

### Frederick Avenue Slope Stabilization Wall

<b>TIP ID</b>	12-2105-39	<b>Year of Operation</b>	2022
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Safety other
<b>Project Category</b>	Environmental/Safety	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes, 650 ft
<b>CIP or CTP ID(s)</b>	508-140	<b>Est. Total Cost</b>	\$2,250,000

**Description:**

Construction of a soil-nail wall from Atholwood Lane to Wyndholme Way to arrest current and future landslides from an adjacent hill that is encroaching into the public right-of-way. The project also includes sidewalk work adjacent to the roadway.

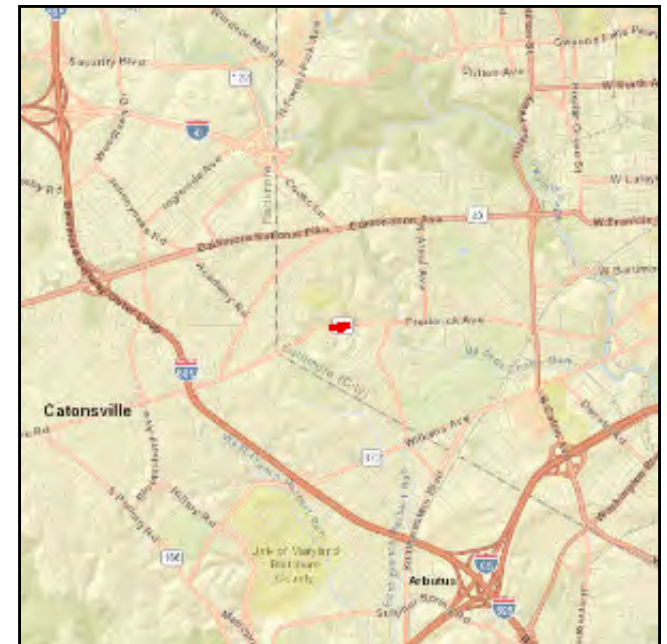
Engineering was funded prior to FY 2021 with Baltimore City funds.

**Justification:**

The slope adjacent to Frederick Avenue is not stable and has caused landslides that have encroached into the public right-of-way. This project will prevent future issues from occurring.

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

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





Frederick Avenue Slope Stabilization Wall

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$1,200	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
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
<b>Subtotal</b>	<b>\$1,200</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</b>
<b>Total</b>	<b>\$1,200</b>	<b>\$300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,500</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, 512-009	<b>Est. Total Cost</b>	\$17,100,000

**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 traffic signal reconstruction.

Engineering funds were included in FY 2019.

**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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$13,680	\$3,420	\$0	\$0	\$0	\$0	\$0	\$0	\$17,100
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
<b>Subtotal</b>	<b>\$13,680</b>	<b>\$3,420</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,100</b>
<b>Total</b>	<b>\$13,680</b>	<b>\$3,420</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,100</b>

### Transportation Management Center Upgrade

<b>TIP ID</b>	12-1701-04	<b>Year of Operation</b>	2022
<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>	\$6,150,000

**Description:**

This project will 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 15 years old and has been discontinued by the vendor. 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:**

The 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$4,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$150
PL	\$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>\$1,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,150</b>
<b>Total</b>	<b>\$4,800</b>	<b>\$1,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,150</b>

### Bush Street Bike Facility

<b>TIP ID</b>	12-2101-03	<b>Year of Operation</b>	2023
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Minor Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	0.6 miles
<b>CIP or CTP ID(s)</b>	508-121	<b>Est. Total Cost</b>	\$205,000

**Description:**

The Bush Street Bike Facility involves constructing a 0.6 mile on-street cycle track on Bush Street between Washington Boulevard and Russell Street.

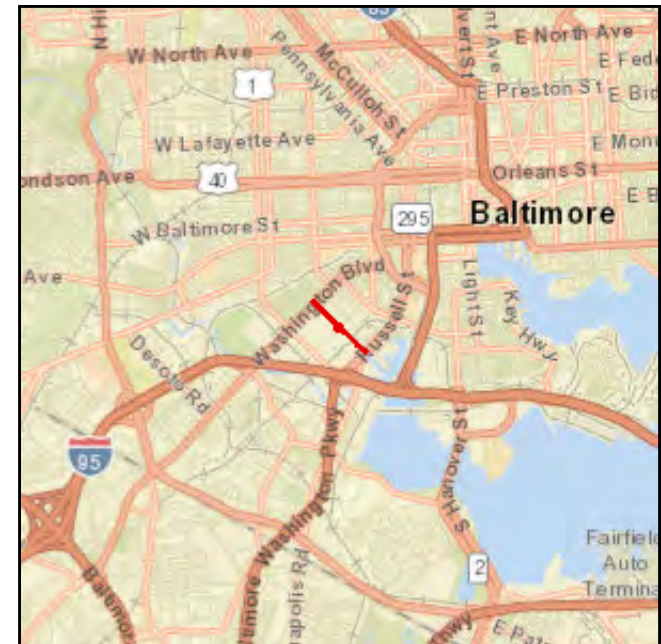
Engineering for this project was funded prior to FY 2021 with an MDOT Bikeways grant.

**Justification:**

This project is a key link in the city's bike network connecting South Baltimore neighborhoods and Carroll Park to the Greenway Trail Network and providing connections to the Inner Harbor and downtown. It was identified in the 2017 Separated Bike Lane Network Plan.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





**Bush Street Bike Facility**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$92	\$23	\$0	\$0	\$0	\$0	\$115
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$92</b>	<b>\$23</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$92</b>	<b>\$23</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115</b>



### Greenway Middle Branch Phase 2

<b>TIP ID</b>	12-2102-03	<b>Year of Operation</b>	2025
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	0.8 miles
<b>CIP or CTP ID(s)</b>	508-126	<b>Est. Total Cost</b>	\$2,219,000

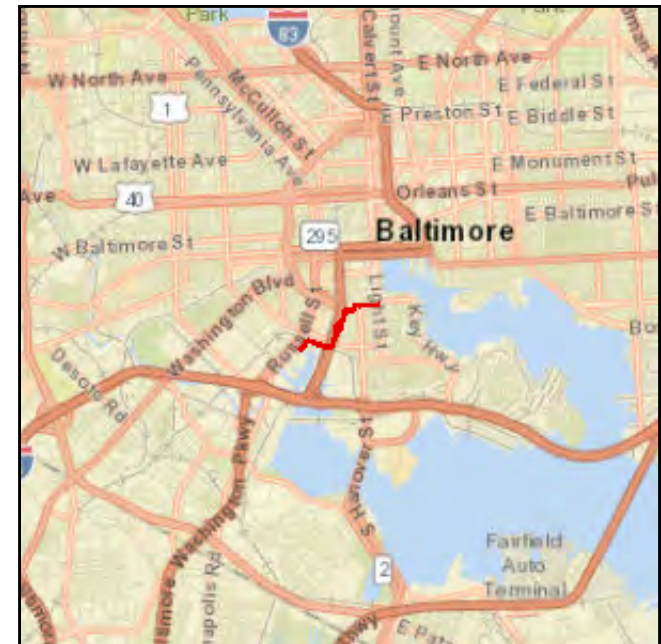
**Description:**

The Middle Branch Phase 2 project involves the construction of a 0.8 mile trail as part of the Baltimore Greenway Loop that connects Baltimore City's major parks. The trail will serve both pedestrians and cyclists. The type of facility varies between an off-street shared-use trail and an on-street cycle track. The facility will be two-way through the project limits.

Engineering was funded with a FY 2019 discretionary grant through the Surface Transportation Block Grant program set-aside for Transportation Alternatives.

**Justification:**

This trail will provide a key connection on the Baltimore Greenway Loop between the Inner Harbor trail/cycle track and the Middle Branch Trail.



