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AUG 19 2013

SECRETARY'S OFFICE  
DEPT. OF TRANSPORTATION

**STEPHANIE RAWLINGS-BLAKE**

MAYOR

*100 Holliday Street, Room 250  
Baltimore, Maryland 21202*

August 9, 2013

The Honorable James T. "Jim" Smith  
Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive, P O Box 548  
Hanover, Maryland 21076

Dear Secretary ~~Smith~~ <sup>Jim</sup>:

The purpose of this letter is to outline Baltimore City's transportation priorities as the FY 2014 - 2019 Consolidated Transportation Program (CTP) is being prepared by the Maryland Department of Transportation (MDOT). As described below and in each of the attached worksheets, we believe that these projects will advance local and regional mobility, economic growth and environmental quality.

Our transit priorities, in order of importance, are as follows:

**Red Line Transit Project**

Baltimore City continues to strongly support the Red Line Transit Project. It will help make Baltimore's transit system greater than the sum of its parts, integrating the Maryland Transit System's (MTA) Metro Subway, local and commuter bus lines, Light Rail, and MARC systems, as well as Charm City Circulator routes. The Red Line will also spur economic growth by creating thousands of jobs during construction and providing access to even more jobs, while improving the quality of life by providing easy access to jobs, recreation, health services and educational institutions. As a key partner in the project, the City's Capital Improvement Program (CIP) includes \$49 million over the next 5 years in Red Line-related transportation investments, including the Edmondson Avenue Bridge Reconstruction, and improvements at the West Baltimore MARC Station. The City urges MDOT to include funds for final design, right-of-way acquisition, and construction in the FY 14 – FY 19 CTP.

**Charm City Circulator Purple Route Extension to University Parkway**

Baltimore City's Charm City Circulator Purple Route currently travels from the Federal Hill community to Penn Station. The City plans to implement an extension of the route to University Parkway following the completion of the Charles Street Reconstruction project in Summer 2014. FY 2015 MTA Locally Operated Transit Systems (LOTS) funds would help the City meet this commitment and improve the quality of life in the Charles Street corridor.



### **Bayview MARC Station**

Baltimore City strongly supports this project not only as the eastern terminus of the Red Line but also as a major economic growth opportunity. The National Institutes of Health has long-expressed its desire to see this station built so it can strengthen the relationship between its facilities at the Bayview Medical Center and suburban Washington, DC. The City's CIP includes \$3.5 million over the next 3 years for right-of-way, design, and construction of access improvements and parking for the Bayview MARC Station and future transit-oriented development opportunities. The City requests that MDOT include funds for design, right-of-way acquisition, and construction in the FY 14 – FY 19 CTP.

### **West Baltimore MARC Station**

Continuing to advance the redevelopment of the West Baltimore MARC Station will fulfill a commitment made by MDOT in the 2008 West Baltimore Transit-Oriented Community Development Plan. By the end of 2013, the City and MDOT will have together invested more than \$13 Million in infrastructure improvements at the station, including demolition of the last section of the "highway to nowhere" for expanded parking, streetscape improvements on Pulaski Street and Edmondson Avenue and reconfiguration of the Fulton Avenue bridge as part of the West Baltimore Bicycle-Pedestrian loop. The City is also working with the Baltimore Metropolitan Council's Opportunity Collaborative to evaluate the feasibility of transit-oriented development (TOD) around the West Baltimore MARC Station. The City urges MDOT to continue to include funds for design and construction in the FY 14 – FY 19 CTP to understand how a new station would interact with the Red Line and other critical projects.

The City has included federal-aid appropriations in its CIP for the following highway priorities, but continues to be challenged with its local match contribution as Highway User Revenues remain flat. Baltimore City highway priorities are as follows:

- **Reconstruction of Hawkins Point Road Bridge and Roadway Improvements from west of Chemical Road to west of Quarantine Road** – This project is significant due to its importance to the region's chemical industry, designation as an emergency evacuation route, and status as the only network redundancy for the southernmost portion of I-695. It consists of replacement of the existing bridge structure over CSX, and widening of roadway sections to provide for geometric and safety improvements.
- **Central Avenue Phase II** – This project includes full-depth pavement reconstruction of Central Avenue between Lancaster Street and Baltimore Street into an urban boulevard, concrete curb/gutter and sidewalk reconstruction, construction of ADA-compliant pedestrian ramps and driveway entrances, roadway drainage system improvements, new street and pedestrian lighting, new pavement marking and signing, new traffic and pedestrian signals, and a new bridge over the tidal inlet waters to the proposed Harbor Point development site.
- **Charles Street Reconstruction from 25<sup>th</sup> Street to University Parkway** – This project includes the complete reconstruction of Charles Street from University Parkway to 29<sup>th</sup> Street, and resurfacing between 29<sup>th</sup> Street and 25<sup>th</sup> Street to provide geometric and safety

improvements. The project will provide safer and more efficient vehicle, pedestrian and bicycle movements with extensive new green medians, new sidewalks, new curb and gutter, new street and pedestrian lighting, new traffic signals, a new electric duct bank, new water lines, art work, new trees in the medians and sidewalks, ADA ramps, bike lanes, new signing and pavement markings.

