# **BRTB** 12-1215-13 Perring Parkway Ramp and Hillen Road Bridge



Agency Baltimore City

Conformity Exempt

Length

### Description

This project includes replacement of the Perring Parkway ramp over Herring Run. Engineering for this project was originally authorized in FY 2016.

Δ

Year of Operation

Existing Lanes

**Functional Classification** 

**Other Principal Arterial** 

2029

Project Category Highway Preservation

CIP/CTP ID 506-760

Proposed Lanes 4

### Bridge repair/deck replacement Route/Road Name

**Project Type** 

Estimated Total Cost \$11,070,000

#### Project Benefits

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 35.0. The bridge is still in Poor Condition according to the 2023 Bridge Inspection Report. No new restrictions have been added.

National Highway System Yes

#### Connection to Long-Range Transportation Goals

2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$140	\$0	\$0	\$0	\$140		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$140	\$0	\$0	\$0	\$140		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$35	\$0	\$0	\$0	\$35		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$35	\$0	\$0	\$0	\$35		
Total	\$175	\$0	\$0	\$0	\$175		

# **BRTB** 12-1216-13 Sisson Street Bridge over CSX Railroad



Agency Baltimore City

Conformity Exempt

Length

Year of Operation 2033

Functional Classification Minor Collector

**Existing Lanes** 

#### 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. Engineering funds for this project were authorized in FY 2019. Project Category Highway Preservation

CIP/CTP ID 506-766

Proposed Lanes

Project Type Bridge repair/deck replacement Route/Road Name Sisson Street

Estimated Total Cost \$8,250,000

#### Project Benefits

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. As a result, the bridge was closed to traffic in February 2022.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Surface Transportation Block Grant (STBG) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$240	\$0	\$0	\$0	\$240		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$240	\$0	\$0	\$0	\$240		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$60	\$0	\$0	\$0	\$60		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$60	\$0	\$0	\$0	\$60		
Total	\$300	\$0	\$0	\$0	\$300		

### **Citywide Traffic Signals, Intelligent Transportation System BRTB** 12-1218-07 and Safety Improvements

	Agency Baltimore City	Year of Operation Ongoing	Project Category Emission Reduction Strat.	Project Type ITS
	Conformity Exempt	Functional Classification	CIP/CTP ID 512-077, 512-078, 512-	Route/Road Name
URNING	Length -	Existing Lanes	Proposed Lanes	Estimated Total Cost \$25,440,000
VIELD TO DESTRIANS ONLY TURN ON RED TAR-TIN	Description This project includes signal an citywide. Projects included in t and signal rewiring citywide, 2) and copper communications ci deployment and upgrades citywi improvements at multiple inter reconstruction, and 6) traffic s	d traffic improvements this TIP ID are: 1) CCTV ) installation of fiber optic itywide, 3) ITS wide, 4) geometric rsections, 5) traffic signal ignal timing optimization.	Project Benefits It is necessary to upgrade the ag signals and ITS devices to reduc distribute traffic volumes through improve the safety of motorists a	ing infrastructure of traffic e congestion and delays, n the roadway network, and and pedestrians.
	Engineering and planning fund	s for the traffic signal		

National Highway System No

#### **Connection to Long-Range Transportation Goals**

timing optimization project were included in FY 2022.

5.D Implement Environmentally Responsible Transportation Solutions -- Reduce energy use of the transportation system, 2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements., 4.E Increase Mobility --Support a regional multimodal freight network for safe and efficient freight movement

Surface Transportation Block Grant (STBG) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$14,352	\$800	\$4,400	\$0	\$19,552		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$400	\$0	\$400	\$800		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$14,352	\$1,200	\$4,400	\$400	\$20,352		

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$3,558	\$200	\$1,100	\$0	\$4,888			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$0	\$100	\$0	\$100	\$200			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$3,558	\$300	\$1,100	\$100	\$5,088			
Total	\$17,940	\$1,500	\$5,500	\$500	\$25,440			

# **BRTB** 12-1403-13 Wilkens Avenue Bridge Over Gwynns Falls



Agency Baltimore City

Conformity Exempt

Length

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

Year of Operation

Existing Lanes

**Functional Classification** 

**Other Principal Arterial** 

2030

4

Project Category Highway Preservation

CIP/CTP ID 509-326

Proposed Lanes 4

#### Project Benefits

Lanes Estimated Total Cost \$18,600,000

**Project Type** 

replacement

Bridge repair/deck

Route/Road Name

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.

National Highway System Yes

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

National Highway Performance Program (NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$200	\$0	\$0	\$0	\$200		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$200	\$0	\$0	\$0	\$200		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$50	\$0	\$0	\$0	\$50		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$50	\$0	\$0	\$0	\$50		
Total	\$250	\$0	\$0	\$0	\$250		

#### 12-1404-11 **Belair Road Complete Streets**



National Highway System Yes

Agency **Baltimore City** 

Conformity Exempt

Length

#### 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 is a major implementation item from the ULI Belair Road report and BCDOT traffic study. FY 2026 construction funds are for Phase II, which includes the intersection of Belair Road and Erdman Avenue. Phase I was completed in Feb 2021.

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial

2029

4

#### Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.A Improve Accessibility -- Increase transportation options for all segments of the population

National Highway Performance Program (NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$5,680	\$0	\$0	\$0	\$5,680		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$400	\$0	\$0	\$0	\$400		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$6,080	\$0	\$0	\$0	\$6,080		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$1,420	\$0	\$0	\$0	\$1,420		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$100	\$0	\$0	\$0	\$100		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$1,520	\$0	\$0	\$0	\$1,520		
Total	\$7,600	\$0	\$0	\$0	\$7,600		

**Project Category** Highway Preservation

CIP/CTP ID PRJ001108

**Proposed Lanes** 4

#### Project Type Bridge repair/deck replacement Route/Road Name

**Estimated Total Cost** \$12,100,000

# **Project Benefits**

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.

# **BRTB** 12-1601-13 Orleans Street Bridge over I-83 and City Streets



Agency Baltimore City

Conformity Exempt

Length 1728 ft

#### 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.

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial

2037

6

Project Category Highway Preservation Project Type Bridge repair/deck replacement Route/Road Name

Estimated Total Cost \$8,000,000

### Project Benefits

6

CIP/CTP ID

**Proposed Lanes** 

506-006

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. Per the Bridge Inspection on 11/21/22, the bridge is now in Poor Condition and the sufficiency rating is 63.3.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$2,480	\$2,480	\$2,480	\$0	\$7,440		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$1,200	\$0	\$0	\$0	\$1,200		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$3,680	\$2,480	\$2,480	\$0	\$8,640		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$620	\$620	\$620	\$0	\$1,860		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$300	\$0	\$0	\$0	\$300		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$920	\$620	\$620	\$0	\$2,160		
Total	\$4,600	\$3,100	\$3,100	\$0	\$10,800		

#### 12-1602-13 **Remington Avenue Bridge over Stony Run** METE



Agency **Baltimore City** 

Conformity Exempt

Length

#### Description This work will include but will not be limited to

FY 2016.

2030

Minor Arterial

2

Year of Operation

**Functional Classification** 

Existing Lanes

## **Project Benefits**

2

**Project Category** 

CIP/CTP ID

**Proposed Lanes** 

506-761

Highway Preservation

Project Type Bridge repair/deck replacement Route/Road Name

Estimated Total Cost \$9,900,000

#### 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.

National Highway System No

#### **Connection to Long-Range Transportation Goals**

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$200	\$0	\$0	\$0	\$200			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$200	\$0	\$0	\$0	\$200			

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$50	\$0	\$0	\$0	\$50			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$50	\$0	\$0	\$0	\$50			
Total	\$250	\$0	\$0	\$0	\$250			

# **BRTB** 12-1603-13 Moores Run Bridge Replacements



National Highway System **Yes**  Agency Baltimore City

Conformity Exempt

Length

#### Description

This project includes replacement of the deteriorated bridge on Radecke Avenue and replacement of the Sinclair Lane bridge over Moores Run. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. Engineering was authorized in FY 2019 and FY 2021. The two bridges are in close proximity to each other and will advertise for construction as one project in FY 2027. This will result in less disruption to the community and a greater cost savings to Baltimore City.

