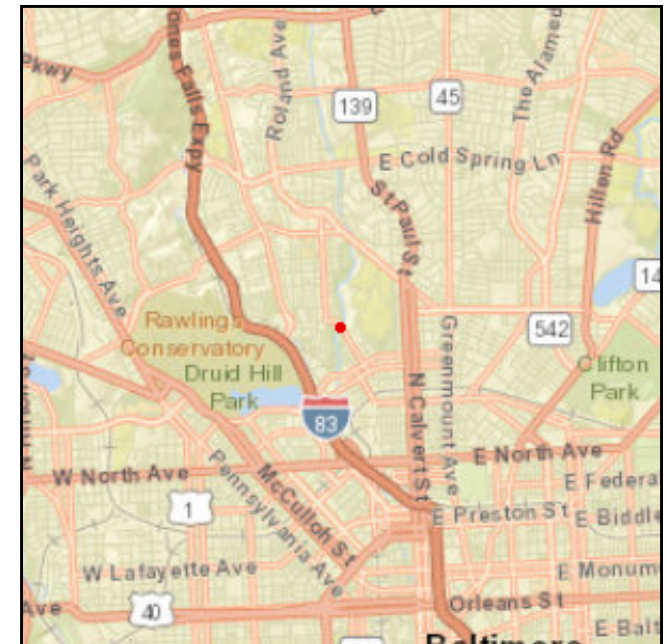
PE for this project was authorized in FY16.

### 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

### 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 Block Grant Program

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	\$0	\$12,880	\$3,220	\$0	\$0	\$0	\$0	\$16,100
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	\$0	\$12,880	\$3,220	\$0	\$0	\$0	\$0	\$16,100
Total	\$0	\$0	\$12,880	\$3,220	\$0	\$0	\$0	\$0	\$16,100



## Radecke Avenue over Moores Run

<b>TIP ID</b>	12-1603-13	<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>	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>	\$5,850,000

### 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.

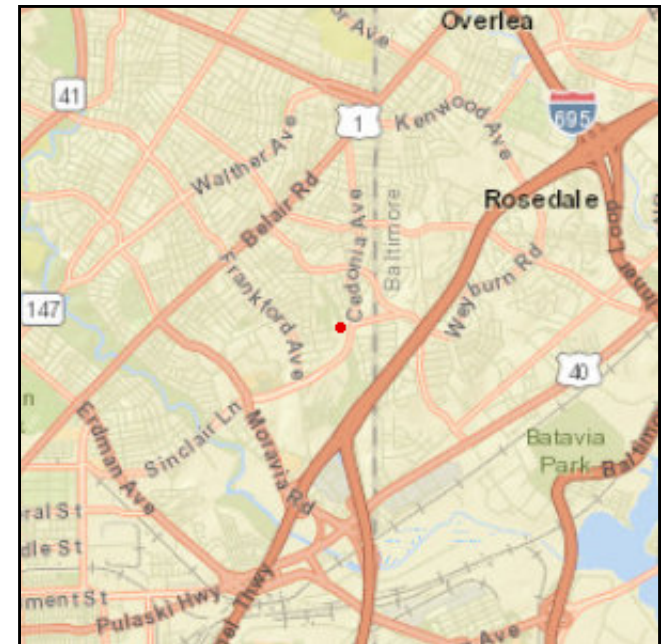
### Justification:

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 Block Grant Program**

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	\$0	\$0	\$0	\$4,080	\$1,020	\$0	\$0	\$5,100
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$0	\$0	\$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>\$600</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,080</b>	<b>\$1,020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,850</b>
<b>Total</b>	<b>\$600</b>	<b>\$150</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,080</b>	<b>\$1,020</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,850</b>

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

<b>TIP ID</b>	12-1604-13	<b>Year of Operation</b>	2023
<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>	\$16,250,000