- **Edmondson Avenue Bridge** – The complete replacement of the existing 4 span reinforced concrete arch bridge, originally constructed in 1907, is under design and anticipated to be advertised for construction in Fall 2013. The new bridge will feature 4 vehicle travel lanes and sidewalks on either side of the structure and two 8-foot sidewalks in each direction for the Gwynns Falls hiker/biker trail. The new bridge will also be capable of carrying two light rail trains for the Red Line.
- **Roland Avenue Complete Streets** – This project includes resurfacing Roland Avenue from Northern Parkway to Cold Spring Lane, as well as 15 intersection enhancements in the Roland Park area to provide safer and more efficient vehicle, pedestrian and bicycle movements.
- **Harford Road Bridge** – This project includes the total replacement of the existing bridge and retaining walls on both sides of the roadway adjacent to the structure, as well as a pedestrian underpass under Harford Road and a pedestrian bridge over Herring Run.
- **I-295 Bridge Reconstruction** – This project involves the total replacement of three bridges (two vehicle and one pedestrian) over I-295 (Baltimore-Washington Parkway) to provide for geometric and safety improvements.

We look forward to working with your staff to advance these projects.

Sincerely,



Stephanie Rawlings-Blake

Mayor

City of Baltimore

- cc: The Honorable Verna Jones-Rodwell, Chair, Baltimore City Senate Delegation  
The Honorable Curt Anderson, Chair, Baltimore City House Delegation  
The Honorable Bernard "Jack" C. Young, Baltimore City Council President  
Khalil Zaied, Deputy Chief of Operations  
Daniel Sparaco, Assistant Deputy Chief of Operations  
Thomas Stosur, Baltimore City Director of Planning  
William M. Johnson, Baltimore City Director of Transportation  
William Hwang, Baltimore City Deputy Director of Transportation

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2014 to FY: 2019 CTP

- 1) Name of Project: Red Line Project
- 2) Submitting Jurisdiction/Modal Agency: Baltimore City
- 3) Location of the project (describe project limits and location, as well as Jurisdiction/County, and attach map if available and applicable): From western Baltimore County to Bayview Medical Center in Baltimore City. Also see attached map
- 4) Anticipated cost and funding source (approximate if available): \$2.5 billion  
Description of project purpose and need (up to one paragraph): Baltimore City continues to
- 5) strongly support the Red Line Transit Project and congratulates MTA/MDOT on receiving a Record of Decision and entry into final design, as well as the additional \$519 million for construction recently announced by the Governor. In furtherance of the Red Line, the City's Capital Improvement Program includes \$43 million over the next 5 years to reconstruct the Edmondson Avenue Bridge over Gwynn's Falls in West Baltimore and Red Line related improvements to the Boston Street corridor in Southeast Baltimore. These projects are assumed to be completed by the City in the project's financial plan and we are committed to doing so. To date, the City has also committed to approximately \$40 million towards our in-kind contribution per the MTA and City MOU.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries: \_\_\_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Project is supports and has been coordinated with local land use plans goals, objectives and/or policies specifically as it relates to the Baltimore City new zoning codes and future TOD at and around the various Red Line stations.
- 8) In county priority letter? Yes  No
- 9) Smart Growth status and explanation: Inside Priority Funding area
- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: Improvements will provide reliable transportation alternatives to congested roadways, improve multi-modal access for neighborhoods in Baltimore County and Baltimore City and enhance connectivity of transit.

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation related fatalities and injuries.

Objective: Secure transportation assets for the movement of people and goods.

Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network.

Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: Transit systems serve as an alternative to automobile trips, thereby reducing carbon and particulate emissions from traffic.

