

I-95/I-695 Interchange Bridge Deck Replacement

TIP ID	63-2202-13	Year of Operation	2024
Agency	SHA - Regional	Project Type	Bridge repair/deck replacement
Project Category	Highway Preservation	Functional Class	Interstate
Conformity Status	Exempt	Physical Data	Varies
CIP or CTP ID(s)	BA3532	Est. Total Cost	\$27,200,000

Description:

This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road.

MDOT SHA to use toll credits to increase federal funding to 95 percent.

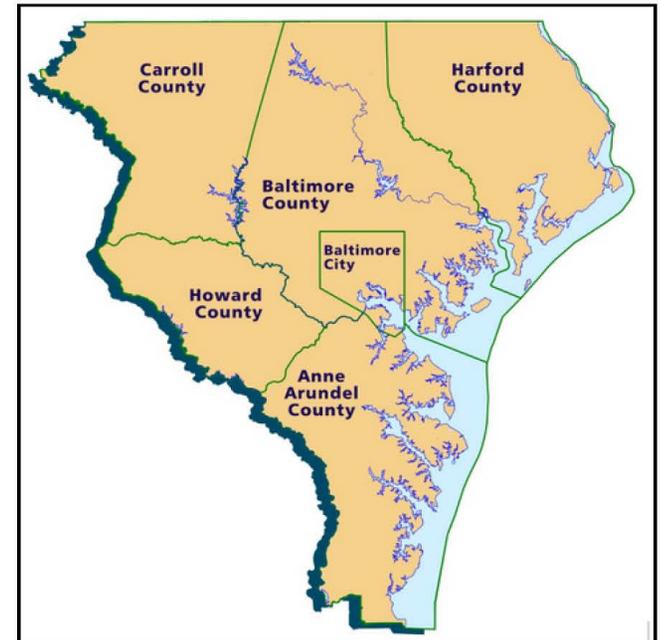
Justification:

This project will address concrete bridge decks before they reach a deteriorated state and upgrade existing parapets to meet current safety criteria.

Amendment:  amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to address **safety** concerns for 10 bridge decks at the I-95/I-695 interchange and to upgrade parapets to meet current safety criteria. Funding for this project includes \$1,970,000 for engineering (\$1,870,000 federal/\$100,000 match) in FY 2022 - FY 2024 and \$25,000,000 for construction (\$23,750,000 federal/\$1,250,000 match) in FY 2023 – FY 2024. The total estimated cost of the project is \$27.2 million.

Connection to Long-Range Transportation Planning Goals:

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





2022 - 2025 Transportation Improvement Program

I-95/I-695 Interchange Bridge Deck Replacement

(Funding in Thousands)

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

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$0	\$0	\$19,000	\$1,000	\$4,750	\$250	\$0	\$0	\$25,000
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$623	\$33	\$623	\$33	\$624	\$34	\$0	\$0	\$1,970
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$623	\$33	\$19,623	\$1,033	\$5,374	\$284	\$0	\$0	\$26,970
Total	\$623	\$33	\$19,623	\$1,033	\$5,374	\$284	\$0	\$0	\$26,970

Central Avenue - Phase II

TIP ID	12-1205-12	Year of Operation	2022
Agency	Baltimore City	Project Type	Bicycle/pedestrian facilities
Project Category	Highway Preservation	Functional Class	Minor Arterial
Conformity Status	Exempt	Physical Data	.44 miles, 5 to 3 lanes
CIP or CTP ID(s)	508-021	Est. Total Cost	\$53,451,191

Description:

This project will provide protected bicycle facilities on the Central Avenue Reconstruction Phase II project between Baltimore Street and Fleet. Work for this project will include pavement markings, vertical elements for delineating and protecting the bicycle facilities, upgraded crosswalks, and traffic signal modifications. The project will amend the lane configurations in the original Phase II project between Fleet Street and Baltimore Street, by reducing the typical section from 5 travel lanes to 3 travel lanes, or 4 through lanes to 2 through lanes. This segment represents 0.44 miles of the 0.64 mile long project.