Year of Operation

Minor Arterial

Existing Lanes

**Functional Classification** 

2036

2

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$712	\$2,944	\$2,944	\$0	\$8,240			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$1,200	\$0	\$0	\$0	\$1,200			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$1,912	\$2,944	\$2,944	\$0	\$10,640			

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$178	\$736	\$736	\$0	\$1,650		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$300	\$0	\$0	\$0	\$300		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$478	\$0	\$0	\$0	\$1,950		
Total	\$2,390	\$3,680	\$3,680	\$0	\$9,750		

Project Category Highway Preservation

> CIP/CTP ID 506-762

Proposed Lanes 2

with a sufficiency rating of 82.0.

bridges and will provide increased structural and traffic

safety. The bridges are exhibiting continued deterioration and

spalling (when concrete separates from steel reinforcement

Radecke Avenue bridge is in poor condition with a sufficiency

rating of 68.5. The Sinclair Lane Bridge is in poor condition

bars) as well as severe corrosion of the steel beams. The

#### Project Benefits This project will correct the deteriorated condition of the

Project Type Bridge repair/deck replacement Route/Road Name

Estimated Total Cost \$14,500,000

#### 12-1604-13 I-83 Concrete Deck Mill and Resurface Mar and a start



Agency **Baltimore City** 

Conformity Exempt

Length

### Description

Year of Operation 2032

**Functional Classification** Interstate

Existing Lanes 6

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.

**Project Category** Highway Preservation

CIP/CTP ID 509-005

**Proposed Lanes** 6

#### **Project Benefits**

Bridge repair/deck replacement Route/Road Name

**Project Type** 

Estimated Total Cost \$16,250,000

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.

National Highway System Yes

#### **Connection to Long-Range Transportation Goals**

2.B Improve and Maintain the Existing Infrastructure -- Maintain traffic signals and ITS elements., 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$1,800	\$0	\$0	\$0	\$1,800			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$1,800	\$0	\$0	\$0	\$1,800			

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$450	\$0	\$0	\$0	\$450		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$450	\$0	\$0	\$0	\$450		
Total	\$2,250	\$0	\$0	\$0	\$2,250		

# **BRTB** 12-1605-13 Moravia Road Ramp Bridge over Pulaski Highway



Agency Baltimore City

Conformity Exempt

Length

#### Description

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

Year of Operation

Existing Lanes

**Functional Classification** 

**Other Principal Arterial** 

2032

4

Project Category Highway Preservation

CIP/CTP ID 508-184

Proposed Lanes 4

#### Project Benefits The project will correct the bridges deteriorated condition

Bridge repair/deck replacement Route/Road Name

**Project Type** 

Estimated Total Cost \$11,200,000

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.

National Highway System Yes

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$1,000	\$1,000	\$800	\$0	\$2,800			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$600	\$0	\$0	\$0	\$600			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$1,600	\$1,000	\$800	\$0	\$3,400			

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$250	\$250	\$200	\$0	\$650		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$150	\$0	\$0	\$0	\$150		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$400	\$250	\$200	\$0	\$850		
Total	\$2,000	\$1,250	\$1,000	\$0	\$4,250		

#### SE Baltimore Freight Corridor: Colgate Creek Bridge 12-1609-13 ))BRTB **Replacement**



National Highway System Yes

X	Baltimore City	2026	Highway Preservation	Bridge repair/deck replacement
	Conformity Exempt	Functional Classification Other Principal Arterial	CIP/CTP ID 509-004	Route/Road Name
	Length	Existing Lanes 4	Proposed Lanes <b>4</b>	Estimated Total Cost \$22,000,000
N. N.	Description This project replaces a structur obsolete bridge on Broening Hi Creek, enabling trucks to rerout communities and addressing m quality of life. The existing side with standard SHA and ADA com	ally deficient, functionally ghway over Colgate e away from residential ajor impacts to residents' ewalks will be replaced mpliant sidewalks.	Project Benefits The Colgate Creek Bridge is a 19 major port terminals, Dundalk an I-695. The bridge currently opera deterioration from overweight fre holds a structural rating of 4 out rating of 42.3 out of 100, indicat replacement. Only 2 out of 4 land traffic and it is weight restricted.	60s era bridge that connects ad Seagirt, to I-95 and ates under capacity due to eight traffic, and currently of 9 and a bridge sufficiency ing a pressing need for es on the bridge are open to

Year of Operation

Connection to Long-Range Transportation Goals 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 3.G Improve Accessibility -- Encourage private sector to provide access on commercial property for bikes, peds, transit users and shared mobility users, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Project Category

National Highway Performance Program (NHPP) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$800	\$0	\$0	\$0	\$800			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$0	\$0	\$0	\$0	\$0			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$800	\$0	\$0	\$0	\$800			

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$200	\$0	\$0	\$0	\$200			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$0	\$0	\$0	\$0	\$0			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$200	\$0	\$0	\$0	\$200			
Total	\$1,000	\$0	\$0	\$0	\$1,000			

**Project Type** 

# **BRTB** 12-1701-04 Transportation Management Center Upgrade



#### Agency Baltimore City

Conformity Exempt

Length

**Functional Classification** 

Year of Operation

2027

NA

Existing Lanes

#### Description

This project will upgrade the central computer system or Advance Traffic Management System (ATMS) along with field controllers and integrate the system with controllers and ITS devices to effectively and safely manage traffic. The current ATMS is more than 15 years old. Project was combined with Communication Upgrades - Wireless (12-1701-04). Project Category Emission Reduction StratProject Type Traffic engineering

Route/Road Name

Proposed Lanes

Estimated Total Cost \$13,250,000

#### Project Benefits

CIP/CTP ID

512-005

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

National Highway System No

#### Connection to Long-Range Transportation Goals

4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management, 6.C Improve System Security -- Review evacuation routes and ID bottlenecks, 4.E Increase Mobility -- Support a regional multimodal freight network for safe and efficient freight movement

Surface Transportation Block Grant (STBG) (funding in thousands)									
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request				
CON	\$0	\$10,600	\$0	\$0	\$10,600				
OTH	\$0	\$0	\$0	\$0	\$0				
ENG	\$200	\$0	\$0	\$0	\$200				
PL	\$0	\$0	\$0	\$0	\$0				
ROW	\$0	\$0	\$0	\$0	\$0				
Subtotal	\$200	\$10,600	\$0	\$0	\$10,800				

Local Funds (funding in thousands)									
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request				
CON	\$0	\$2,650	\$0	\$0	\$2,650				
ОТН	\$0	\$0	\$0	\$0	\$0				
ENG	\$50	\$0	\$0	\$0	\$50				
PL	\$0	\$0	\$0	\$0	\$0				
ROW	\$0	\$0	\$0	\$0	\$0				
Subtotal	\$50	\$2,650	\$0	\$0	\$2,700				
Total	\$250	\$13,250	\$0	\$0	\$13,500				

# **BRTB** 12-1801-13 Monroe Street Ramp over CSX and Russell Street over CSX

2031

2

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial



Agency Baltimore City

Conformity Exempt

> Length 0.53 mi

#### Description

This project will replace the bridges carrying the Monroe Street ramp and Russell Street over CSX (sufficiency ratings of 47.8 and 41.2). 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 Project Category Highway Preservation

CIP/CTP ID 507-003

Proposed Lanes 2

Project Type Bridge repair/deck replacement Route/Road Name

Estimated Total Cost 31400000

#### **Project Benefits**

The existing bridges are rated in poor condition 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. As of 2023, both

National Highway System Yes

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG) (funding in thousands)									
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request				
CON	\$0	\$0	\$0	\$0	\$0				
OTH	\$0	\$0	\$0	\$0	\$0				
ENG	\$400	\$0	\$0	\$0	\$400				
PL	\$0	\$0	\$0	\$0	\$0				
ROW	\$0	\$0	\$0	\$0	\$0				
Subtotal	\$400	\$0	\$0	\$0	\$400				

Local Funds (funding in thousands)									
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request				
CON	\$0	\$0	\$0	\$0	\$0				
OTH	\$0	\$0	\$0	\$0	\$0				
ENG	\$100	\$0	\$0	\$0	\$100				
PL	\$0	\$0	\$0	\$0	\$0				
ROW	\$0	\$0	\$0	\$0	\$0				
Subtotal	\$100	\$0	\$0	\$0	\$100				
Total	\$500	\$0	\$0	\$0	\$500				

# **BRTB** 12-2001-11 25th Street Rehabilitation from Greenmount Ave. to Kirk Ave.

2028

4

Year of Operation

Minor Arterial

Existing Lanes

**Functional Classification** 



Agency Baltimore City

Conformity Exempt

Length 2050 ft

#### 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 Project Category Highway Preservation

CIP/CTP ID 508-044

Proposed Lanes 4

## Route/Road Name 25th Street

**Project Type** 

rehabilitation

Road resurfacing/

Estimated Total Cost \$13,600,000

#### Project Benefits

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.