**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).





Baltimore City

## 2019 - 2022 Transportation Improvement Program

Highway Preservation  
National Highway System

### I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

#### Surface Transportation Block Grant Program

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	\$0	\$0	\$0	\$12,400	\$3,100	\$0	\$0	\$15,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$600	\$150	\$0	\$0	\$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
Subtotal	\$600	\$150	\$0	\$0	\$12,400	\$3,100	\$0	\$0	\$16,250
Total	\$600	\$150	\$0	\$0	\$12,400	\$3,100	\$0	\$0	\$16,250

**Moravia Road Ramp Bridge over Pulaski Highway**

<b>TIP ID</b>	12-1605-13	<b>Year of Operation</b>	2023
<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>	\$5,675,000

**Description:**

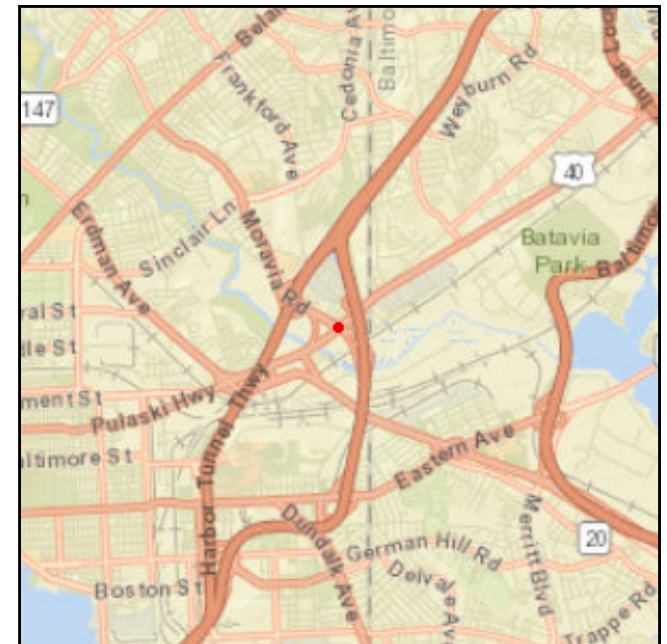
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.

**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.

**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 Block Grant Program**

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	\$0	\$0	\$0	\$4,140	\$1,035	\$0	\$0	\$5,175
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>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,140</b>	<b>\$1,035</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,675</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,140</b>	<b>\$1,035</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,675</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>	\$45,900,000

### 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, street and pedestrian lighting, traffic signals, landscaping, and other isolated roadway appurtenance modifications. Projects include but are not limited to: Sinclair Lane/Cedonia Avenue from Frankford Avenue to Radecke Avenue, Liberty Heights Avenue from Eldorado Avenue to Oakfield Avenue, Hollins Ferry Road from Wicomico Street to Waterview Avenue, Washington Street from Pratt Street to Aliceanna Street, 25th Street from Greenmount Avenue to Kirk Avenue, Park Heights Avenue from Northern Parkway to Fords Lane, Fremont Avenue from Lafayette Avenue to Presstman Street, Madison Street from Milton Avenue to Edison Highway.

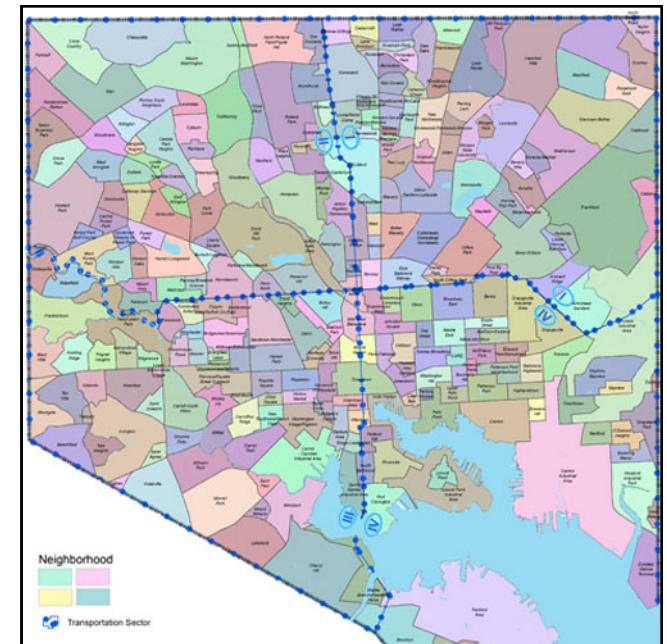
### Justification:

Project coordination involves SHA, MdTA, MTA, DNR, MDE, MHT, USACE and USF&WS, as appropriate. Project is necessary to protect public safety. In the event that any street identified for reconstruction is on the NHS system, NHS funds may be used.

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 Block Grant Program**

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	\$5,200	\$1,300	\$8,560	\$2,140	\$10,400	\$2,600	\$8,000	\$2,000	\$40,200
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PE	\$3,200	\$800	\$0	\$0	\$0	\$0	\$1,360	\$340	\$5,700
PP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$8,400</b>	<b>\$2,100</b>	<b>\$8,560</b>	<b>\$2,140</b>	<b>\$10,400</b>	<b>\$2,600</b>	<b>\$9,360</b>	<b>\$2,340</b>	<b>\$45,900</b>
<b>Total</b>	<b>\$8,400</b>	<b>\$2,100</b>	<b>\$8,560</b>	<b>\$2,140</b>	<b>\$10,400</b>	<b>\$2,600</b>	<b>\$9,360</b>	<b>\$2,340</b>	<b>\$45,900</b>

## Hanover Street Bridge Deck Repair over Middle Branch

<b>TIP ID</b>	12-1705-13	<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>	5 to 5 lanes, 1 mile
<b>CIP or CTP ID(s)</b>	508-060	<b>Est. Total Cost</b>	\$24,625,000

**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 the design of the rehabilitation of the concrete bridge deck for the Hanover Street Bridge over the Middle Branch in FY19. The existing deteriorated bridge deck will be partially removed and a new concrete deck section will be poured in its place. Work may also include but will not be limited to the rehabilitation of the steel drawbridge span depending upon funding availability. The construction of the rehabilitation work is currently estimated to begin in FY20.

**Justification:**

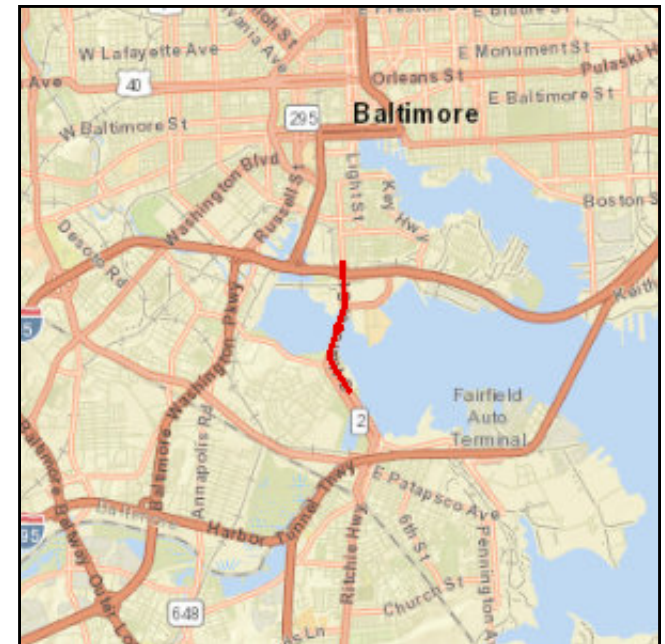
The Hanover Street Bridge serves as a gateway from South Baltimore to the City's urban core, and is frequently used as a secondary route for Baltimore's booming ports. As the ports enhance and expand their services, the number of freight vehicles utilizing this bridge will continue to rise. The existing bridge 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.

