

I-95 Fort McHenry Tunnel: Moravia Road to Tunnel Improvements

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-12	Est. Total Cost	\$73,807,000

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. Construction continues, but the project opened to traffic for beneficial use in 2018. The 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.





I-95 Fort McHenry Tunnel: Moravia Road to Tunnel Improvements

(Funding in Thousands)

Other

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$977	\$0	\$0	\$0	\$0	\$0	\$0	\$977
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$977	\$0	\$0	\$0	\$0	\$0	\$0	\$977
Total	\$0	\$977	\$0	\$0	\$0	\$0	\$0	\$0	\$977

I-95 Fort McHenry Tunnel: Port Covington Access

TIP ID	22-1901-45	Year of Operation	2029
Agency	Maryland Transportation Authority	Project Type	Interchange ramp added or widened
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	7 miles, 8 lanes
CIP or CTP ID(s)	MdTA-13	Est. Total Cost	\$495,000,000

Description:

The Maryland Transportation Authority (MDTA) and Baltimore City Department of Transportation (BCDOT) have developed a suite of improvements to Interstate 95 (I-95) ramps and other nearby transportation facilities to support ongoing and planned redevelopment of the Port Covington peninsula in South Baltimore and to address traffic needs in the Port Covington area. The study limits for these improvements are Caton Avenue to the Fort McHenry Tunnel, involving approximately seven miles of I-95 and sections of Hanover Street, McComas Street and Key Highway.

The total project cost is estimated to be \$495 million and will have phased construction, with completion anticipated in 2029. The project will be funded with MDTA funds, grant monies and developer sources.

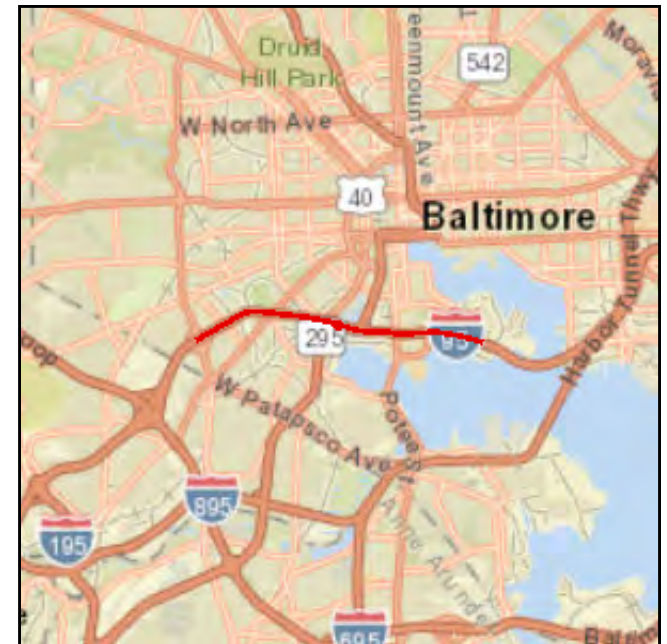
Justification:

The improvements will support local and regional economic development in Baltimore and the region. The improvements will improve connectivity to existing land uses along the I-95 corridor and major local roads, including Hanover Street, McComas Street, and Key Highway.

The improvements will increase access to planned development that is envisioned for the Port Covington peninsula, and as described in the Port Covington Master Plan, thereby increasing connectivity to planned residential development, businesses, waterways, parks, and new transit facilities on improved street grids.

Connection to Long-Range Transportation Planning Goals:

- 4. Increase Mobility
- 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.





I-95 Fort McHenry Tunnel: Port Covington Access

(Funding in Thousands)

Other

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$11,000	\$16,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$11,000	\$16,500
Total	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$11,000	\$16,500

I-95 Express Toll Lanes Northbound Extension

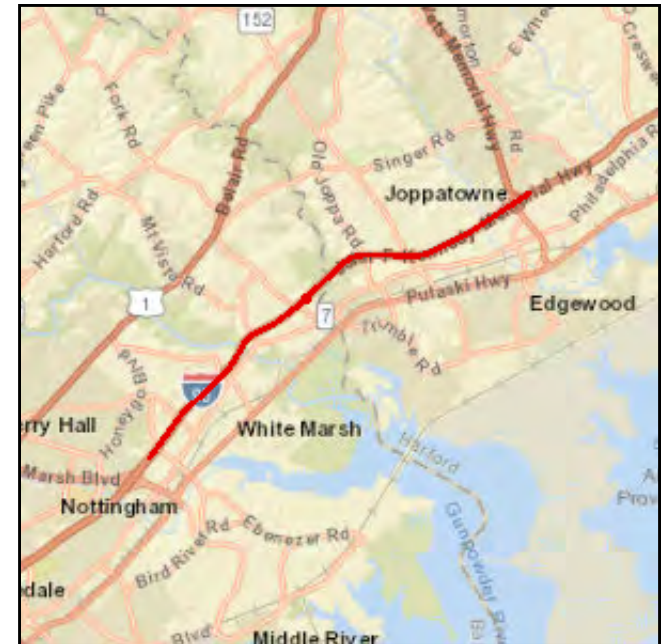
TIP ID	25-1801-41	Year of Operation	2026
Agency	Maryland Transportation Authority	Project Type	Roadway widening
Project Category	Highway Capacity	Functional Class	Interstate
Conformity Status	Not Exempt	Physical Data	10.1 miles, 6 to 8 lanes
CIP or CTP ID(s)	MdTA-2	Est. Total Cost	\$1,100,000,000

Description:

The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project is funded by MDTA toll revenues and includes the provision of two additional ETLs for more than 10 miles on I-95 from north of MD 43 in Baltimore County to north of MD 24 in Harford County. This section includes reconstruction of the I-95 interchanges at MD 152 and MD 24 to provide access from the northbound ETL as well as an ~3/4 mile auxiliary lane connecting the interchange ramps. The project also involves reconstruction of the overpasses at Raphael, Bradshaw, Old Joppa, Clayton, and Abingdon roads to accommodate the larger area needed for the ETLs. Additionally, the I-95 northbound bridges over the Big Gunpowder Falls, Little Gunpowder Falls and Winters Run will be widened and improved. Five new noise walls will also be installed along the corridor on both sides of I-95.

Justification:

The ETLs project will bring much needed traffic relief to one of the most congested portions of I-95 in Baltimore and Harford counties. The ETLs will address capacity, operational, and safety concerns that exist along northbound I-95. Tolls are collected automatically at highway speeds using E-ZPass or Video Tolling. The project will also address quality of life issues along the I-95 corridor by providing noise walls. An ITS system will allow MDTA to better operate the ETL and GPL facility and address transportation safety along I-95.



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 Lanes Northbound Extension

(Funding in Thousands)

Other

Phase	FY 2020 Federal Funds	FY 2020 Matching Funds	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$37,378	\$0	\$93,813	\$0	\$195,693	\$0	\$228,887	\$555,771
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$100
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$37,478	\$0	\$93,813	\$0	\$195,693	\$0	\$228,887	\$555,871
Total	\$0	\$37,478	\$0	\$93,813	\$0	\$195,693	\$0	\$228,887	\$555,871