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

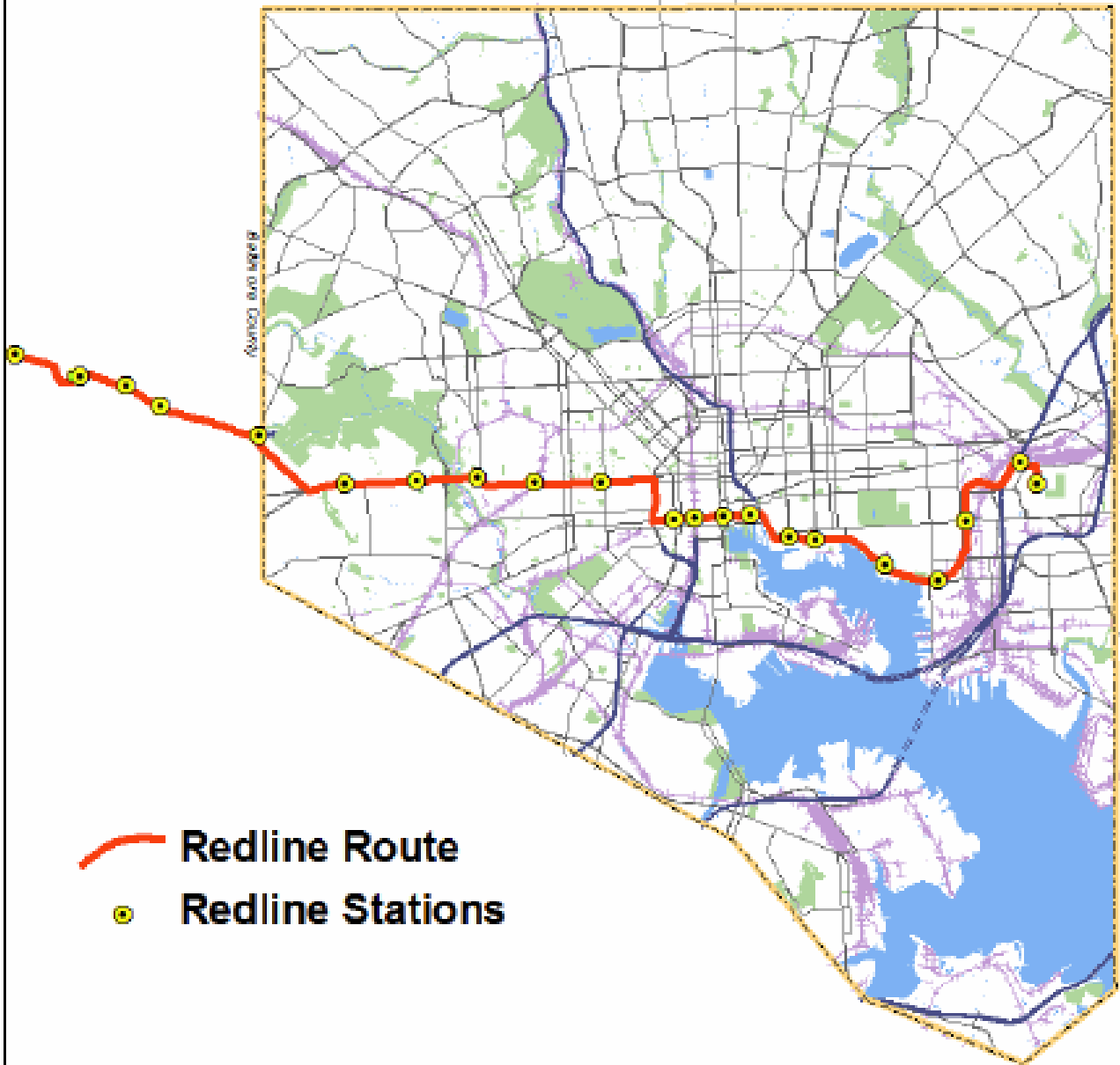
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.



Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The Red Line will provide transit options for underserved, auto dependent populations, while improving access to jobs, businesses, and tourist attractions. The project will also strategically expand the local transportation network by providing more efficient, environmentally friendly transportation options, and will encourage TOD projects throughout the project area.

11) Additional Comments/Explanation: See attached



 **Redline Route**  
 **Redline Stations**

- |  |  |
|--|--|
|  Expressway   |  Railroad |
|  Major Street |  Water    |
|  Tunnel       |  Park     |