PE for this project was authorized in FY 2017.

**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 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	\$0	\$3,700	\$925	\$0	\$0	\$0	\$0	\$4,625
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>\$3,700</b>	<b>\$925</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,625</b>

**Surface Transportation Block Grant Program**

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	\$0	\$4,400	\$1,100	\$4,000	\$1,000	\$6,400	\$1,600	\$18,500
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>\$4,400</b>	<b>\$1,100</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$18,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,100</b>	<b>\$2,025</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$23,125</b>

## MLK Blvd. and Howard St. Intersection Improvements

<b>TIP ID</b>	12-1706-11	<b>Year of Operation</b>	2021
<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>	\$4,500,000

### 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.

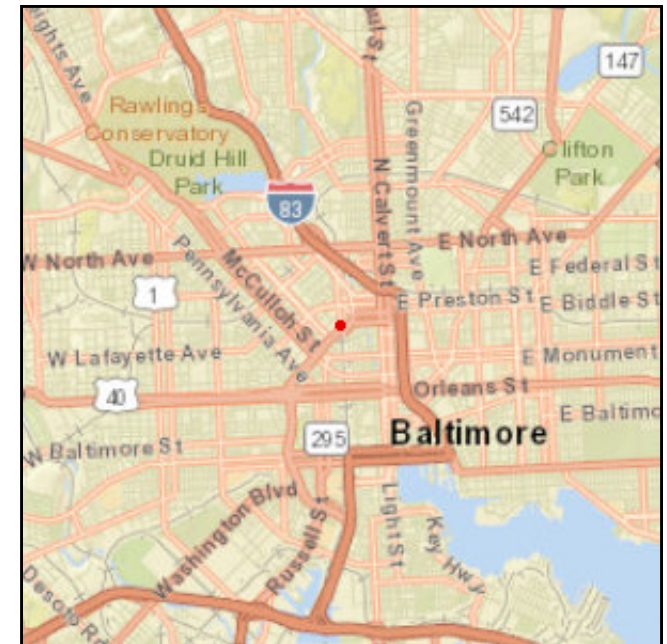
This project was previously included in the TIP as Citywide Earmarks and Enhancements (12-1212-99).

### 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 Block Grant Program**

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	\$0	\$3,200	\$800	\$0	\$0	\$0	\$0	\$4,000
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>\$400</b>	<b>\$100</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$3,200</b>	<b>\$800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,500</b>

## Monroe Street Ramp over CSX and Russell Street over CSX

<b>TIP ID</b>	12-1801-13	<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>	2 to 2 lanes, .53 miles
<b>CIP or CTP ID(s)</b>	507-003	<b>Est. Total Cost</b>	\$42,250,000

### Description:

The bridges carrying Russell street and the Monroe Street Ramp over CSX will be replaced (sufficiency ratings of 60.2 and 47.8). This replacement includes full depth concrete pavement replacement as well as water, conduit, and BGE. The Monroe Street Ramp bridge carries traffic from the southbound I-95 off-ramp onto southbound MD-295. The Russell Street bridge carries traffic northbound and southbound into and out of the City of Baltimore to MD 295.