National Highway System No

#### Connection to Long-Range Transportation Goals

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 5.A Implement Environmentally

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$8,800	\$0	\$0	\$0	\$8,800			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$0	\$0	\$0	\$0	\$0			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$8,800	\$0	\$0	\$0	\$8,800			

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$2,200	\$0	\$0	\$0	\$2,200			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$0	\$0	\$0	\$0	\$0			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$2,200	\$0	\$0	\$0	\$2,200			
Total	\$11,000	\$0	\$0	\$0	\$11,000			

# **BRTB** 12-2002-13 41st Street over I-83, MTA Light Rail Tracks, and Jones Falls

2034

4

Year of Operation

Minor Arterial

Existing Lanes

**Functional Classification** 



Agency Baltimore City

Conformity Exempt

Length 1238 ft

#### Description

The 1,238-foot long bridge was originally built in 1930 and was rehabilitated in 1986, but severe deterioration is now evident throughout. As of 2024, the bridge will be rehabilitated; this is reflected in the estimated total cost of \$19.55 million. The existing sidewalks will be replaced with standard SHA and ADA compliant sidewalks. The existing lighting system will also be upgraded. Project Category Highway Preservation

CIP/CTP ID 506-010

Proposed Lanes 4

#### Project Benefits

Project Type Bridge repair/deck replacement Route/Road Name 41st Street

Estimated Total Cost \$19,550,000

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. Per the Bridge Inspection on 8/5/22, the bridge is now in Poor Condition and the sufficiency rating is 65.7.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$2,600	\$3,250	\$2,600	\$0	\$8,450			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$400	\$0	\$0	\$0	\$400			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$3,000	\$3,250	\$2,600	\$0	\$8,850			

Local Funds (funding in thousands)									
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request				
CON	\$650	\$0	\$650	\$0	\$1,300				
ОТН	\$0	\$0	\$0	\$0	\$0				
ENG	\$100	\$0	\$0	\$0	\$100				
PL	\$0	\$0	\$0	\$0	\$0				
ROW	\$0	\$0	\$0	\$0	\$0				
Subtotal	\$750	\$0	\$650	\$0	\$1,400				
Total	\$3,750	\$3,250	\$3,250	\$0	\$10,250				

# **BRTB** 12-2003-19 Citywide Asset Management



#### Agency Baltimore City

Conformity Exempt

Length

Functional Classification

Year of Operation

Ongoing

**Existing Lanes** 

#### Description

This project is for activities related to the development and implementation of a performance based management program for Baltimore City federal-aid roadways. Local funds will be used for roads that are not federal-aid eligible. 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

#### Project Category Highway Preservation

Project Type Other

Route/Road Name

Estimated Total Cost 2200000

#### **Project Benefits**

CIP/CTP ID

**Proposed Lanes** 

527-056

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.

National Highway System No

#### Connection to Long-Range Transportation Goals

9.A Promote Informed Decision Making -- Analyze performance measurement data to establish new targets

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$0	\$0	\$0	\$0	\$0			
PL	\$384	\$0	\$320	\$0	\$704			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$384	\$0	\$320	\$0	\$704			

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$0	\$0	\$0	\$0	\$0			
PL	\$816	\$0	\$680	\$0	\$1,486			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$816	\$0	\$680	\$0	\$1,486			
Total	\$1,200	\$0	\$1,000	\$0	\$2,200			

#### 12-2005-13 **Brehms Lane over Herring Run**



Agency **Baltimore City** 

Conformity Exempt

Length 92 fť

#### 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.

Year of Operation

Minor Collector

Existing Lanes

**Functional Classification** 

2033

2

**Project Category** Highway Preservation

CIP/CTP ID 506-011

**Proposed Lanes** 2

#### **Project Benefits**

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.

**Project Type** 

replacement

\$6,500,000

Bridge repair/deck

Route/Road Name

**Estimated Total Cost** 

National Highway System No

#### **Connection to Long-Range Transportation Goals**

2.A Improve and Maintain the Existing Infastructure -- Preserve and maintain the condition of padway and transit systems through performance based planning and pogramming, 2.F Improve and Maintain the Existing Infastructure -- Improve the condition of pedestrian and bicycle facilities., 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$1,000	\$1,000	\$800	\$0	\$2,800			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$1,200	\$0	\$0	\$0	\$1,200			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$2,200	\$1,000	\$800	\$0	\$4,000			

Local Funds (funding in thousands)									
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request				
CON	\$250	\$250	\$200	\$0	\$700				
OTH	\$0	\$0	\$0	\$0	\$0				
ENG	\$300	\$0	\$0	\$0	\$300				
PL	\$0	\$0	\$0	\$0	\$0				
ROW	\$0	\$0	\$0	\$0	\$0				
Subtotal	\$550	\$250	\$200	\$0	\$1,000				
Total	\$2,750	\$1,250	\$1,000	\$0	\$5,000				

Page 134 of 398

# **BRTB** 12-2007-11 Fremont Ave Rehabilitation from Lafayette Ave to Presstman St.

2028

2

Year of Operation

Major Collector

Existing Lanes

**Functional Classification** 



National Highway System No

٦yc	ncy	
Balt	imore	City

Conformity Exempt

donov

Length 2500 ft

#### 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. Engineering funds for PE were appropriated in FY 2021.

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

**Project Category** 

CIP/CTP ID

**Proposed Lanes** 

508-051

**Project Benefits** 

these routes.

2

Highway Preservation

**Project Type** 

rehabilitation

\$9,723,000

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes

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

motorist safety and increases maintenance activities. The work will improve road conditions along major routes

Road resurfacing/

Route/Road Name

Estimated Total Cost

Fremont Avenue

Surface Transportation Block Grant (STBG) (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$6,400	\$0	\$0	\$0	\$6,400	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$500	\$0	\$0	\$0	\$500	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$6,900	\$0	\$0	\$0	\$6,900	

Local Funds (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$1,600	\$0	\$0	\$0	\$1,600	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$200	\$0	\$0	\$0	\$200	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$1,800	\$0	\$0	\$0	\$1,800	
Total	\$8,700	\$0	\$0	\$0	\$8,700	

# onal Highway System

#### 12-2008-13 Hanover Street Over CSX DEZ



Agency **Baltimore City** 

Conformity Exempt

Length 375 ft

#### 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.

Year of Operation

**Existing Lanes** 

**Functional Classification** 

Other Principal Arterial

2036

5

**Project Category** Highway Preservation

CIP/CTP ID 506-519

**Proposed Lanes** 5

#### **Project Benefits**

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.

Project Type

replacement Route/Road Name

\$25,150,000

Hanover Street

Bridge repair/deck

Estimated Total Cost

National Highway System Yes

#### **Connection to Long-Range Transportation Goals**

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 1.E Improve System Safety -- Improve

Surface Transportation Block Grant (STBG) (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$3,280	\$3,280	\$3,280	\$0	\$9,840	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$864	\$0	\$0	\$0	\$864	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$4,144	\$3,280	\$3,280	\$0	\$10,704	

Local Funds (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$820	\$820	\$820	\$0	\$2,460	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$216	\$0	\$0	\$0	\$0	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$1,036	\$820	\$820	\$0	\$2,676	
Total	\$5,180	\$4,100	\$4,100	\$0	\$13,380	

# **BRTB** 12-2009-13 Howard Street over I-83, CSX, Amtrak, and Jones Falls

Year of Operation

Existing Lanes 5

**Functional Classification** 

Other Principal Arterial

2040



Agency Baltimore City

Conformity Exempt

Length 979 ft

#### 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 Project Category Highway Preservation

CIP/CTP ID 506-009

Proposed Lanes 5

#### Project Benefits

Project Type Bridge repair/deck replacement Route/Road Name Howard Street

Estimated Total Cost \$49,450,000

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. Per the Bridge Inspection on 3/19/22, the bridge has been classified in Fair Condition and has a sufficiency rating of 44.8.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG) (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$2,600	\$2,560	\$2,560	\$0	\$7,720	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$0	\$0	\$0	\$0	\$0	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$2,600	\$2,560	\$2,560	\$0	\$7,720	

Local Funds (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$650	\$640	\$640	\$0	\$1,930	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$0	\$0	\$0	\$0	\$0	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$650	\$640	\$640	\$0	\$1,930	
Total	\$3,250	\$3,200	\$3,200	\$0	\$9,650	

# **BRTB** 12-2010-11 Madison St Rehabilitation from N Milton Ave to Edison Hwy

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial

2028

2



Agency Baltimore City

Conformity Exempt

Length 2700 ft

#### Description

Roadway rehabilitation work includes 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 Project Category Highway Preservation

CIP/CTP ID PRJ001518

Proposed Lanes 2

#### Project Benefits

Road resurfacing/ rehabilitation Route/Road Name Madison Street

Project Type

Estimated Total Cost \$10,404,000

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.