Stephanie Rawlings-Blake  
Mayor

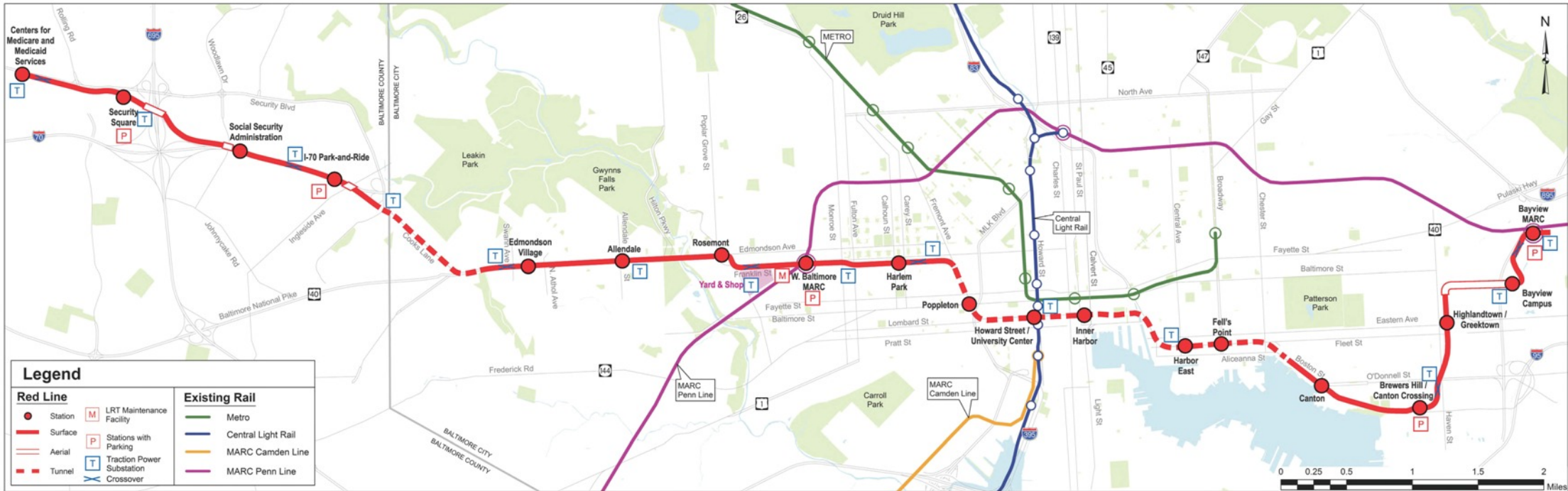
**DISCLAIMER:**  
 The City of Baltimore makes no representation for accuracy, either expressed or implied, regarding the information contained on this map or its suitability for any particular purpose whatsoever. The map is sold and/or provided "as is" and the City of Baltimore will not be liable for its use if provided by any party.



Rhonda A. Zales  
Director



# Baltimore Red Line





## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2014 to FY: 2020 CTP

- 1) Name of Project: Charm City Circulator
- 2) Submitting Jurisdiction/Modal Agency: Baltimore City Department of Transportation
- 3) Project Jurisdiction/County: City of Baltimore
- 4) Project limits (attach map if available and applicable): City of Baltimore
- 5) Anticipated cost and funding source (approximate if available): \$35,000,000
- 6) Description of project purpose and need (up to one paragraph): The Charm City Circulator provides mass transit, connector service throughout the City's CBD and its periphery. The funding mechanism is an adjustment to the City's parking tax which went into effect in December 2008. Because the vast majority of parking facilities and garages that pay this tax is located in the CBD, CCC operations have been constrained to that area, unless an alternative funding source is identified. There has been an articulated need to expand CCC operations into many areas that do not have the parking tax base necessary to support CCC operations to those areas. Therefore, an alternative funding source is required.
- 7)
- 8) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: \_\_\_\_\_
- 9) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: \_\_\_\_\_
- 10) In county priority letter? Yes  No
- 11) Smart Growth status and explanation: \_\_\_\_\_
- 12) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: \_\_\_\_\_

13) Additional Comments/Explanation: \_\_\_\_\_

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2014 to FY: 2019 CTP

- 1) Name of Project: Hawkins Point Road Bridge Over CSX and Roadway Improvements
- 2) Submitting Jurisdiction/Modal Agency: City of Baltimore
- 3) Project Jurisdiction/County: City of Baltimore
- 4) Project limits (attach map if available and applicable): .53 Miles
- 5) Anticipated cost and funding source (approximate if available): \$16M/TIP
- 6) Description of project purpose and need (up to one paragraph): This project is significant due to its importance of the region's chemical industry, designation as an emergency evacuation route, and status as the only network redundancy for the southernmost portion of I-695. It consists of the replacement of the existing bridge structure over CSX, and the widening of roadway sections to provide for geometric and safety improvements.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: \_\_\_\_\_
- 9) In county priority letter? Yes  No
- 10) Smart Growth status and explanation: City of Baltimore is a State Priority Development area
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Vastly improved replacement bridge and will help CSX Railroad accomplish their long term goal of using double-deck railroad carts; clearly improved roadway to accelerate to transition of vehicles during any emergency evacuation procedures.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: The newly replacement bridge will provide for geometric and safety improvements.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Providing quality improved roadway motorists making connections to the southernmost portion of i-695.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: SWM mitigation and SWM improvements will be part of this project.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