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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.



**Greenway Middle Branch Phase 2**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$1,525	\$382	\$0	\$0	\$1,907
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,525</b>	<b>\$382</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,907</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,525</b>	<b>\$382</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,907</b>

### Eutaw Place Bike Facility

<b>TIP ID</b>	12-2103-03	<b>Year of Operation</b>	2023
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	1.7 miles
<b>CIP or CTP ID(s)</b>	508-102	<b>Est. Total Cost</b>	\$315,000

**Description:**

The Eutaw Place Bike Facility involves installing an on-street cycle track and/or buffered bike lanes on Eutaw Place between Druid Hill Avenue and Druid Park Lake Drive. The facility will be one-way on both sides of the street.

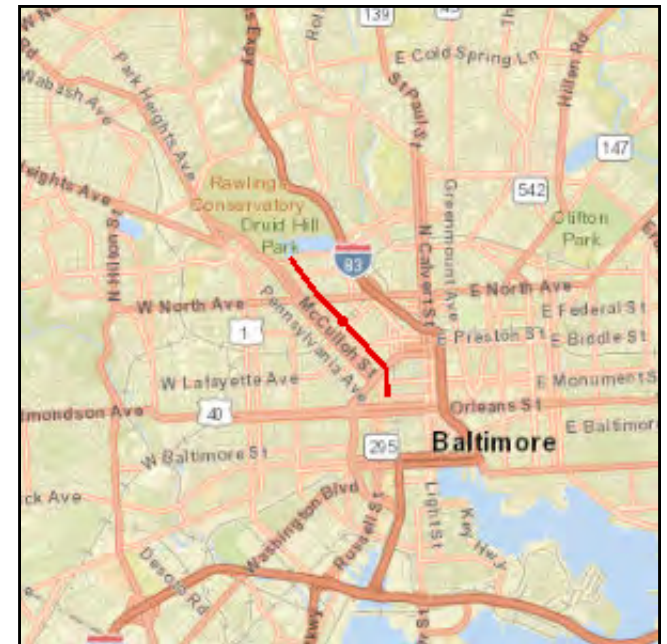
Engineering was funded prior to FY 2021 with Baltimore City funds.

**Justification:**

The Eutaw Place Bike Facility adds a protected bike connection between Druid Hill Park and the Downtown Bike Network. The bike facility was identified in the Baltimore City Bike Master Plan.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





### Eutaw Place Bike Facility

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$186	\$44	\$0	\$0	\$0	\$0	\$230
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$186</b>	<b>\$44</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$230</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$186</b>	<b>\$44</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$230</b>

### Wolfe/Washington Street Bike Facility

<b>TIP ID</b>	12-2104-03	<b>Year of Operation</b>	2024
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bicycle/pedestrian facility
<b>Project Category</b>	Emission Reduction Strategy	<b>Functional Class</b>	Other Principal Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2.2 miles
<b>CIP or CTP ID(s)</b>	508-131	<b>Est. Total Cost</b>	\$400,000

**Description:**

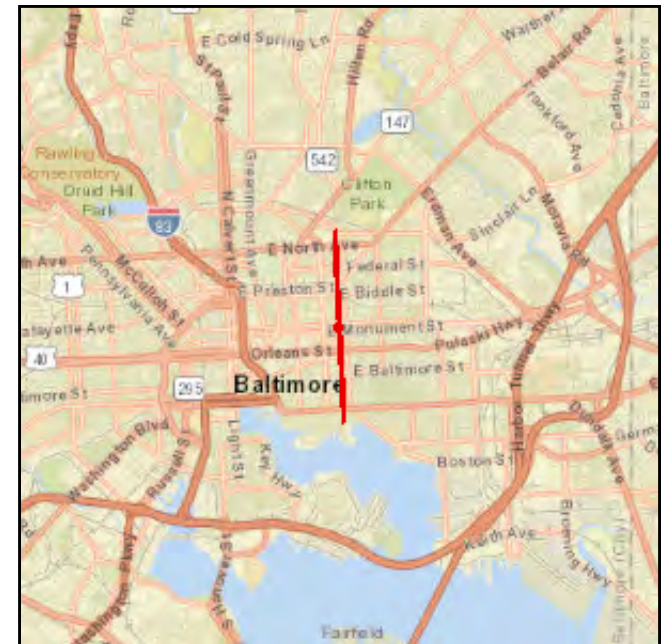
The Wolfe/Washington Street bike facility will be a protected cycle track extending 2.2 miles from Sinclair Lane to Aliceanna Street. The facility will be on Wolfe Street or Washington Street depending on the results of a planning study currently being conducted.

**Justification:**

The bike facility is part of the Baltimore City Bike Master Plan and creates a critical north/south connection in East Baltimore.

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

- 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





**Wolfe/Washington Street Bike Facility**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$240	\$60	\$0	\$0	\$300
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$80	\$20	\$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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80</b>	<b>\$20</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80</b>	<b>\$20</b>	<b>\$240</b>	<b>\$60</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400</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:**

This project includes replacement of the Perring Parkway ramp over Herring Run and the Hillen Road bridge over Herring Run.

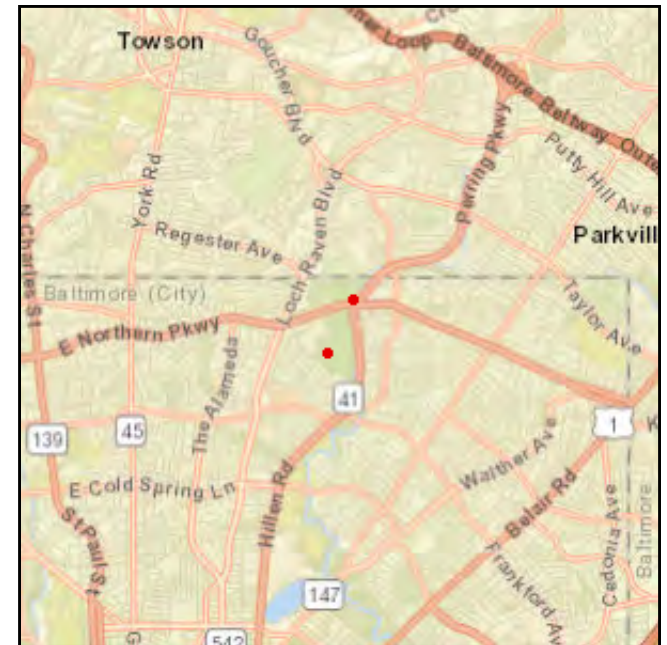
Engineering for this project was originally authorized in FY 2016.

**Justification:**

These deteriorated bridges require replacement to maintain the safety and function of the roadway network. The existing bridges are in poor condition with sufficiency ratings of 35.0.

**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).





2021 - 2024 Transportation Improvement Program

Perring Parkway Ramp and Hillen Road Bridge

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$8,000	\$2,000	\$0	\$0	\$0	\$0	\$10,000
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>



### Sisson Street Bridge over CSX Railroad

<b>TIP ID</b>	12-1216-13	<b>Year of Operation</b>	2024
<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.