National Highway System Yes

#### Connection to Long-Range Transportation Goals

2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit

National Highway Performance Program (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$6,800	\$0	\$0	\$0	\$6,800	
ОТН	\$0	\$0	\$0	\$0	\$0	
ENG	\$400	\$0	\$0	\$0	\$400	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$7,200	\$0	\$0	\$0	\$7,200	

Local Funds (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$1,700	\$0	\$0	\$0	\$1,700	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$100	\$0	\$0	\$0	\$100	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$1,800	\$0	\$0	\$0	\$1,800	
Total	\$9,000	\$0	\$0	\$0	\$9,000	

# **BRTB** 12-2011-11 Park Heights Ave from West Rogers Ave to Strathmore Ave

2029

Δ

Year of Operation

Minor Arterial

Existing Lanes

**Functional Classification** 



National Highway System No

Ag	ency	
Ba	ltimore	City

Conformity Exempt

Length 4100 ft

#### 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. Engineering funds for preliminary design were appropriated in FY 2021.

#### Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

**Project Category** 

CIP/CTP ID

**Proposed Lanes** 

508-046

**Project Benefits** 

4

Highway Preservation

Surface Transportation Block Grant (STBG) (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$10,560	\$0	\$0	\$0	\$10,560	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$0	\$0	\$0	\$0	\$0	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$10,560	\$0	\$0	\$0	\$10,560	

Local Funds (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$2,640	\$0	\$0	\$0	\$2,640	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$0	\$0	\$0	\$0	\$0	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$2,640	\$0	\$0	\$0	\$2,640	
Total	\$13,200	\$0	\$0	\$0	\$13,200	

Project Type Road resurfacing/ rehabilitation Route/Road Name

Roadways need to be repaired and maintained at this time

to halt the type of physical deterioration that jeopardizes

The work will improve road conditions along major routes

motorist safety and increases maintenance activities.

leading to and from Baltimore and its neighborhoods

improvements will be included in the project.

without increasing roadway capacity. Pedestrian safety

Park Heights Avenue

Estimated Total Cost \$16,600,000

# **BRTB** 12-2012-11 West Patapsco Avenue from Magnolia Avenue to Potee Street



National Highway System Yes

#### Agency Baltimore City

Conformity Exempt

Length 7400 ft

#### 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. Existing southbound lanes will be converted to a shared use trail. ENG funded in FY 2025.

#### Connection to Long-Range Transportation Goals

3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan, 5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

National Highway Performance Program (NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$16,800	\$0	\$0	\$0	\$16,800		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$0	\$0	\$0	\$0		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$16,800	\$0	\$0	\$0	\$16,800		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$4,200	\$0	\$0	\$0	\$4,200		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$0	\$0	\$0	\$0		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$4,200	\$0	\$0	\$0	\$4,200		
Total	\$21,000	\$0	\$0	\$0	\$21,000		

# Year of Operation 2029

Functional Classification Other Principal Arterial

Existing Lanes 6

#### Project Benefits Roadways need to be repaired and maintained at this time

along these routes.

4

**Project Category** 

CIP/CTP ID

PRJ0021360

**Proposed Lanes** 

Highway Preservation

rehabilitation Route/Road Name West Patapsco Avenue Estimated Total Cost \$22,650,000

to halt the type of physical deterioration that jeopardizes

drainage improvements will also improve public safety.

to improve walkways and bicycle access where needed

motorist safety and increases maintenance activities. The

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

**Project Type** 

Road resurfacing/

# **BRTB** 12-2013-11 Pennington Ave Rehabilitation from Birch St to E Ordinance Rd

2028

4

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial



National Highway System Yes

#### Agency Baltimore City

Conformity Exempt

Length 3500 ft

#### 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. Engineering funds for PE were appropriated in FY 2021.

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

FY 2026

\$1,330

\$0

FY 2027

\$0

\$0

National Highway Performance Program (NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$5,320	\$0	\$0	\$0	\$5,320		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$400	\$0	\$0	\$0	\$400		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$5,720	\$0	\$0	\$0	\$5,720		

		Total	\$7,150	\$0
)	\$5,720	Subtotal	\$1,430	\$0
)	\$0	ROW	\$0	\$0
)	\$0	PL	\$0	\$0
)	\$400	ENG	\$100	\$0

Phase CON

OTH

Local Funds (funding in thousands) Project Type Road resurfacing/ rehabilitation Route/Road Name

CIP/CTP ID PRJ002715

**Project Category** 

Highway Preservation

Proposed Lanes 4

Estimated Total Cost \$7,650,000

#### **Project Benefits**

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

FY 2028

\$0

\$0

\$0

\$0

\$0

\$0

\$0

Total Four-Year Funding Request

\$1,330

\$0

\$0

\$0

\$100

\$1,430

\$7,150

FY 2029

\$0

\$0

\$0

\$0

\$0

\$0

\$0

# **BRTB** 12-2015-13 Waterview Avenue over Ramp to MD 295



Agency Baltimore City

Conformity Exempt

> Length 75 ft

#### 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.

Year of Operation

Minor Arterial

Existing Lanes

**Functional Classification** 

2032

4

Project Category Highway Preservation

CIP/CTP ID 506-007

Proposed Lanes 4

#### Project Benefits

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.

Project Type

replacement

\$6,000,000

Bridge repair/deck

Route/Road Name

Estimated Total Cost

National Highway System No

#### Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

Surface Transportation Block Grant (STBG) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$400	\$288	\$3,552	\$0	\$4,240		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$1,040	\$0	\$0	\$0	\$1,040		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$1,440	\$288	\$3,552	\$0	\$5,280		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$100	\$72	\$888	\$0	\$1,060		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$260	\$0	\$0	\$0	\$260		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$360	\$72	\$888	\$0	\$1,320		
Total	\$1,800	\$360	\$4,440	\$0	\$6,600		

# **BRTB** 12-2102-03 Greenway Middle Branch Phase 2



Agency Baltimore City

Conformity Exempt

Length 0.8 mi

#### Description

The Middle Branch Phase 2 project involves the 100% design of a 0.8 mile trail as part of the Baltimore Greenway Trails Network 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 TAP grant.

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial

2029

Project Category Emission Reduction StratProject Type Bicycle/pedestrian facility

Route/Road Name Multiple Roadways

Proposed Lanes

CIP/CTP ID

508-126

Estimated Total Cost \$1,600,000

#### Project Benefits

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

National Highway System No

#### Connection to Long-Range Transportation Goals

5.A Implement Environmentally Responsible Transportation Solutions -- Coordinate to reduce delay & increase non-SOV through performance-based planning & programming, 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 3.E Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan

Surface Transportation Block Grant (STBG) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$758	\$0	\$0	\$758		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$250	\$0	\$0	\$0	\$250		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$250	\$758	\$0	\$0	\$1,008		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$190	\$0	\$0	\$190		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$19	\$0	\$0	\$0	\$19		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$19	\$190	\$0	\$0	\$209		
Total	\$269	\$948	\$0	\$0	\$1,217		

## 12-2301-39 Northern Pkwy at Falls Rd Traffic Safety and Multimodal

## Improvements



National Highway System Yes

gency	
altimore	City

Conformity

This project seeks to construct the following: 1. A protected multimodal facility and traffic-calming improvements on Falls Road between Northern Parkway and Coldspring Lane. 2. Provide geometric safety improvements at the intersection of Northern Parkway at Falls Road

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial

2029

4

Project Category Emission Reduction StratProject Type Bicycle/pedestrian facility

CIP/CTP ID 508-156

**Proposed Lanes** 3

## **Estimated Total Cost** \$5,000,000

Route/Road Name

Multiple Roadways

#### **Project Benefits**

Falls Road is identified as a Main Bike Route in Baltimore City's 2015 Bike Master Plan. This project would provide a protected facility to improve the safety and accessibility for multimodal travelers on Falls Road while encouraging slower traffic. Northern Parkway at Falls Road experiences a high number of crashes and is a high-volume roadway. Geometric traffic safety improvements at this intersection are projected to decrease the incidence of traffic crashes.