Funding for Engineering was authorized in FY 2013

Justification:

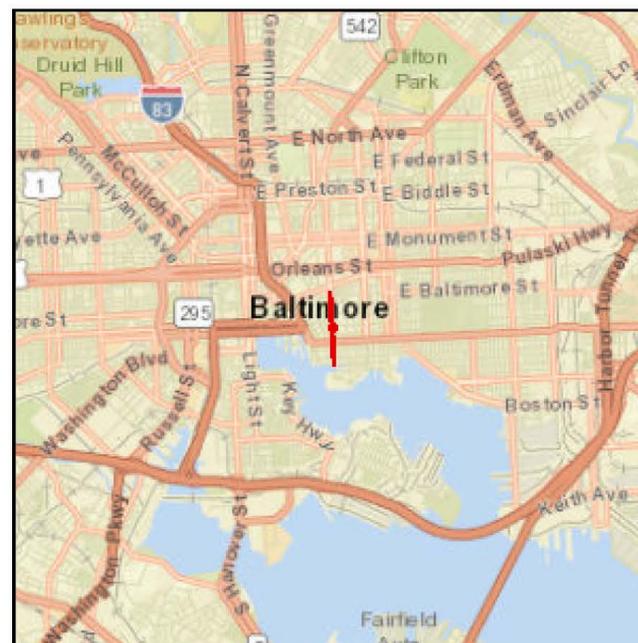
Reducing the number of travel lanes from 5 to 3 and providing protected bike lanes will follow FHWA's guidelines on best practices for road diets and the bikeway selection guide from FHWA's Separated Bike Lane Planning Design Guide. Providing protected bike lanes will increase safety and comfort for all travel modes on Central Ave.

The City of Baltimore reviews projects for ped/bicycle safety to ensure they meet the goals for the corridor and neighborhood. DOT also has a bike policy that reviews projects compliance with the Bicycle Master Plan and will install bike facilities if possible to create a multi-modal transportation system within the city.

Amendment: This amendment adds a new project to the FY 2022-2025 TIP. This project was originally listed in the FY 2016-2019 TIP. The City desires to modify the striping plan to provide better bicycle facilities and increased pedestrian safety/comfort by lowering vehicular speeds. Inclusion of this project in the TIP is necessary to prepare and finalized NEPA documents. Funding for this project includes \$750,000 for construction (\$600,000 federal/\$150,000 match) in FY 2022. The total estimated cost of the project is \$53.451 million.

Connection to Long-Range Transportation Planning Goals:

- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit.
- 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies.





Central Avenue - Phase II

(Funding in Thousands)

Surface Transportation Block Grant Program **-NEW**

Phase	FY 2022 Federal Funds	FY 2022 Matching Funds	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	Total Four-Year Funding Request
CON	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750
Total	\$600	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$750

Proposed Amendments to the 2022-2025 TIP (January 2022)

Project		Reason for Amendment	Project Description	Proposed Conformity Status
A	I-95/I-695 Interchange Bridge Deck Replacement	This project will address concrete bridge decks before they reach a deteriorated state and upgrade existing parapets to meet current safety criteria.	This project includes replacing bridge decks with latex modified concrete deck overlays on 10 bridges within the I-95/I-695 Interchange. The following structures are included: SB I-95 over I-95 Ramp I, SB I-95 over I-695, I-95 Ramp G over I-695, NB I-95 over I-695, I-95 Ramp C over I-695, SB I-95 over I-695 Ramp C, NB I-95 over I-695 Ramps C & G, I-695 Ramp C over I-95 Ramp G, SB I-95 & Ramp D over Sulphur Spring Road and NB I-95 & Ramp H over Sulphur Spring Road. No widening is associated with any of the deck replacements.	Exempt
B	Central Avenue - Phase II	<p>Reducing the number of travel lanes from 5 to 3 and providing protected bike lanes will follow FHWA's guidelines on best practices for road diets and the bikeway selection guide from FHWA's Separated Bike Lane Planning Design Guide. Providing protected bike lanes will increase safety and comfort for all travel modes on Central Ave.</p> <p>The City of Baltimore reviews projects for ped/bicycle safety to ensure they meet the goals for the corridor and neighborhood. DOT also has a bike policy that reviews projects compliance with the Bicycle Master Plan and will install bike facilities if possible to create a multi-modal transportation system within the city.</p>	<p>This project will provide protected bicycle facilities on the Central Avenue Reconstruction Phase II project between Baltimore Street and Fleet. Work for this project will include pavement markings, vertical elements for delineating and protecting the bicycle facilities, upgraded crosswalks, and traffic signal modifications. The project will amend the lane configurations in the original Phase II project between Fleet Street and Baltimore Street, by reducing the typical section from 5 travel lanes to 3 travel lanes, or 4 through lanes to 2 through lanes. This segment represents 0.44 miles of the 0.64 mile long project.</p> <p>Funding for Engineering was authorized in FY 2013</p>	Exempt

Issues:

Do the proposed TIP amendments require a conformity determination?

No. These projects are exempt from the requirement to determine conformity in accordance with Section 93.126 of the Conformity Rule:

Project	Exempt status – Sec. 93.126, Table 2
A	- Widening narrow pavements or reconstructing bridges (no additional travel lanes).
B	- Projects that correct, improve, or eliminate a hazardous location or feature.