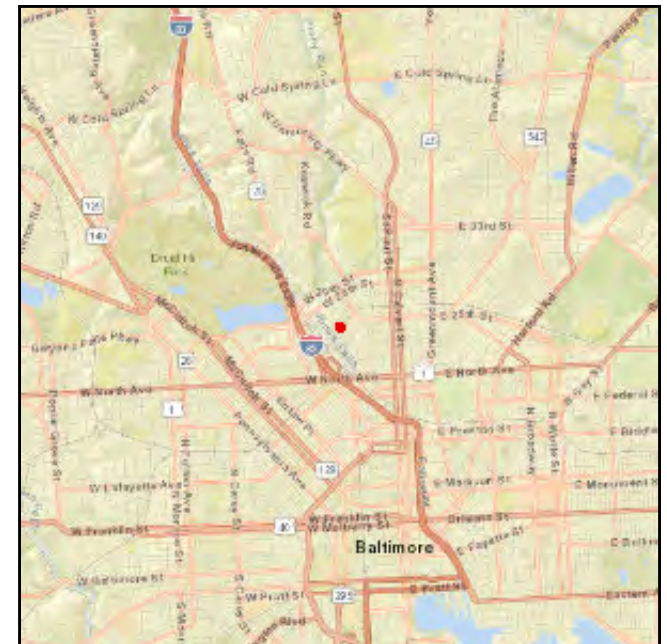
Engineering funds for this project were authorized in FY 2019.

**Justification:**

This deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 41.4.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Sisson Street Bridge over CSX Railroad

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
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
<b>Subtotal</b>	<b>\$1,500</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>
<b>Total</b>	<b>\$1,500</b>	<b>\$6,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,500</b>

### Wilkins Avenue Bridge Over Gwynns Falls

<b>TIP ID</b>	12-1403-13	<b>Year of Operation</b>	2024
<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 SH<sub>A</sub> and ADA compliant sidewalks.

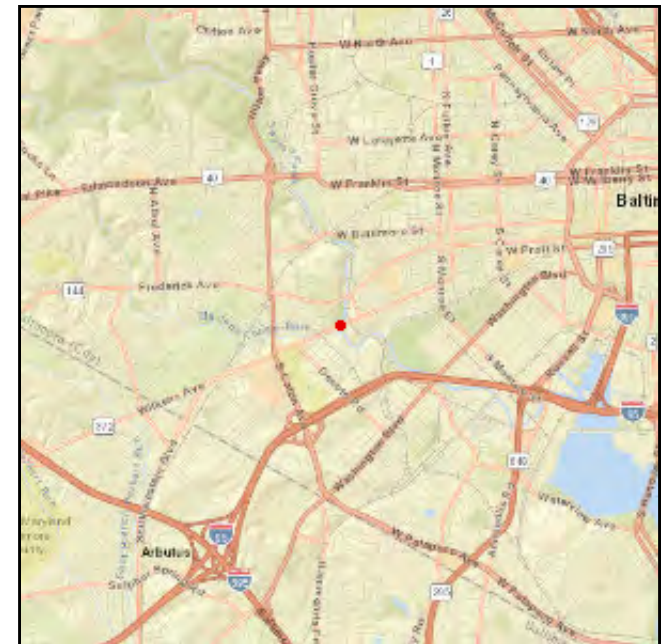
Engineering for this project was originally authorized in FY 2013 under TIP ID 12-1030-13.

**Justification:**

This bridge has deteriorated beyond repair and requires a full replacement to protect public safety. The existing bridge is in poor condition with a sufficiency rating of 39.8.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





2021 - 2024 Transportation Improvement Program

Wilkens Avenue Bridge Over Gwynns Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
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
<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>	2025
<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:**

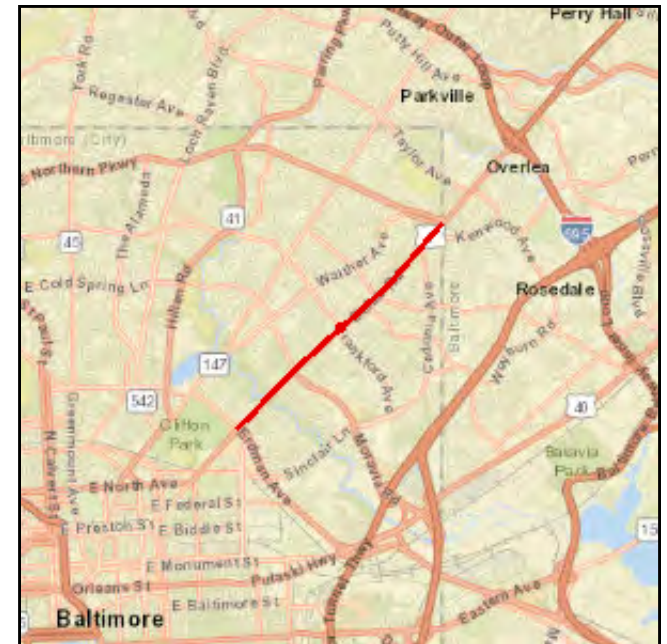
Design and construction for street, sidewalk, bike improvements and greening at key nodes on Belair Road, including Frankford Avenue, Erdman Avenue, and Fleetwood Avenue. This project is a major implementation item from the Urban Land Institute Belair Road report and BCDOT traffic study. FY 2021 engineering and FY 2023 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. FY 2022 engineering funds are for Phase III, which includes the intersection of Belair Road and Fleetwood Avenue. Phase III is anticipated to be funded for construction in FY 2025. Phase I, which includes the intersection of Belair Road and Frankford Avenue, is under construction and anticipated to be complete in February 2021.

**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.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger





**Belair Road Complete Streets**

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$6,080	\$1,520	\$0	\$0	\$7,600
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$280	\$70	\$480	\$120	\$0	\$0	\$0	\$0	\$950
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$280</b>	<b>\$70</b>	<b>\$480</b>	<b>\$120</b>	<b>\$6,080</b>	<b>\$1,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,550</b>
<b>Total</b>	<b>\$280</b>	<b>\$70</b>	<b>\$480</b>	<b>\$120</b>	<b>\$6,080</b>	<b>\$1,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,550</b>

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

<b>TIP ID</b>	12-1601-13	<b>Year of Operation</b>	2028
<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:**

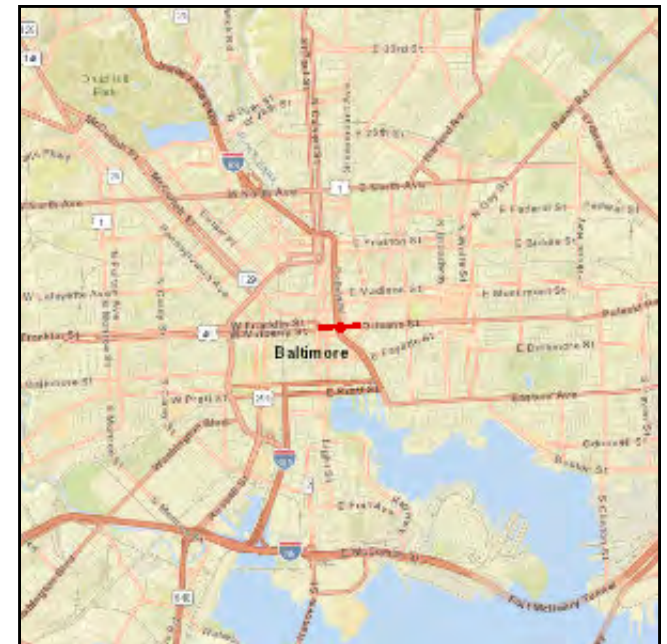
This work will include but will not be limited to rehabilitating the deteriorated bridge with structural improvements, cleaning and painting of the steel elements, replacing and reconfiguring the storm drain system and other repairs in order to correct the deteriorated components of the bridge. The sidewalk 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 existing bridge is in fair condition with a sufficiency rating of 63.5

**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).





Orleans Street Bridge over I-83 and City Streets

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$512	\$128	\$0	\$0	\$0	\$0	\$0	\$0	\$640
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$512</b>	<b>\$128</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>
<b>Total</b>	<b>\$512</b>	<b>\$128</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$640</b>



### Remington Avenue Bridge over Stony Run

<b>TIP ID</b>	12-1602-13	<b>Year of Operation</b>	2024
<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>	\$9,900,000