#### **Connection to Long-Range Transportation Goals**

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities

Surface Transportation Block Grant (STBG) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$2,720	\$0	\$0	\$0	\$2,720		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$0	\$0	\$0	\$0		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$2,720	\$0	\$0	\$0	\$2,720		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$680	\$0	\$0	\$0	\$680		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$0	\$0	\$0	\$0		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$680	\$0	\$0	\$0	\$680		
Total	\$3,400	\$0	\$0	\$0	\$3,400		

# )BRTB 12-2302-11

# Russell St Pavement Rehabilitation from Russell St Viaduct to City Line

Year of Operation

Other Freeway &

Expressway

Existing Lanes

**Functional Classification** 

2028

6



National Highway System No

#### Agency Baltimore City

Conformity Exempt

Length 2.1 mi

#### Description

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, curb and gutter replacement, sidewalk repair, streetlight fixture upgrade, new signage, and pavement marking. Estimated total cost revised from \$6.8M to \$11,050,000M to reflect estimated construction cost.

Project Category Highway Preservation

> CIP/CTP ID PRJ002906

Proposed Lanes 6

#### **Project Benefits**

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. This work will improve road conditions along major routes leading to and from Baltimore, improving access and safety.

**Project Type** 

\$11,050,000

Route/Road Name

Russell Street/MD 295

Estimated Total Cost

tation

Road resurfacing/rehabili-

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

National Highway Performance Program NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$8,200	\$0	\$0	\$0	\$8,200		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$320	\$0	\$0	\$0	\$320		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$8,520	\$0	\$0	\$0	\$8,520		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$2,050	\$0	\$0	\$0	\$2,050		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$80	\$0	\$0	\$0	\$80		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$2,130	\$0	\$0	\$0	\$2,130		
Total	\$10,650	\$0	\$0	\$0	\$10,650		

# **BRTB** 12-2303-25 Frederick Avenue ADA Upgrades (Brunswick to S. Smallwood)

2031

4

Year of Operation

Existing Lanes

**Functional Classification** 

**Other Principal Arterial** 



Agency Baltimore City

Conformity Exempt

Length 0.66 mi

#### Description

Upgrade ADA pedestrian facilities including curb ramps, sidewalks, removal of obstructions to provide compliant ADA access from Brunswick Street to S. Smallwood Street to the transit transfer stops along Frederick Ave. Four existing signalized intersections will be rebuilt from span wires to mast arms. Project Category Emission Reduction StratProject Type Bicycle/pedestrian facility

Route/Road Name

Estimated Total Cost \$12,000,000

#### **Project Benefits**

4

CIP/CTP ID

PRJ002522

**Proposed Lanes** 

Repairs are necessary to comply with the provisions of the Americans With Disabilities Act, specifically as it relates to access for disabled road users.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

National Highway Performance Program (NHPP) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$8,800	\$0	\$8,800			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$800	\$0	\$0	\$0	\$800			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$800	\$0	\$8,800	\$0	\$9,600			

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$2,200	\$0	\$2,200			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$200	\$0	\$0	\$0	\$200			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$200	\$0	\$2,200	\$0	\$2,400			
Total	\$1,000	\$0	\$11,000	\$0	\$12,000			

# **BRTB** 12-2401-03 W North Ave Pedestrian Safety Improvements from Mt Royal Ave to Hilton St



National Highway System No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

National Highway Performance Program (NHPP) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$800	\$0	\$0	\$0	\$800			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$800	\$0	\$0	\$0	\$800			

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$200	\$0	\$0	\$0	\$200			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$200	\$0	\$0	\$0	\$200			
Total	\$1,000	\$0	\$0	\$0	\$1,000			

# **BRTB** 12-2402-11 Pennsylvania Ave Rehabilitation from North Ave to MLK Blvd

2032

2

Year of Operation

Minor Arterial

Existing Lanes

**Functional Classification** 



Agency Baltimore City

Conformity Exempt

Length

#### Description

Roadway rehabilitation work includes milling and paving, base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements. Project Category Highway Preservation

CIP/CTP ID PRJ002902

Proposed Lanes 2

#### **Project Benefits**

Project Type Road resurfacing/ rehabilitation Route/Road Name Pennsylvania Avenue

Estimated Total Cost \$16,500,000

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all road users and increases maintenance activities. This work will improve roadway 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.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$800	\$0	\$0	\$0	\$800			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$800	\$0	\$0	\$0	\$800			

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$200	\$0	\$0	\$0	\$200		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$200	\$0	\$0	\$0	\$200		
Total	\$1,000	\$0	\$0	\$0	\$1,000		

# >>>BRTB 12-2403-11

# 25th St/Huntingdon Ave Rehabilitation from Greenmount Ave to 29th St



National Highway System No

	10 2911 31			
	Agency Baltimore City	Year of Operation 2033	Project Category Highway Preservation	Project Type Road resurfacing/ rehabilitation
	Conformity Exempt	Functional Classification Minor Arterial	CIP/CTP ID 508-141	Route/Road Name 25th St/Huntingdon Ave
-	Length	Existing Lanes 4	Proposed Lanes <b>4</b>	Estimated Total Cost \$19,550,000
20	Description Roadway rehabilitation work ir	ncludes milling and paving,	Project Benefits Roadways need to be repaired	and maintained at this time

base repairs, curb and gutter replacement, ADA compliant pedestrian ramps, sidewalks, driveways, crosswalks, pedestrian lighting, pedestrian and bike facility improvements, traffic signal upgrades with APS/CPS, new streetlights and street light fixture upgrades, pavement marking and signing, new trees and landscaping, and storm drainage improvements. Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes the safety of all road users and increases maintenance activities. The work will improve conditions along 25th Street and provide improved accommodations to pedestrians and cyclists.

#### Connection to Long-Range Transportation Goals

3.A Improve Accessibility -- Increase transportation options for all segments of the population, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$1,920	\$0	\$0	\$0	\$1,920			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$1,920	\$0	\$0	\$0	\$1,920			

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$480	\$0	\$0	\$0	\$480			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$480	\$0	\$0	\$0	\$480			
Total	\$2,400	\$0	\$0	\$0	\$2,400			

#### 12-2404-11 **Johnston Square Improvements**



National Highway System No

Agency **Baltimore City** 

Conformity Exempt

Length 10400 ft

#### Description

This project includes design and construction of roadway rehabilitation work of E. Preston St and E. Biddle St from Fallsway to N. Eden St. Roadway rehabilitation, sidewalk improvements, street cycle track, removal/replacing sidewalks, ADA ramps, driveways, pedestrian lighting/ signal reconstruction as required, trees, tree pits, landscaping, flex posts, enhanced crosswalks, pedestrian safety elements, street amenities, drainage improvements and stormwater management.

Year of Operation

Minor Arterial

Existing Lanes

**Functional Classification** 

2032

4

#### Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other< modes, and safe access to transit amenities, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure <---Preserve and maintain the condition of roadway and transit systems through performance based planning

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$1,600	\$0	\$0	\$0	\$1,600			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$1,600	\$0	\$0	\$0	\$1,600			

Local Funds (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$0	\$0	\$0	\$0	\$0			
OTH	\$0	\$0	\$0	\$0	\$0			
ENG	\$400	\$0	\$0	\$0	\$400			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$400	\$0	\$0	\$0	\$400			
Total	\$2,000	\$0	\$0	\$0	\$2,000			

**Project Type** Highway Preservation Road resurfacing/ rehabilitation

In order to promote a true Main Street Corridor, walkability is

essential for pedestrian safety. Traffic safety improvements,

corridor will increase public safety and perception of the area

sidewalk improvements, and street cycle tracks in this

as a safe and desirable place to shop, live and play.