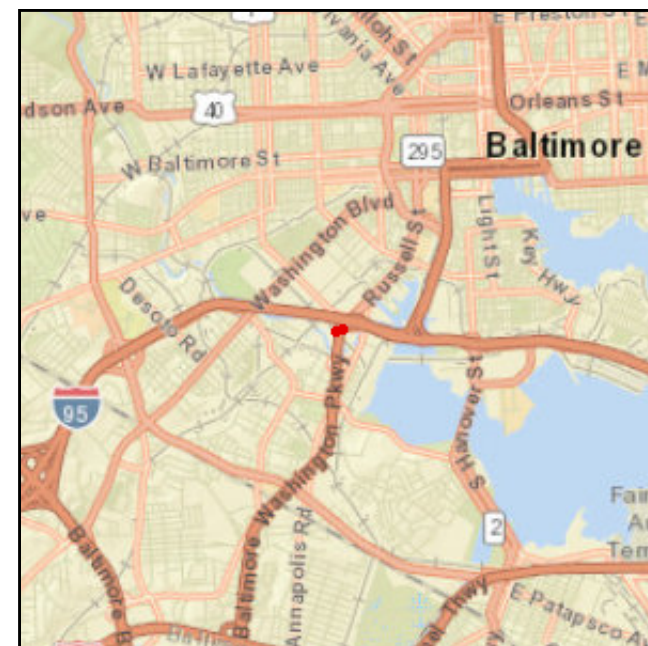
PE funding for this project authorized in FY 2012 in a previous TIP under TIP ID #12-1030-13 (citywide bridge).

### Justification:

The existing bridges have deteriorated and warrant replacement. The Monroe Street ramp bridge is geometrically inefficient and has resulted in numerous vehicle accidents. The Russell Street bridge carries over 46,000 vehicles per day and the structure is showing signs of deterioration. Both bridges carry vehicle traffic over CSX freight lines that connect the southeast United States with the northeast U.S. and the Maryland Ports of Baltimore.

### 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).



**Monroe Street Ramp over CSX and Russell Street over CSX**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

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	\$0	\$32,200	\$8,050	\$0	\$0	\$0	\$0	\$40,250
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>\$32,200</b>	<b>\$8,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,250</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,200</b>	<b>\$8,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,250</b>



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

<b>TIP ID</b>	12-1201-99	<b>Year of Operation</b>	2021
<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.

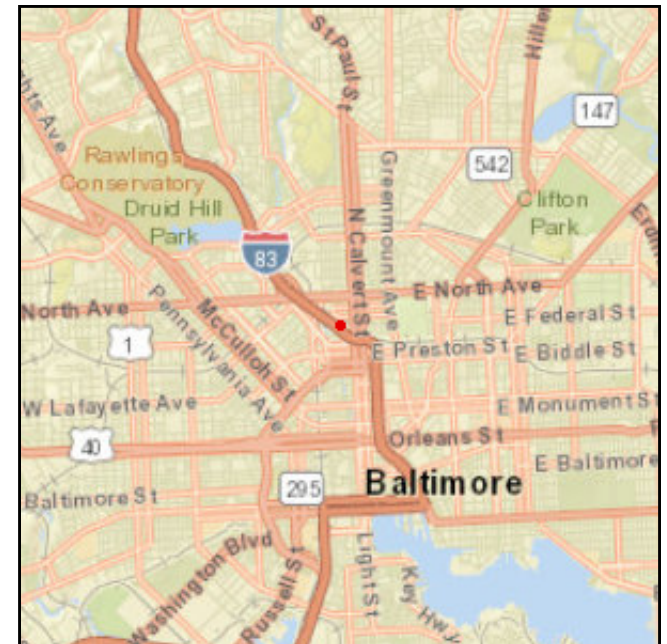
The construction phase of this project will be primarily funded by Amtrak Capital funds.

**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 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	\$0	\$0	\$1,000	\$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>\$0</b>	<b>\$0</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</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>	2020
<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 federal-aid eligible roads in Baltimore City so that DOT can understand the health of the transportation network and know how to best utilize the current budget for pavement maintenance projects. A final report will be used for CIP repaving projects.