**Description:**

This work will include but will not be limited to rehabilitating the deteriorating bridge so that it meets current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

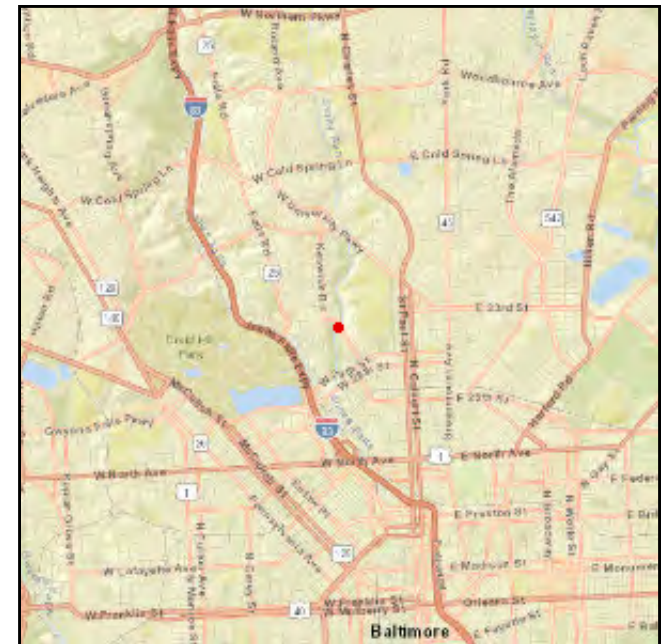
Engineering for this project was authorized in FY 2016.

**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 existing bridge is in poor condition with a sufficiency rating of 15.3.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Remington Avenue Bridge over Stony Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$7,200	\$1,800	\$0	\$0	\$0	\$0	\$9,000
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>	<b>\$1,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>

## Radecke Avenue and Sinclair Lane over Moores Run

<b>TIP ID</b>	12-1603-13	<b>Year of Operation</b>	2026
<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>	\$7,500,000

### Description:

This project includes replacement of the deteriorated bridge on Radecke Avenue with a new structure that will meet current standards. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering for this bridge was authorized in FY 2019.

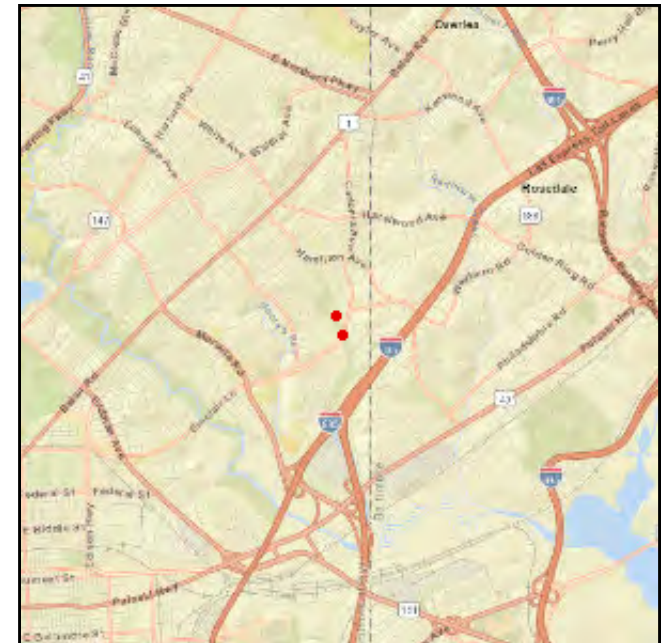
The project scope has expanded to include rehabilitation of the Sinclair Lane bridge over Moores Run. The existing beams and deck will be removed and replaced. The two bridges are in close proximity to each other and will advertise for construction as one project in FY 2024. This will result in less disruption to the community and a greater cost savings to Baltimore City.

### Justification:

This project will correct the deteriorated condition of the bridges and will provide increased structural and traffic safety. The bridges are exhibiting continued deterioration and spalling (when concrete separates from steel reinforcement bars) as well as severe corrosion of the steel beams. The Radecke Avenue bridge is in fair condition with a sufficiency rating of 68.5. The Sinclair Lane Bridge is in poor condition with a sufficiency rating of 84.

### 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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





**Radecke Avenue and Sinclair Lane over Moores Run**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$1,200	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$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>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$6,500</b>
<b>Total</b>	<b>\$400</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$6,500</b>

### I-83 Concrete Deck Mill and Resurface

<b>TIP ID</b>	12-1604-13	<b>Year of Operation</b>	2025
<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.

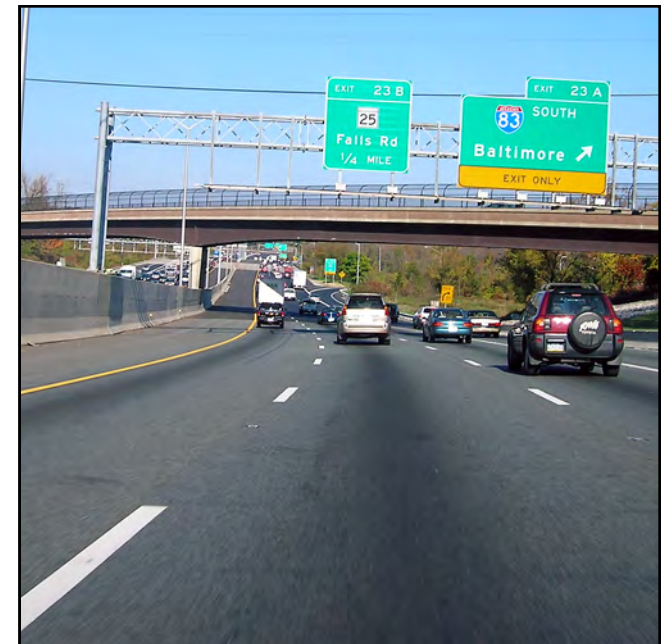
Engineering funds for this project were authorized in FY 2020.

**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:**

- 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).





2021 - 2024 Transportation Improvement Program

I-83 Concrete Deck Mill and Resurface

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$10,720	\$2,680	\$13,400
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,720</b>	<b>\$2,680</b>	<b>\$13,400</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,720</b>	<b>\$2,680</b>	<b>\$13,400</b>

### Moravia Road Ramp Bridge over Pulaski Highway

<b>TIP ID</b>	12-1605-13	<b>Year of Operation</b>	2026
<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:**

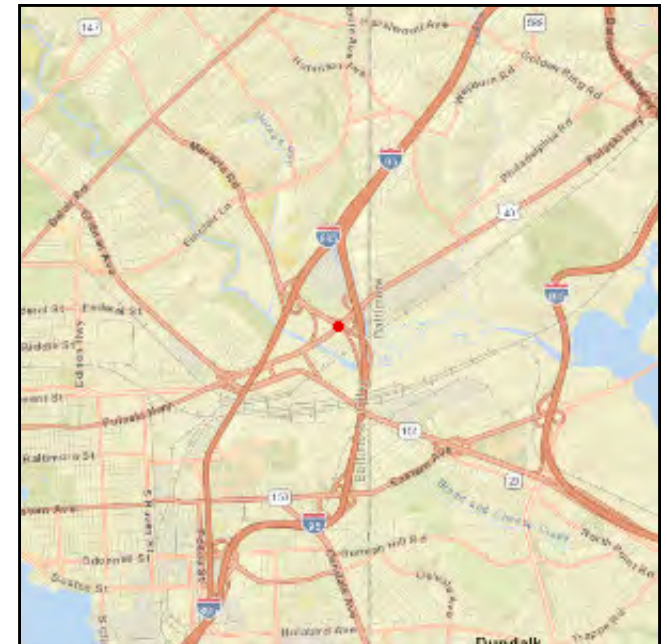
This work will include but will not be limited to rehabilitating the existing deteriorated bridge with new bridge components that meet current standards.