**Project Category** 

CIP/CTP ID

**Proposed Lanes** 

508-145

**Project Benefits** 

4

Route/Road Name

Estimated Total Cost \$18,800,000

Page 150 of 398

# **BRTB** 12-2405-11 Orleans St Rehabilitation from Wolfe St to Ellwood Ave

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial

2031

4



Agency Baltimore City

Conformity Exempt

Length 4850 ft

#### Description

Roadway rehabilitation work includes 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. Project Category Highway Preservation

CIP/CTP ID PRJ002903

Proposed Lanes 4

#### Project Type Road resurfacing/ rehabilitation Route/Road Name

Estimated Total Cost 18500000

#### Project Benefits

Roadways need to be repaired and maintained to halt the 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 are also included.

# National Highway System Yes

#### Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies

National Highway Performance Program (NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$13,200	\$13,200		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$1,600	\$0	\$0	\$0	\$1,600		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$1,600	\$0	\$0	\$13,200	\$14,800		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$3,300	\$3,300		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$400	\$0	\$0	\$0	\$400		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$400	\$0	\$0	\$3,300	\$3,700		
Total	\$2,000	\$0	\$0	\$0	\$18,500		

#### 12-2406-03 **Baltimore Greenway Trails Network - Eastern Segment**



National Highway System No

#### Aaencv **Baltimore City**

Conformity Exempt

Length 1.8 mi

## Description

This project involves the acquisition of the right-of-way for the Baltimore Greenway Trails Network: Eastern Segment. This segment will connect to some of East Baltimore's most popular destinations, by creating a linear park and shared use path on a former railroad rightof-way that weaves together multiple neighborhoods and developing pedestrian and bicycle infrastructure as a means of alternative transportation and option for healthy recreation.

#### **Connection to Long-Range Transportation Goals**

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 4.F Increase Mobility -- Increase mobility including traffic and transit response through incident management

Other Funds (funding in thousands)							
FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
\$0	\$0	\$0	\$0	\$0			
\$0	\$0	\$0	\$0	\$0			
\$0	\$0	\$0	\$0	\$0			
\$0	\$0	\$0	\$0	\$0			
\$2,508	\$0	\$0	\$0	\$2,508			
\$2,508	\$0	\$0	\$0	\$2,508			
	nds ousands) FY 2026 \$0 \$0 \$0 \$2,508 \$2,508 \$2,508	FY 2026 FY 2027   \$0 \$0   \$0 \$0   \$0 \$0   \$0 \$0   \$0 \$0   \$0 \$0   \$0 \$0   \$0 \$0   \$0 \$0   \$0 \$0   \$0 \$0   \$2,508 \$0   \$2,508 \$0	FY 2026 FY 2027 FY 2028   \$0 \$0 \$0   \$0 \$0 \$0   \$0 \$0 \$0   \$0 \$0 \$0   \$0 \$0 \$0   \$0 \$0 \$0   \$0 \$0 \$0   \$0 \$0 \$0   \$0 \$0 \$0   \$0 \$0 \$0   \$2,508 \$0 \$0	FY 2026 FY 2027 FY 2028 FY 2029   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$0 \$0 \$0 \$0   \$2,508 \$0 \$0 \$0   \$2,508 \$0 \$0 \$0			

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$0	\$0	\$0	\$0		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$2,508	\$0	\$0	\$0	\$2,508		
Subtotal	\$2,508	\$0	\$0	\$0	\$2,508		
Total	\$5,016	\$0	\$0	\$0	\$5,016		

Year of Operation 2028

**Functional Classification** NA

Existing Lanes

**Project Category Emission Reduction Strat-** Project Type Bicycle/pedestrian facility

Route/Road Name

Estimated Total Cost \$5,108,000

#### **Project Benefits**

CIP/CTP ID

**Proposed Lanes** 

TBD

The Baltimore City Greenway Trail Network is a system of urban trails that, when completed, will link together diverse neighborhoods, cultural amenities, and outdoors activities, that make up the landscape of Baltimore City This project will help the City of Baltimore complete the remaining 31 miles of a 70+ mile trail network, and will provide an alternative means of transportation access to jobs. schools, retail centers, and recreation for thousands of Baltimore City residents.

# **BRTB** 12-2501-11 Belair Road Rehabilitation from Glenmore Avenue to City Line

4

2032

Year of Operation

Existing Lanes

**Functional Classification** 

**Other Principal Arterial** 



Agency Baltimore City

Conformity Exempt

Length 2200 ft

#### Description

Roadway rehabilitation work includes full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, landscaping, trees, new streetlights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Project Category Highway Preservation

CIP/CTP ID PRJ003152

Proposed Lanes 4

Project Type Road resurfacing/ rehabilitation Route/Road Name

Estimated Total Cost \$9,200,000

#### Project Benefits

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.

National Highway System No

#### Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 3.A Improve Accessibility -- Increase transportation options for all segments of the population, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

National Highway Performance Program (NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$800	\$0	\$0	\$0	\$800		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$800	\$0	\$0	\$0	\$800		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$200	\$0	\$0	\$0	\$200		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$200	\$0	\$0	\$0	\$200		
Total	\$1,000	\$0	\$0	\$0	\$1,000		

# **BRTB** 12-2502-11 Keith Ave Rehabilitation from Broening Hwy to S Clinton St

Year of Operation

Existing Lanes

**Functional Classification** 

2031

4



Agency Baltimore City

Conformity Exempt

Length 5300 ft

#### Description

Roadway rehabilitation work includes concrete roadway slab replacement, concrete Type I and Type II repairs, base repair, traffic signal replacement, signage, pavement markings, curb and gutter replacement, streetlight fixture upgrades, inlet cleaning, drainage improvements, landscaping, and trees. Project Category Highway Preservation

CIP/CTP ID PRJ003097

Proposed Lanes 4 Project Type Road resurfacing/ rehabilitation Route/Road Name

Estimated Total Cost \$9,500,000

#### Project Benefits

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

National Highway System No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

National Highway Performance Program (NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$800	\$400	\$0	\$0	\$1,200		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$800	\$400	\$0	\$0	\$1,200		

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$200	\$100	\$0	\$0	\$300		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$200	\$100	\$0	\$0	\$300		
Total	\$1,000	\$500	\$0	\$0	\$1,500		

# **BRTB** 12-2503-13 Russell Street Viaduct Bridge Replacement



Agency Baltimore City

Conformity Exempt

Length 1269 ft

#### Description

The existing 1,260-foot long bridge carries the Russell Street Viaduct over CSX & Ostend Street and was originally built in 1951 then reconstructed in 1981. The bridge continues to undergo severe deterioration that is now evident throughout the structure and now needs to be replaced. The existing bridge does not have sidewalks or pedestrian facilities. The new structure will include standard SHA and ADA compliant sidewalks.

Year of Operation

**Existing Lanes** 

**Functional Classification** 

2036

6

Project Category Highway Preservation

CIP/CTP ID

Proposed Lanes 6 Project Type Bridge repair/deck replacement Route/Road Name

Estimated Total Cost \$43,000,000

#### Project Benefits

The 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 63.3.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming, 3.F Improve Accessibility -- Improve system connectivity and continuity among all modes and across geographic boundaries

Surface Transportation Block Grant (STBG) (funding in thousands)								
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request			
CON	\$8,000	\$8,000	\$8,000	\$0	\$24,000			
ОТН	\$0	\$0	\$0	\$0	\$0			
ENG	\$400	\$0	\$0	\$0	\$400			
PL	\$0	\$0	\$0	\$0	\$0			
ROW	\$0	\$0	\$0	\$0	\$0			
Subtotal	\$8,400	\$8,000	\$8,000	\$0	\$24,400			

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$2,000	\$2,000	\$2,000	\$0	\$6,000		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$100	\$0	\$0	\$0	\$100		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$2,100	\$2,000	\$2,000	\$0	\$6,100		
Total	\$10,500	\$10,000	\$10,000	\$0	\$30,500		

#### **Kelly Avenue Bridge Replacement** 12-2504-13 **NERTE**



and and	Agency Baltimore City	Year of Operation 2035	Project Category Highway Preservation	Project Type Bridge repair/deck replacement
10	Conformity Exempt	Functional Classification	CIP/CTP ID	Route/Road Name
	Length 789 ft	Existing Lanes 4	Proposed Lanes 4	Estimated Total Cost \$41,000,000
Northe	Description The existing 789-foot long brid over I-83, MTA, and the Jones I built in 1925 then rehabilitated continues to undergo severe de evident throughout the structure	ge carries Kelly Avenue Falls and was originally in 1979. The bridge eterioration that is now re and now needs to be	Project Benefits The bridge has deteriorated be replacement to protect public poor condition with a sufficien	eyond repair and requires a full safety. The existing bridge is in cy rating of 47.5.