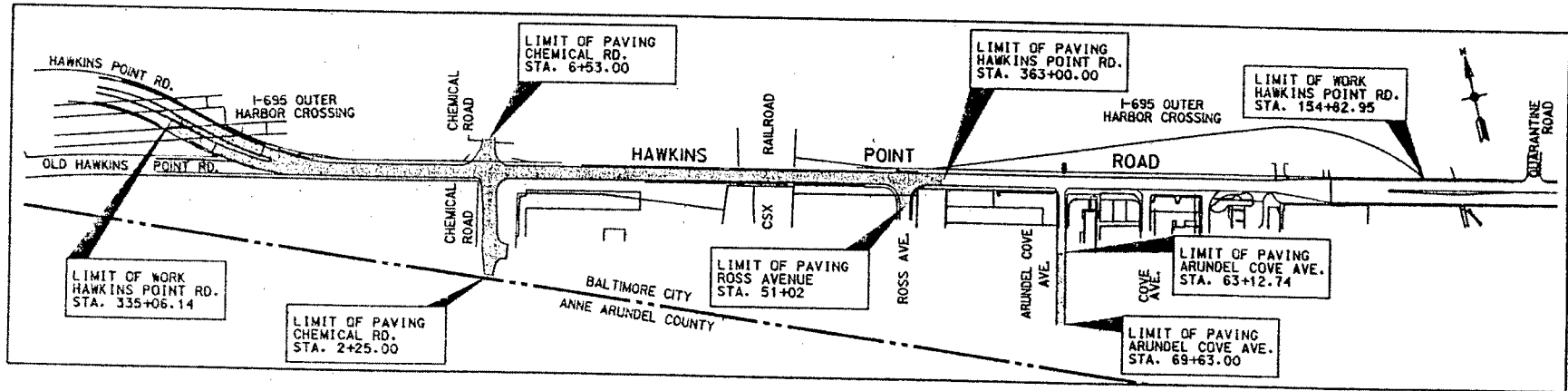
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

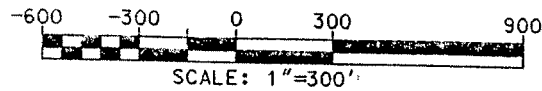
If checked, please describe how the project supports the goal and objectives: A good solid improved bridge that will be capable of withstanding the heavy flow commercial traffic that utilizes the roadway.

12) Additional Comments/Explanation: \_\_\_\_\_

# RECONSTRUCTION OF HAWKINS POINT ROAD BRIDGE AND ROADWAY IMPROVEMENTS



LOCATION MAP



LENGTH OF PROJECT: 0.53 MILES

BRIDGE NO. B.C. 5207

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2014 to FY: 2019 CTP

- 1) Name of Project: Central Avenue Streetscape and Harbor Point Connector Bridge (Design-Build)
- 2) Submitting Jurisdiction/Modal Agency: Baltimore City Department of Transportation
- 3) Project Jurisdiction/County: Baltimore City
- 4) Project limits (attach map if available and applicable): Central Avenue from Baltimore Street to the Harbor Point development site
- 5) Anticipated cost and funding source (approximate if available): \$50 Millions (80% Federal and 20% local match)
- 6) Description of project purpose and need (up to one paragraph): Modernize the corridor to provide for future redevelopment. Reconstruct the infrastructure within the right-of-way, which includes roadways, sidewalks, lighting, signals, signage, storm drains and other utilities. Expand utility capacity and modernize the right-of-way elements to provide for dedicated bike lanes, stormwater management, landscaping, rehabilitate old and structurally deficient culverts and bridges beneath the pavement, and ADA compliance. The proposed bridge will extend Central Avenue to the Harbor Point development and reduce congestion by providing a second connection point.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: \_\_\_\_\_
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Non automotive users will be provided with more suitable transportation paths, the bridge will provide currently non-existent ingress and egress, adding conduits will provide for future growth, the modernized road will be consistent with the new Red Line light rail station located in the middle of the project. The City wants to facilitate population growth and adding employment opportunities.
- 9) In county priority letter? Yes  No
- 10) Smart Growth status and explanation: All of Baltimore City is a State priority development area
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)



**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Dedicated bike lanes, ADA compliant ramps, paths, signals, more structurally sound bridges and culverts.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Rehabilitate a roadway and existing drainage structures under it to support traffic, accommodate bus and light rail mass transit stops, encourage use of right-of-way by bicyclists and pedestrians.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: The improved corridor will be more efficient for automotive users through use of updated left turn lanes. The increase capacity of the conduits will allow for more data and power to be transported. A new roadway surface will be smoother and more inviting to use. We will be using more efficient LED lights and signals.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The bridge will reduce wait times and emissions from automotive users ingressing and egressing from the Harbor Point site. The project will result in a net decrease in impervious area and will provide more trees, landscaping and other stormwater improvements. Sediment control will be provided during construction. By facilitating growth in a dense urban area the project will reduce the potential for sprawl elsewhere.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The Harbor Point site is currently an unused and cleared brownfield . The 27 acre site will be built out to about 3 million square feet of office space, commercial, and residential uses. In addition, parks and other public areas will be provided. The corridor north of this is currently an underutilized area that at one time had been more industrial. The City expect this project to facilitate new business and residential growth that is occurring nearby.