**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 existing bridge is in poor condition with a sufficiency rating of 65.8.

**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).





Moravia Road Ramp Bridge over Pulaski Highway

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$0	\$0	\$960	\$240	\$0	\$0	\$0	\$0	\$1,200
PL	\$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>\$960</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$960</b>	<b>\$240</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,200</b>



### MLK Boulevard and Howard Street Intersection Improvements

<b>TIP ID</b>	12-1706-11	<b>Year of Operation</b>	2023
<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>	\$6,000,000

**Description:**

Martin Luther King Jr. Boulevard 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.

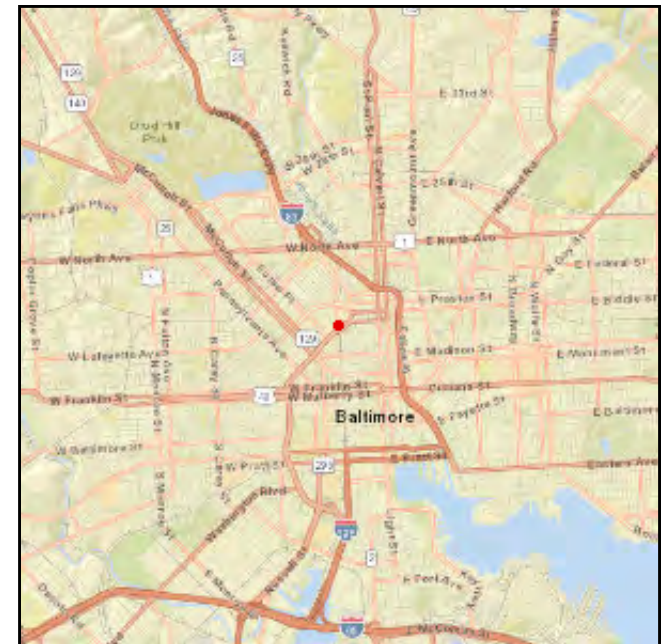
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**Justification:**

This project will improve and enhance the intersection and create a more inviting, livable, neighborhood-friendly street 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 Boulevard and Howard Street Intersection Improvements**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$4,400	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$160	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$200
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$4,560</b>	<b>\$1,140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,700</b>
<b>Total</b>	<b>\$4,560</b>	<b>\$1,140</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,700</b>

### 25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue

<b>TIP ID</b>	12-2001-11	<b>Year of Operation</b>	2025
<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, 2,050 ft
<b>CIP or CTP ID(s)</b>	508-044	<b>Est. Total Cost</b>	\$9,500,000

**Description:**

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. In addition to roadway rehabilitation, a mixed use trail to accommodate bicycles and pedestrians will be included in the project.

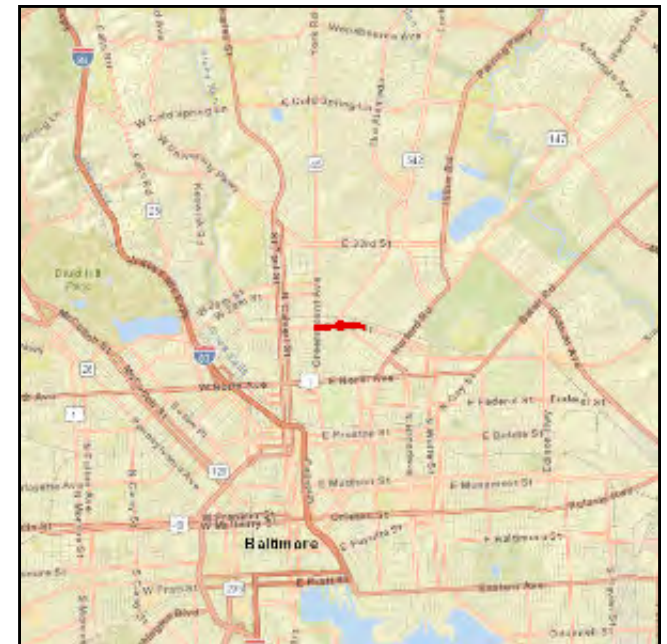
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**Justification:**

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along 25th Street and provide improved accommodations for pedestrians and cyclists.

**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.





**25th Street Rehabilitation from Greenmount Avenue to Kirk Avenue**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$6,400	\$1,600	\$0	\$0	\$8,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$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>\$6,400</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,400</b>	<b>\$1,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,400</b>

### 41st Street over I-83, MTA Light Rail Tracks, and Jones Falls

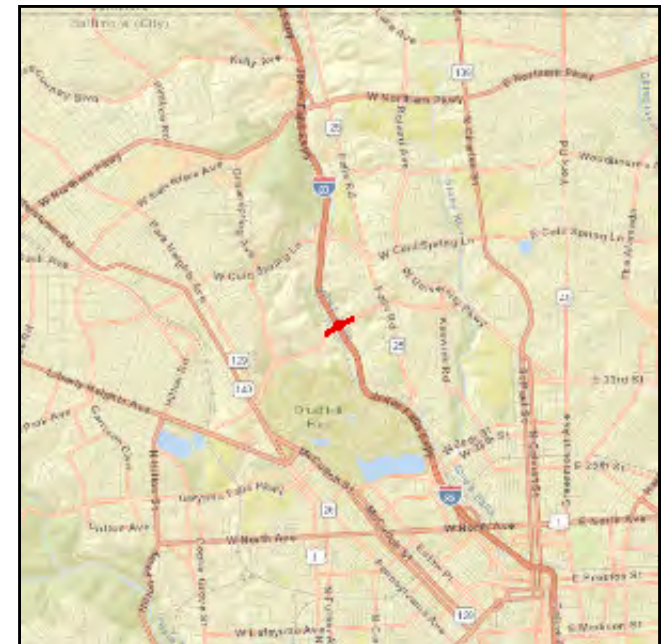
<b>TIP ID</b>	12-2002-13	<b>Year of Operation</b>	2030
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Bridge repair/deck replacement
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Minor Arterial
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	4 to 4 lanes, 1,238 ft
<b>CIP or CTP ID(s)</b>	506-010	<b>Est. Total Cost</b>	\$50,600,000

**Description:**

The 1,238-foot long bridge was originally built in 1930 and was rehabilitated in 1986, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of \$50.6 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

**Justification:**

The deteriorated bridge requires a rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in fair condition with a sufficiency rating of 48.7.



**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.



2021 - 2024 Transportation Improvement Program

41st Street over I-83, MTA Light Rail Tracks, and Jones Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$0	\$0	\$0	\$0	\$800	\$200	\$0	\$0	\$1,000
PL	\$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>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000</b>

### Citywide Asset Management

<b>TIP ID</b>	12-2003-19	<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>	527-044	<b>Est. Total Cost</b>	\$2,000,000

**Description:**

This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. These activities will include, but are not limited to data collection, condition assessment, condition index rating for prioritization rankings, road treatments, licensing software and equipment required for risk-based asset management.

**Justification:**

The key drivers for the implementation of an asset management system are: (1) an aging infrastructure, (2) the need for service improvement at a reduced cost due to declining budgets and (3) an increased demand from the travelling public and communities.