National Highway System No

Connection to Long-Range Transportation Goals 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

Surface Transportation Block Grant (STBG) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$8,000	\$8,000	\$8,000	\$0	\$24,000		
ОТН	\$0	\$0	\$0	\$0	\$0		
ENG	\$400	\$0	\$0	\$0	\$400		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$8,400	\$8,000	\$8,000	\$0	\$24,400		

Local Fu	I <b>nds</b> housands)				
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$2,000	\$2,000	\$2,000	\$0	\$6,000
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$100	\$0	\$0	\$0	\$100
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,100	\$2,000	\$2,000	\$0	\$6,100
Total	\$10,500	\$10,000	\$10,000	\$0	\$30,500

#### 12-2505-39 2023 Pedestrian & Roadway Safety Improvements



National Highway System No

#### Agency **Baltimore Citv**

Conformity Exempt

Length

Year of Operation

2026

**Functional Classification** Varies

Existing Lanes

#### **Project Category** Environmental/Safety

High-crash locations were identified throughout the city

particularly those of an innovative nature. The majority of

safety for pedestrians at these intersections. Treatments

the treatments will upgrade ADA accessibility and crossing

such as bumpouts (shortened crossings, warning beacons,

of Baltimore for implementation of safety treatments,

HAWK signals, are shown to improve vehicle yielding

behavior and reduce pedestrian crashes.

**Project Type** Safety other

Route/Road Name

**Proposed Lanes** 

CIP/CTP ID

512-080

**Project Benefits** 

Estimated Total Cost \$2,300,000

#### Description

This project will deploy a variety of safety treatments aimed at pedestrians, bicyclists, and vehicles at approximately 50 intersections Citywide. Treatments will include: concrete bumpouts and ADA ramps, upgraded crosswalks, rectangular rapid flashing beacons and HAWK signals for pedestrian crossings, flashing stop signs, retroreflective backplates on traffic signals, intersection geometry & operational safety improvements.

#### **Connection to Long-Range Transportation Goals**

3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 1.D Improve System Safety -- Eliminate hazardous conditions in high crash locations for all modes using best practices and proven countermeasures.

Highway Safety Improvement Program (HSIP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$2,340	\$0	\$0	\$0	\$2,340		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$200	\$0	\$0	\$0	\$200		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$2,540	\$0	\$0	\$0	\$2,540		

Local Fu (funding in th	nds iousands)				
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$260	\$0	\$0	\$0	\$260
ОТН	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$260	\$0	\$0	\$0	\$260
Total	\$2,800	\$0	\$0	\$0	\$2,800

# **BRTB** 12-2506-39 2022 Pedestrian & Roadway Safety Improvements



#### Agency Baltimore City

Conformity Exempt

Length

Functional Classification Varies

Year of Operation

2025

**Existing Lanes** 

#### Project Category Environmental/Safety

Project Type Safety other

Route/Road Name

Estimated Total Cost \$3,100,000

#### Description

The project involves the installation of High intensity Activated crossWalK (HAWK) and Rectangular Rapid Flashing Beacon (RRFB) complementary treatments at several intersections. MDOT SHA (via the Federal Highway Safety Improvement Program-HSIP) is providing 90% of funds for construction while the City of Baltimore is funding the design portion of the project and a 10% construction match.

#### Project Benefits

CIP/CTP ID

**Proposed Lanes** 

512-080

The project is needed in order to assist in pedestrian crossings and improve safety at the specified locations. The intersections included in this project currently do not have the appropriate features to assist in pedestrian crossings hence there have been several reported pedestrian crashes at these locations. HAWKs and RRFBs act similarly to traffic signals and are designed to catch drivers' attention at pedestrian crosswalks and improve safety.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 1.D Improve System Safety -- Eliminate hazardous conditions in high crash locations for all modes using best practices and proven countermeasures., 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders

Highway Safety Improvement Program (HSIP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$2,790	\$0	\$0	\$0	\$2,790		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$0	\$0	\$0	\$0		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$2,790	\$0	\$0	\$0	\$2,790		

Local Funds (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$310	\$0	\$0	\$0	\$310	
ОТН	\$0	\$0	\$0	\$0	\$0	
ENG	\$0	\$0	\$0	\$0	\$0	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$310	\$0	\$0	\$0	\$310	
Total	\$3,100	\$0	\$0	\$0	\$3,100	

# **BRTB** 12-2601-03 Frederick Avenue Streetscape (Yale to Monastery)



Agency Baltimore City

Conformity

Exempt

Length

Other Principal Arterial

**Functional Classification** 

Year of Operation

2031

**Existing Lanes** 

#### Description

Repair, restore and modernize aging infrastructure along a commercial and mixed-use adjacent land use section of Frederick Avenue. Two intersections will be reconstructed from span wires to mast arms. Engineering for the project was funded 100% locally in FY 2023. Project Category Emission Reduction StratProject Type Bicycle/pedestrian facility

Route/Road Name

Proposed Lanes

Estimated Total Cost \$6,000,000

#### Project Benefits

CIP/CTP ID

PRJ002672

Project will enhance safety and aesthetics within the right of way.

# National Highway System No

#### Connection to Long-Range Transportation Goals

1.C Improve System Safety -- Improve safety in all modes through traffic & transit system mgt., communications, governance and policies, 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

National Highway Performance Program NHPP) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$4,800	\$4,800		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$0	\$0	\$0	\$0		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$0	\$0	\$0	\$4,800	\$4,800		

Local Fu (funding in th	nds iousands)				
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$1,200	\$1,200
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$1,200	\$1,200
Total	\$0	\$0	\$0	\$1,200	\$1,200

# **BRTB** 12-2602-39 Vision Zero Action Plan & Pilot



National Highway System No

#### Agency Baltimore City

Conformity Exempt

Length

Functional Classification Varies

Year of Operation

2026

**Existing Lanes** 

.

Project Category Emission Reduction Strat-

Baltimore City experiences approximately 50 deaths per

year on its roadways, nearly half of which are pedestrians or

bicyclists. DOT needs a comprehensive actionable strategy

that it can implement agency-wide, as well as in partnership

with other City agencies, to address this urgent public health

Proposed Lanes

**Project Benefits** 

CIP/CTP ID

Estimated Total Cost \$1,303,684

Route/Road Name

Bicycle/pedestrian facility

**Project Type** 

#### Description

The City of Baltimore was awarded two SS4A grants to create a comprehensive Vision Zero Action Plan and for demonstration projects to pilot the plan's recommendations. The expanded plan will include robust data-driven implementation priorities to improve safety on city roadways, along with concept designs for specific high-priority locations. The Action Plan will also include livability impact analysis to ensure compliance with the USOT SS4A program.

#### Connection to Long-Range Transportation Goals

1.B Improve System Safety -- Adopt relevant state and local plans that seek to reduce transportation related injuries and fatalities, 1.F Improve System Safety -- Support research into understanding the causes of bicycle and pedestrian crashes and injuries to develop countermeasures., 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming

crisis.

Safe Streets for All Grant Program (SS4A) (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$0	\$0	\$0	\$0	\$0		
PL	\$2,005	\$0	\$0	\$0	\$2,005		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$2,005	\$0	\$0	\$0	\$2,005		

Local Fu (funding in th	n <b>ds</b> nousands)				
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$548	\$0	\$0	\$0	\$548
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$548	\$0	\$0	\$0	\$548
Total	\$2,553	\$0	\$0	\$0	\$2,553

# **BRTB** 12-2603-03 Restoring Connections to Druid Hill Park



Agency Baltimore City

Conformity Exempt

> Length 2.1 mi

#### Description

The Project builds from a Complete Streets Feasibility study completed in 2022, which developed concept-level designs. In March of 2024, BCDOT received \$6 million in Neighborhood Access and Equity funds from the U.S. Department of Transportation to complete preliminary engineering, environmental documentation, and public outreach to select a locally preferred alternative and reach 30% design.

Year of Operation

Major Collector

Existing Lanes

**Functional Classification** 

2030

Project Category Emission Reduction StratProject Type Bicycle/pedestrian facility

CIP/CTP ID

F/GIF ID

Proposed Lanes

Estimated Total Cost \$6,000,000

Route/Road Name

Druid Park Lake Drive

#### Project Benefits

The Druid Park Lake Drive Complete Streets Project will restore connections to Druid Hill Park and the surrounding neighborhoods by creating a safer, multi-modal corridor that is safe and accessible for people of all ages and abilities.