12) Additional Comments/Explanation: Rehabilitating Central Avenue is a key City priority. The project has actually been split in two for funding reasons. Phase I includes the streetscape from Baltimore Street to Madison Street and is under construction.

Central Avenue Streetscape and Harbor Point Connector Bridge (Design Build)



TR12317/

SHA No BC410005

FAP: STP 3057(6) N

LOCATION MAP



SCALE: 1" = 1000'

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 14 to FY: 19 CTP

- 1) Name of Project: North Charles St. Reconstruction from 25th St to University Pkwy.
- 2) Submitting Jurisdiction/Modal Agency: City of Baltimore, Maryland
- 3) Project Jurisdiction/County: City of Baltimore
- 4) Project limits (attach map if available and applicable): N. Charles st from 25th St to University Parkway
- 5) Anticipated cost and funding source (approximate if available): \$28 M, (80% Federal and 20% Local)

Description of project purpose and need (up to one paragraph): To provide a safer and more efficient vehicle, pedestrian and bicycle movement, to improve the gateway appearance . From 29th St to University Pkwy will be rechannelized with extensive new green medians, landscaping . Project also includes full depth pavement reconstruction, new sidewalks, new curb and gutter, new street and pedestrian lighting, new traffic signals, a new electric duct bank, new water lines, art work, new trees in the medians and sidewalks, ADA ramps, bike lanes, new signing and pavement markings.The lower limit from 25th Street to 29th Street will be resurfaced.There will be traffic signal and intersection layout improvements throughout. Professional Artwork will be installed between 33rd St and 34th St

- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No

Project located outside of MPO boundaries: \_\_\_\_\_

- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Non automotive users will be provided with more suitable transportation paths. A dedicated bike lane is being proposed between University Pkwy and 29th St. A new median is also being constructed from University Pkwy to 29th St providing for increased safety of pedestrians and vehicular traffic.

- 8) In county priority letter? Yes  No

- 9) Smart Growth status and explanation: Baltimore City as a whole is a State Priority development area

- 10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Reconstruction , lane modification, new ADA ramps, sidewalk, construction of new median between 29th St and University Pkwy, bump outs, art work, upgrading of existing signal and signs with repaving and New marking will support this objective

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This road is being reconstructed as well as underlying utilities such as watermains, storm drain inlets and pipes and electric conduits and manholes to minimize impact of utility repairs on newly constructed roadway.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This upgrade will fulfill this goal and objective. Reconstructed roadway will be more efficient for vehicular traffic with construction of new median allowing for two-way traffic between 29th St and University Pkwy. Newly constructed bump-outs will allow for safer parking. The increase capacity of the conduits will allow for more data and power to be transported. A new roadway surface will be smoother and more inviting to use. We will be using more efficient LED lights and signals.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The newly constructed green median and green bump-outs will provide for more impervious area. Other SWM improvements, new trees, additional landscaping and more greenery are part of this project.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