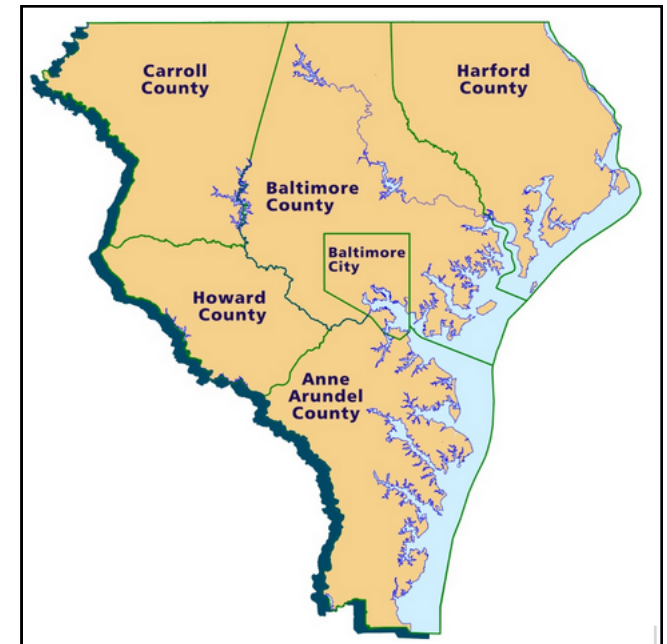
This project had previously been included as a component of the Capital Program Management Technology Support project in the 2012-2015 TIP under this TIP ID. The pavement management system is the only component moving forward, so the project name has been changed to reflect this. The TIP ID remains the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

**Justification:**

Baltimore City DOT has limited funding available for federal-aid roadways that have to be maintained. DOT uses the pavement condition ratings from the Pavement Management System program to determine how to most efficiently utilize limited funds.

**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 Block Grant Program**

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	\$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>

**Capital Project Delivery Services**

<b>TIP ID</b>	12-1901-99	<b>Year of Operation</b>	Ongoing
<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>	508-378	<b>Est. Total Cost</b>	\$3,500,000

**Description:**

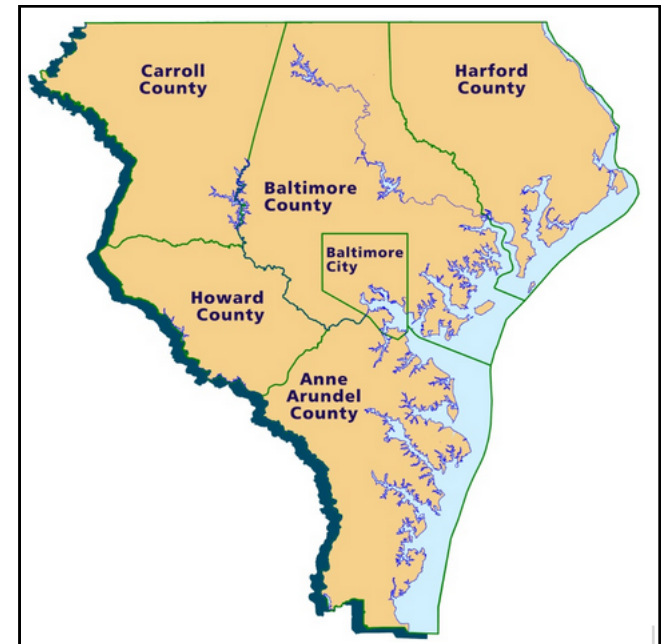
The purpose of this project is to provide the technological and project management improvements needed to support the design and construction phases of CIP projects. The TIP funding will be used for project delivery services of Capital Federal-aid roadway projects. This program is being initiated in FY 2019.

**Justification:**

The project will provide continued support for the Oracle Contract Management application and will establish a Project Management Office within the Office of the Director.

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

9. Promote Informed Decision Making



**Capital Project Delivery Services**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$500	\$1,500	\$0	\$500	\$0	\$500	\$0	\$500	\$3,500
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	\$500	\$1,500	\$0	\$500	\$0	\$500	\$0	\$500	\$3,500
Total	\$500	\$1,500	\$0	\$500	\$0	\$500	\$0	\$500	\$3,500