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

- 9. Promote Informed Decision Making





**Citywide Asset Management**

(Funding in Thousands)

**Surface Transportation Block Grant Program**

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$800	\$200	\$0	\$0	\$0	\$0	\$800	\$200	\$2,000
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>\$800</b>	<b>\$200</b>	<b>\$2,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$200</b>	<b>\$2,000</b>



### Brehms Lane over Herring Run

<b>TIP ID</b>	12-2005-13	<b>Year of Operation</b>	2027
<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, 92 ft
<b>CIP or CTP ID(s)</b>	506-011	<b>Est. Total Cost</b>	\$5,000,000

**Description:**

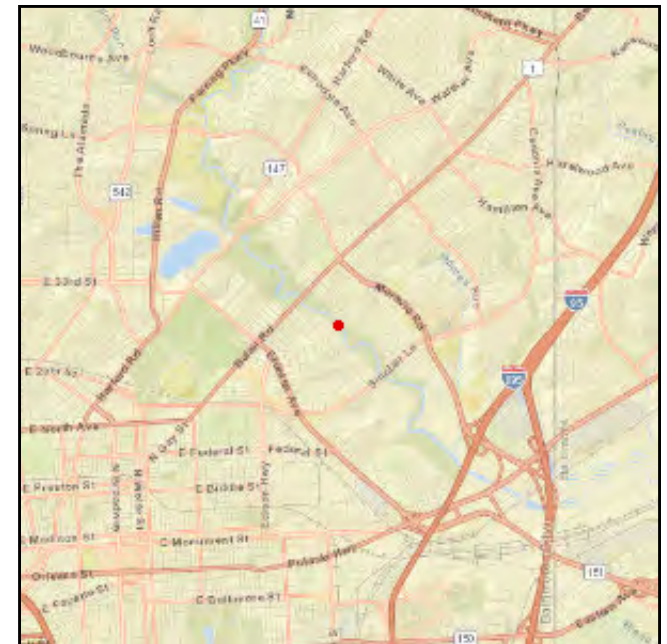
The 92-foot long bridge was originally built in 1963, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

**Justification:**

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 46.3.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Brehms Lane over Herring Run

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$480	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

### Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

<b>TIP ID</b>	12-2007-11	<b>Year of Operation</b>	2025
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Road resurfacing/rehabilitation
<b>Project Category</b>	Highway Preservation	<b>Functional Class</b>	Major Collector
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	2 to 2 lanes, 2500 ft
<b>CIP or CTP ID(s)</b>	508-051	<b>Est. Total Cost</b>	\$7,500,000

**Description:**

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements.

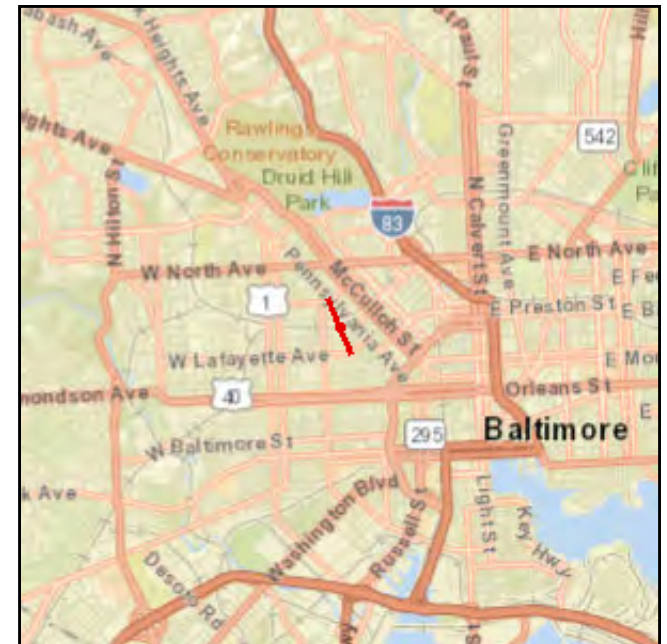
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**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 roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

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

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





Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$200	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250</b>
<b>Total</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,800</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,250</b>

### Hanover Street Over CSX

<b>TIP ID</b>	12-2008-13	<b>Year of Operation</b>	2027
<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, 375 ft
<b>CIP or CTP ID(s)</b>	506-519	<b>Est. Total Cost</b>	\$20,205,000

**Description:**

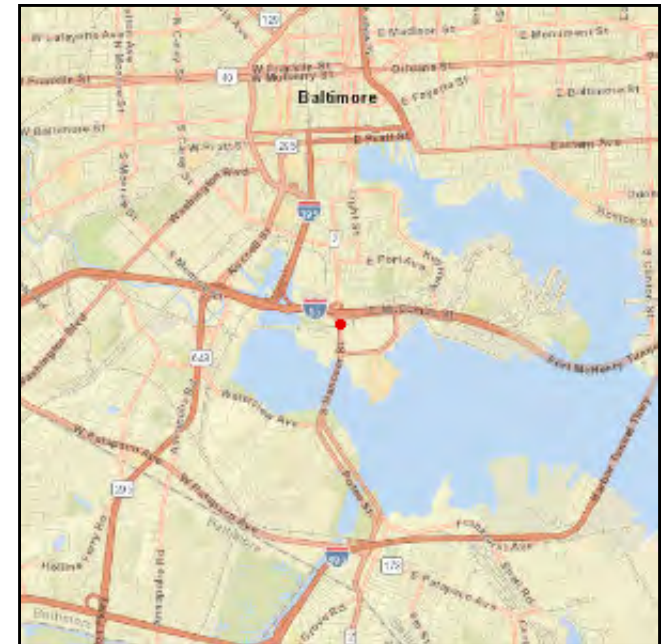
The 367-foot long bridge was originally built in 1900 and was rehabilitated in 1975, but severe deterioration is now evident throughout and the structure must be replaced. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

**Justification:**

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in fair condition with a sufficiency rating of 51.7.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Hanover Street Over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$0	\$0	\$735	\$185	\$0	\$0	\$0	\$0	\$920
PL	\$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>\$735</b>	<b>\$185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$920</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$735</b>	<b>\$185</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$920</b>

### Howard Street over I-83, CSX, Amtrak, and Jones Falls

<b>TIP ID</b>	12-2009-13	<b>Year of Operation</b>	2030
<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, 979 ft
<b>CIP or CTP ID(s)</b>	506-009	<b>Est. Total Cost</b>	\$49,450,000

**Description:**

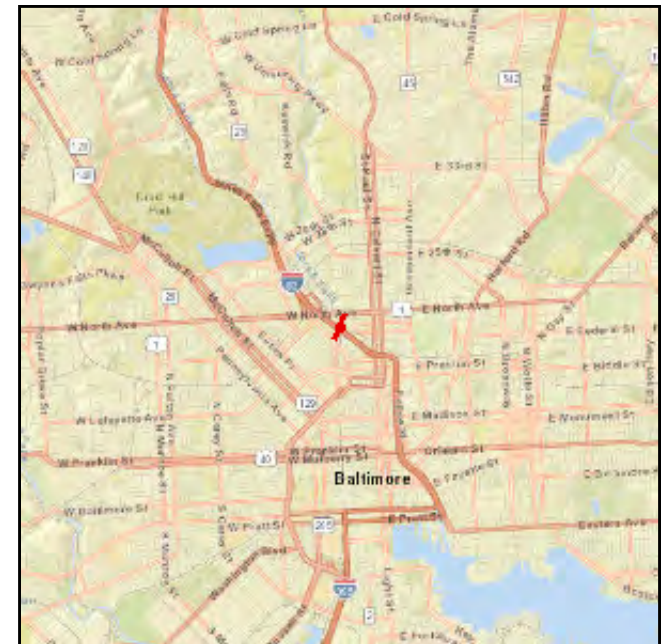
The 979-foot long bridge was originally built in 1938 and was rehabilitated in 1981, but severe deterioration is now evident throughout and the structure must be studied for either rehabilitation or replacement. The estimated total cost of \$49.45 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded.