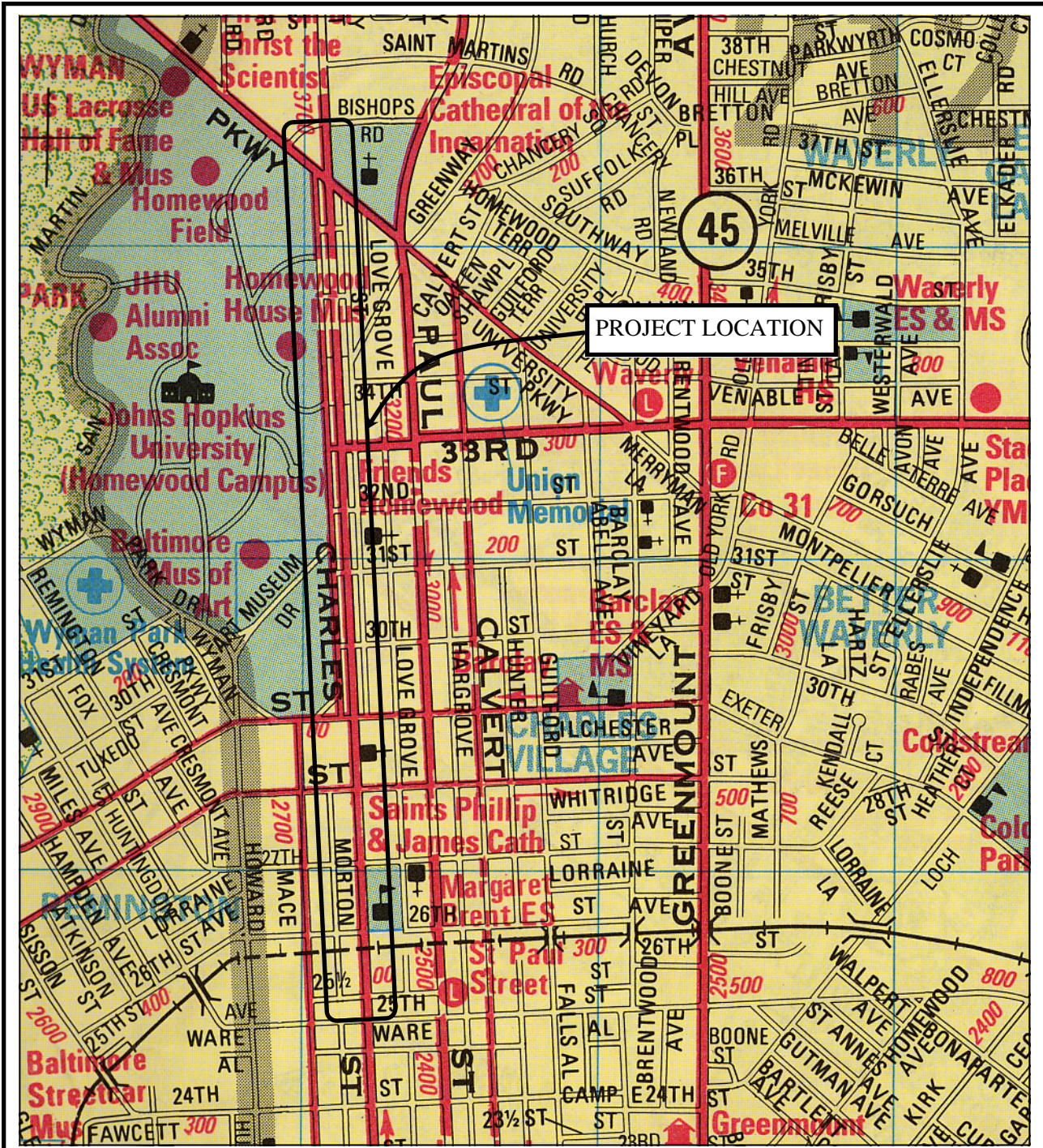
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The project is underconstruction, this infrastructure improvement will help local businesses, communities, the University fulfilling this objective.

11) Additional Comments/Explanation: This is a major reconstruction project on this major arterial roadway in heart of the city. This project is pilot project for installation of Art elements in Roadway projects. Other improvements such as full depth reconstruction of roadway, SWM improvements, new and efficient lighting and signal equipment and more green area etc. will make this project a state of the art project in the centre of the City. The project is under construction and targeted to be completed by Summer 2014.





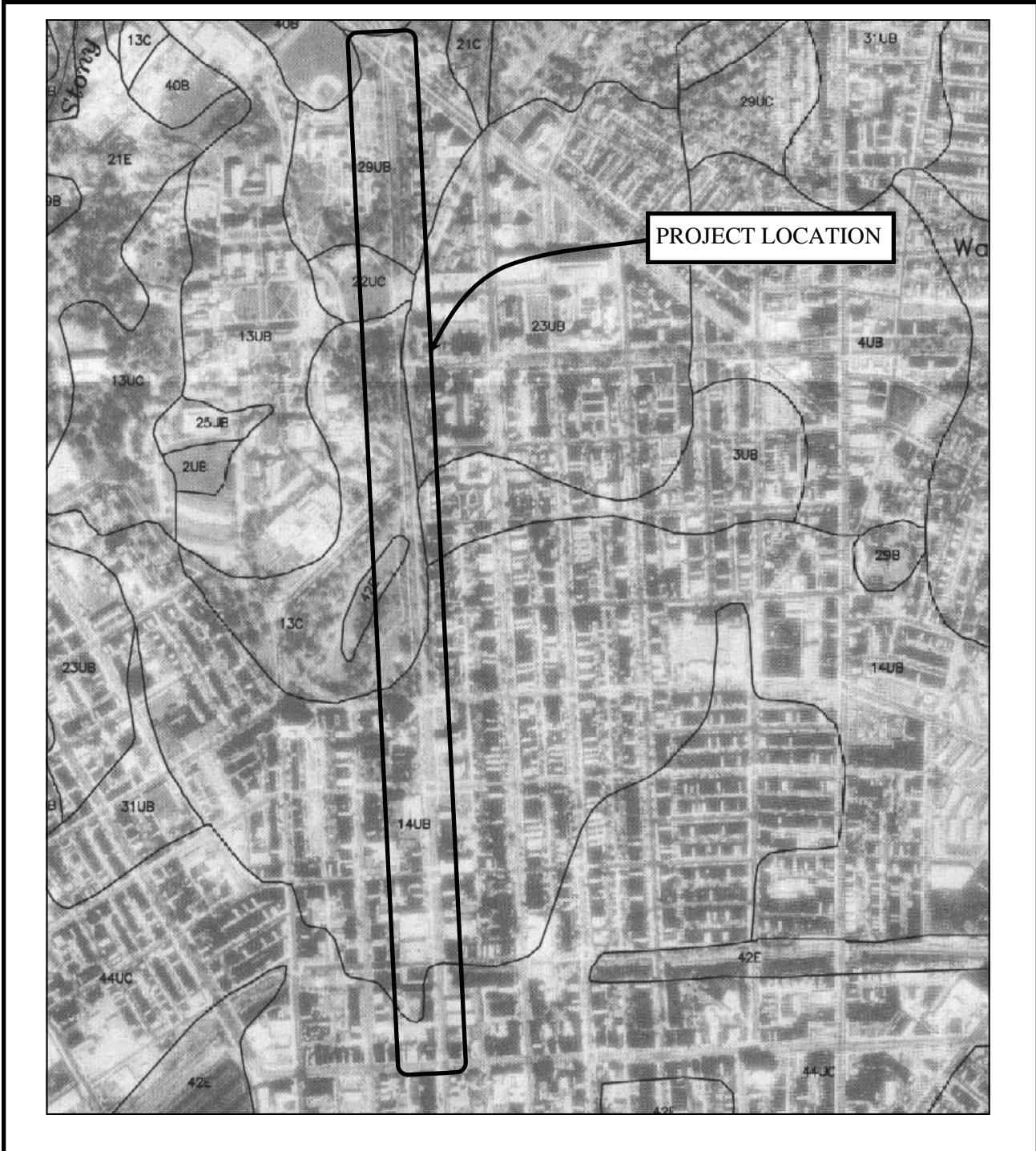
Copyright ADC The Map People  
Permitted Use No. 20903122  
Expiration 03/31/10