National Highway System No

#### Connection to Long-Range Transportation Goals

1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 7.D Promote Prosperity and Economic Opportunity -- Invest in transportation infrastructure that improves access to generators of economic growth, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Neighborhood Access and Equity Grant Program (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$6,000	\$0	\$0	\$0	\$6,000		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Total	\$6,000	\$0	\$0	\$0	\$6,000		

# **BRTB** 12-2604-99 West Baltimore United: A Plan to Reconnect Communities



National Highway System No

Ag	enc	;y	
Ba	ltim	ore	Citv

Conformity Exempt

Length

Functional Classification Other Principal Arterial

Year of Operation

**Existing Lanes** 

2040

## Description

The WBU project establishes a vison and goals for the corridor, as well as assesses existing conditions, opportunities, and constraints, including constructability, multimodal traffic circulation, market demand, and project financing. This project will advance planning elements beyond ideas collected in previous planning studies but will build on previous work to set the communities of West Baltimore on a path to a brighter future.

#### Connection to Long-Range Transportation Goals

2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops., 1.A Improve System Safety -- Improve rdwy. & transit safety through perf.-based planning & programming, 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities.

Project Category Miscellaneous

CIP/CTP ID

**Project Benefits** 

**Proposed Lanes** 

Project Type

3,050,000

The West Baltimore United (WBU) Project is a collaborative

effort between the City of Baltimore, Baltimore City

Department of Transportation, Baltimore Department

of Planning, Baltimore Development Corporation, and

Maryland Transit Administration to advance long-overdue

improvements in West Baltimore, where the "Highway to

Nowhere" has divided communities for over 50 years.

Miscellaneous

Route/Road Name

Estimated Total Cost

Reconnecting Communities and Neighborhoods Grant Program (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$2,000	\$0	\$0	\$0	\$2,000		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$2,000	\$0	\$0	\$0	\$2,000		

Local Fu (funding in th	nds nousands)				
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$0	\$0	\$0
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$1,050	\$0	\$0	\$0	\$1,050
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,050	\$0	\$0	\$0	\$1,050
Total	\$3,050	\$0	\$0	\$0	\$3,050

#### Page 162 of 398

# **BRTB** 12-2605-03 Baltimore Greenway Trails Network - Northern Segments

Year of Operation

Existing Lanes

**Functional Classification** 

**Other Principal Arterial** 

2029



Agency Baltimore City

Conformity Exempt

Length 2.8 mi

#### Description

Baltimore Greenway Trails Northern Segments is a 6.3 mi. new trail connection between the Gywnns Falls Trail/ Leakin Park to the Herring Run Trail/Lake Montebello. Engineering was funded with a FY 2025 Transportation Alternatives grant. Project Category Emission Reduction StratProject Type Bicycle/pedestrian facility

Route/Road Name

Proposed Lanes

CIP/CTP ID

PRJ002178

Estimated Total Cost \$9,500,000

#### **Project Benefits**

The Baltimore City Greenway Trail Network is a system of urban trails that, when completed, will link together diverse neighborhoods, cultural amenities, and outdoors activities, that make up the landscape of Baltimore City. This project will help the City of Baltimore complete the remaining 31 miles of a 70+ mile trail network, and will provide an alternative means of transportation access to jobs, schools, retail centers, and recreation for thousands of Baltimore City residents.

National Highway System No

#### Connection to Long-Range Transportation Goals

3.D Improve Accessibility -- Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

Surface Transportation Block Grant (STBG) (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$0	\$0	\$5,600	\$0	\$5,600	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$2,000	\$0	\$0	\$0	\$2,000	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$2,000	\$0	\$5,600	\$0	\$7,600	

Local Fu (funding in th	nds nousands)				
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$0	\$0	\$1,400	\$0	\$1,400
OTH	\$0	\$0	\$0	\$0	\$0
ENG	\$500	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$500	\$0	\$1,400	\$0	\$1,900
Total	\$2,500	\$0	\$0	\$0	\$9,500

# **BRTB** 12-2606-03 Wolfe or Washington Street Bike Facility



Agency Baltimore City

Conformity Exempt

Length 2.1 mi

#### Description

The Washington St Bikeway & Traffic Calming project involves final design and construction phases. The project will make improvements on Washington St between Sinclair Ln and Aliceanna St. The project will include 2.1-mile two-way cycle track, new ADA ramps, pedestrian signals, bus boarding islands, and other traffic calming design elements.

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial

2026

#### Project Category Emission Reduction Strat-

Project Type Bicycle/pedestrian facility

CIP/CTP ID

Proposed Lanes

Estimated Total Cost

Route/Road Name

Washington Street

\$5,760,000

#### Project Benefits

The Washington St Bikeway & Traffic Calming project will reduce speeding, improve safety, and expand multimodal connections. Specifically, this project will improve biking and walking connections to Clifton Park, Inner Harbor, and the city's existing separated bicycle network.

National Highway System No

#### Connection to Long-Range Transportation Goals

2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities., 3.D Improve Accessibility -- Invest in separated bicycle/pedestrian facilities that link to activity centers and public transit, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities

Surface Transportation Block Grant (STBG) (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$4,140	\$0	\$0	\$0	\$4,140	
ОТН	\$0	\$0	\$0	\$0	\$0	
ENG	\$0	\$0	\$0	\$0	\$0	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$4,140	\$0	\$0	\$0	\$4,140	

Local Fu (funding in th	nds iousands)				
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request
CON	\$460	\$0	\$0	\$0	\$460
ОТН	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0
Subtotal	\$460	\$0	\$0	\$0	\$460
Total	\$4,600	\$0	\$0	\$0	\$4,600

# **BRTB** 12-9903-13 Hawkins Point Bridge over CSX Railroad



National Highway System Yes

#### Agency Baltimore City

Conformity Exempt

Length 0.53 mi

#### Description

This project involves the following: 1) Replacement of the bridge carrying Hawkins Point Rd over CSX railroad tracks. 2) Replacement of .53 miles of Hawkins Point Rd from west of Chemical Rd to Ross Ave. 3) Addition of a 400 ft right turn lane at Ross Ave for those accessing the US Coast Guard Yard. 4) Stormwater management and reforestation of two acres east of the bridge. PE funds for this project were included in a previous TIP (FY 2011 and FY 2013).

Year of Operation

Existing Lanes

**Functional Classification** 

Other Principal Arterial

2031

4

#### Connection to Long-Range Transportation Goals

3.A Improve Accessibility -- Increase transportation options for all segments of the population, 1.E Improve System Safety -- Improve conditions for non-motorists to travel more safely, have safer interactions with other modes, and safe access to transit amenities, 2.A Improve and Maintain the Existing Infrastructure -- Preserve and maintain the condition of roadway and transit systems through performance based planning and programming

National Highway Performance Program NHPP) (funding in thousands)						
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request	
CON	\$0	\$0	\$0	\$0	\$0	
OTH	\$0	\$0	\$0	\$0	\$0	
ENG	\$400	\$0	\$0	\$0	\$400	
PL	\$0	\$0	\$0	\$0	\$0	
ROW	\$0	\$0	\$0	\$0	\$0	
Subtotal	\$400	\$0	\$0	\$0	\$400	

Local Funds (funding in thousands)							
Phase	FY 2026	FY 2027	FY 2028	FY 2029	Total Four-Year Funding Request		
CON	\$0	\$0	\$0	\$0	\$0		
OTH	\$0	\$0	\$0	\$0	\$0		
ENG	\$100	\$0	\$0	\$0	\$100		
PL	\$0	\$0	\$0	\$0	\$0		
ROW	\$0	\$0	\$0	\$0	\$0		
Subtotal	\$100	\$0	\$0	\$0	\$100		
Total	\$500	\$0	\$0	\$0	\$500		

#### Project Type Bridge repair/deck replacement Route/Road Name

Route/Road Name

Estimated Total Cost \$24,000,000

#### Project Benefits Extensive deteri

4

**Project Category** 

CIP/CTP ID

**Proposed Lanes** 

507-416

Highway Preservation

Extensive deterioration of the bridge over several years warrants a total replacement. FHWA's guidelines recommend a total replacement for bridges with a sufficiency rating of less than 50%. The Hawkins Point bridge has a sufficiency rating of 33%.