**Justification:**

The deteriorated bridge requires rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 44.6.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Howard Street over I-83, CSX, Amtrak, and Jones Falls

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
PL	\$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>



### Madison Street Rehabilitation from North Milton Avenue to Edison Highway

<b>TIP ID</b>	12-2010-11	<b>Year of Operation</b>	2025
<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>	2 to 2 lanes, 2700 ft
<b>CIP or CTP ID(s)</b>	508-053	<b>Est. Total Cost</b>	\$8,000,000

**Description:**

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections.

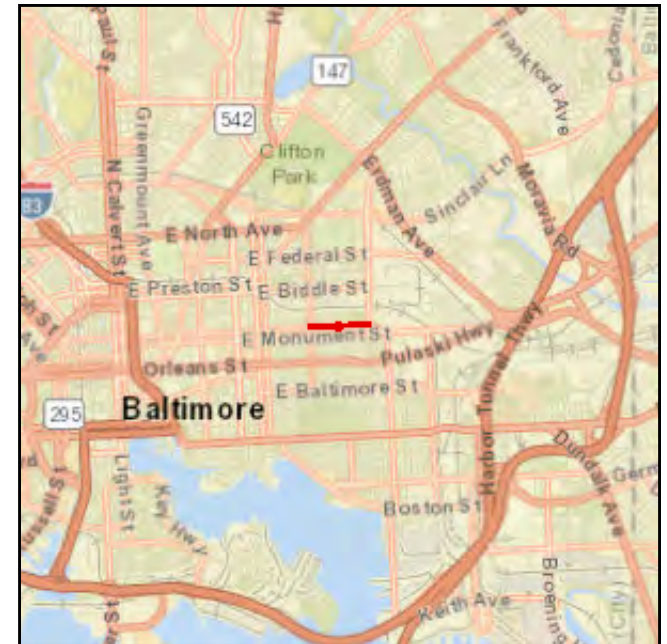
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**Justification:**

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all users and increases maintenance activities. The work will improve road conditions along Madison Street and provide improved pedestrian accommodations through shorter crossings.

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

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





**Madison Street Rehabilitation from North Milton Avenue to Edison Highway**

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$5,200	\$1,300	\$0	\$0	\$6,500
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$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>\$5,200</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,900</b>
<b>Total</b>	<b>\$320</b>	<b>\$80</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,200</b>	<b>\$1,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,900</b>

### Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

<b>TIP ID</b>	12-2011-11	<b>Year of Operation</b>	2028
<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, 4100 ft
<b>CIP or CTP ID(s)</b>	508-046	<b>Est. Total Cost</b>	\$15,000,000

**Description:**

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Construction funds are proposed for this project in FY 2026, beyond the timeframe covered by this TIP.

Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**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 roadway capacity. Pedestrian safety improvements will be included in the project.

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

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





Park Heights Avenue from West Rogers Avenue to Strathmore Avenue

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$480	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$600
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>
<b>Total</b>	<b>\$480</b>	<b>\$120</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>

**Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge**

<b>TIP ID</b>	12-2012-11	<b>Year of Operation</b>	2028
<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>	Not Exempt	<b>Physical Data</b>	6 to 4 lanes, 5075 ft
<b>CIP or CTP ID(s)</b>	508-072	<b>Est. Total Cost</b>	\$15,100,000

**Description:**

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Construction funds are proposed for this project in FY 2026, beyond the timeframe covered by this TIP. A mixed use trail and pedestrian accommodations will be added to the north side of Patapsco Avenue.

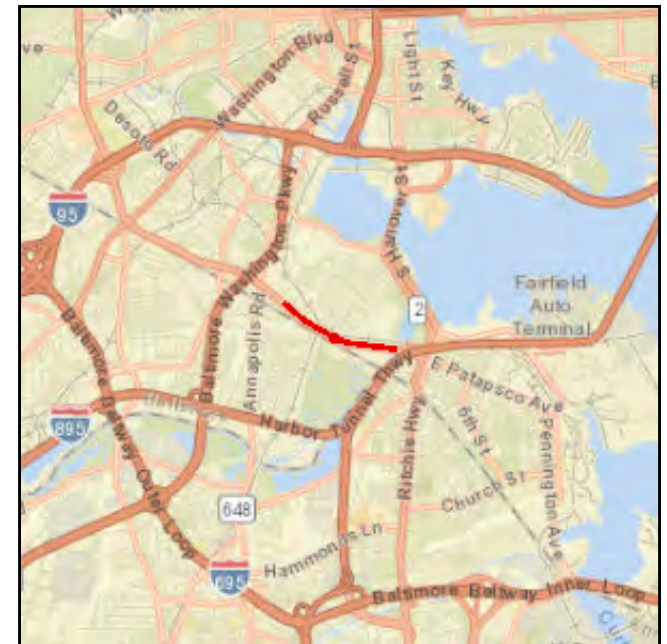
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**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 roadway capacity and will provide an opportunity to improve walkways where needed along these routes.

**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.A Improve Accessibility -- Increase transportation alternatives for all segments of the population.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.





2021 - 2024 Transportation Improvement Program

Patapsco Avenue from Magnolia Avenue to Patapsco River Bridge

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$280	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$350
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$280</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350</b>
<b>Total</b>	<b>\$280</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350</b>

### Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road

<b>TIP ID</b>	12-2013-11	<b>Year of Operation</b>	2026
<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, 3500 ft
<b>CIP or CTP ID(s)</b>	508-056	<b>Est. Total Cost</b>	\$10,400,000

**Description:**

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. ADA compliant sidewalks will be added where there are no existing sidewalks.

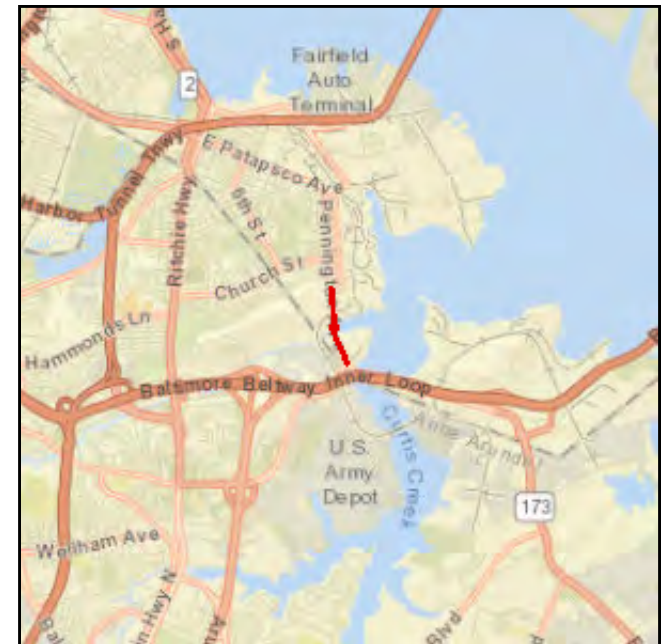
Engineering funds through NEPA approval were authorized in FY 2020. FY 2021 engineering funds are to complete final design.

**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.





**Pennington Avenue Rehabilitation from Birch Street to East Ordnance Road**

(Funding in Thousands)

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

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$7,520	\$1,880	\$9,400
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$200	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$250
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,520</b>	<b>\$1,880</b>	<b>\$9,650</b>
<b>Total</b>	<b>\$200</b>	<b>\$50</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,520</b>	<b>\$1,880</b>	<b>\$9,650</b>



### Waterview Avenue over Ramp to 295

<b>TIP ID</b>	12-2015-13	<b>Year of Operation</b>	2027
<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>	4 to 4 lanes, 75 ft
<b>CIP or CTP ID(s)</b>	506-007	<b>Est. Total Cost</b>	\$6,000,000

**Description:**

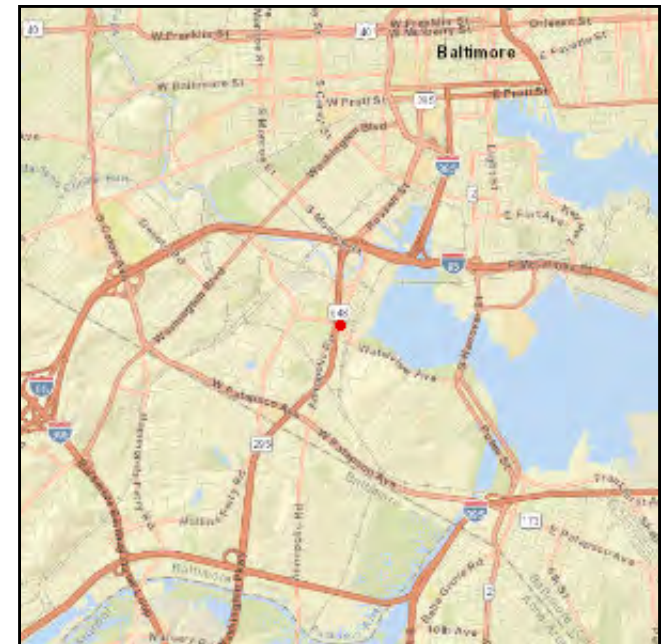
The 75-foot long bridge was originally built in 1950, but severe deterioration is now evident throughout and the structure must be evaluated to determine whether the bridge should be rehabilitated or replaced. The estimated total cost of \$6 million assumes a bridge replacement, which is substantially more expensive than a rehabilitation. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

**Justification:**

The deteriorated bridge requires rehabilitation or replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 53.2.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Waterview Avenue over Ramp to 295

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 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
ENG	\$384	\$96	\$0	\$0	\$0	\$0	\$0	\$0	\$480
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal</b>	<b>\$384</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>
<b>Total</b>	<b>\$384</b>	<b>\$96</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$480</b>

### Harford Road Bridge Over CSX

<b>TIP ID</b>	12-2106-13	<b>Year of Operation</b>	2024
<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, 100 feet
<b>CIP or CTP ID(s)</b>	506-017	<b>Est. Total Cost</b>	\$12,500,000

**Description:**

The 100 foot bridge that carries Harford Road over the CSX tracks is deteriorated and requires replacement. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks.

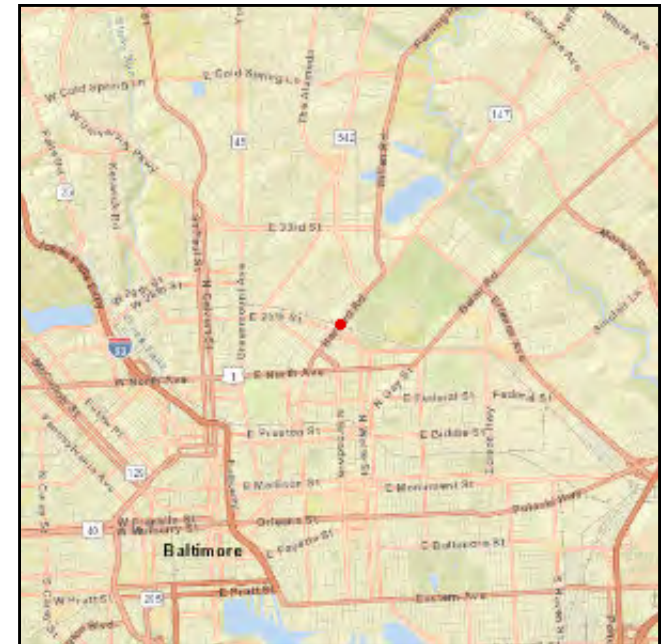
Engineering funds and matching funds for construction are being provided by CSX. Engineering funds were authorized in FY 2019.

**Justification:**

The deteriorated bridge requires replacement to maintain the safety and function of the roadway network. The existing bridge is in poor condition with a sufficiency rating of 49.6.

**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).
- 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.





Harford Road Bridge Over CSX

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$9,000	\$3,500	\$0	\$0	\$0	\$0	\$12,500
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
<b>Subtotal</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>	<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,000</b>	<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,500</b>

### Capital Project Delivery Services

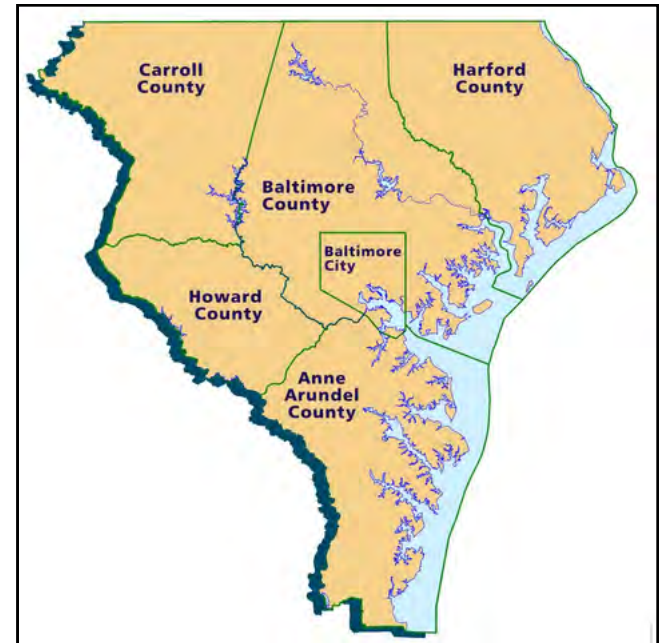
<b>TIP ID</b>	12-1901-99	<b>Year of Operation</b>	Ongoing
<b>Agency</b>	Baltimore City	<b>Project Type</b>	Miscellaneous
<b>Project Category</b>	Miscellaneous	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	NA
<b>CIP or CTP ID(s)</b>	508-378	<b>Est. Total Cost</b>	\$2,595,000

**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 was initiated in FY 2019.

**Justification:**

The project will provide continued support for the Agency Project Controls and Construction Management Tool (Unifier) 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 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$1,176	\$294	\$200	\$50	\$200	\$50	\$500	\$125	\$2,595
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
<b>Subtotal</b>	<b>\$1,176</b>	<b>\$294</b>	<b>\$200</b>	<b>\$50</b>	<b>\$200</b>	<b>\$50</b>	<b>\$500</b>	<b>\$125</b>	<b>\$2,595</b>
<b>Total</b>	<b>\$1,176</b>	<b>\$294</b>	<b>\$200</b>	<b>\$50</b>	<b>\$200</b>	<b>\$50</b>	<b>\$500</b>	<b>\$125</b>	<b>\$2,595</b>

### Citywide Transportation Studies

<b>TIP ID</b>	12-2014-99	<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>	527-047	<b>Est. Total Cost</b>	\$2,000,000

**Description:**

This project is to provide funding for transportation studies on federal-aid eligible roads related to, but not limited to, crash studies, traffic circulation studies, bicycle and pedestrian studies, and safety studies.

**Justification:**

The Baltimore City Department of Transportation often has to be flexible in planning around a changing transportation environment, with a fund dedicated to transportation studies that can address issues that arise and propose solutions for engineering and design.

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

- 9. Promote Informed Decision Making





### Citywide Transportation Studies

(Funding in Thousands)

#### Surface Transportation Block Grant Program

Phase	FY 2021 Federal Funds	FY 2021 Matching Funds	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
OTH	\$800	\$200	\$800	\$200	\$0	\$0	\$0	\$0	\$2,000
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
<b>Subtotal</b>	<b>\$800</b>	<b>\$200</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>
<b>Total</b>	<b>\$800</b>	<b>\$200</b>	<b>\$800</b>	<b>\$200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>