**CHARLES STREET RECONSTRUCTION**  
**VICINITY MAP**  
**1"=1000'**



Rummel, Klepper & Kahl, LLP  
Consulting Engineers





Soil Survey of  
City of Baltimore, Maryland  
Baltimore East 3 Quadrangle  
Sheet 7 of 11

**CHARLES STREET RECONSTRUCTION**  
**SOILS MAP**  
**NOT TO SCALE**



Rummel, Klepper & Kahl, LLP  
*Consulting Engineers*





PROJECT LOCATION

Source:  
Google Earth  
Date of imagery:2005

**CHARLES STREET RECONSTRUCTION  
AERIAL PHOTOGRAPH  
NOT TO SCALE**



Rummel, Klepper & Kahl, LLP  
Consulting Engineers

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 14 to FY: 19 CTP

- 1) Name of Project: Edmondson Avenue Bridge Replacement
- 2) Submitting Jurisdiction/Modal Agency: Baltimore City Department of Transportation
- 3) Project Jurisdiction/County: City of Baltimore
- 4) Project limits (attach map if available and applicable): Please see attached map
- 5) Anticipated cost and funding source (approximate if available): \$38 Million using Federal & State aid, as well as local matching funds.
- 6) Description of project purpose and need (up to one paragraph): The existing bridge was originally constructed in 1907. The structure has severely deteriorated since with a bridge sufficiency rating of 48.4 and is classified as structurally deficient. The bridge, with an average daily traffic of 3,900, serves as a major route into and out of the City of Baltimore and is in need of replacement.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: No
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: No additional property is to be improved as a part of the bridge replacement. The new bridge will be capable of supporting the Red Line Transit Development Project.
- 9) In county priority letter? Yes  No
- 10) Smart Growth status and explanation: The new bridge will be capable of supporting the Maryland Transit Administration's Red Line Transit Development Project.
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: The replacement of the bridge will help to better facilitate the flow of traffic both in and out of the City of Baltimore.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This project will replace an existing bridge that has deteriorated to a point where it's useful service life is coming to an end.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: By replacing the existing bridge the City of Baltimore will help to continue to facilitate smooth travel both into and out of the City of Baltimore.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: The Erosion & Sediment Control and Storm Water Management aspects of the project have all been developed under the review of the MDE certified Baltimore City Department of Public Works.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: The new bridge will be capable of supporting all current transportation vehicles including commercial vehicles.

12) Additional Comments/Explanation: \_\_\_\_\_

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 14 to FY: 19 CTP

- 1) Name of Project: Roland Ave and Northern Parkway Improvements and Traffic calming.
- 2) Submitting Jurisdiction/Modal Agency: City of Baltimore, Maryland
- 3) Project Jurisdiction/County: City of Baltimore
- 4) Project limits (attach map if available and applicable): Roland Ave from Northern Pkwy to Cold Spring Lane, Northern Pkwy and School Entrance, Wyndhurst Avenue and Cold Spring Lane, See location map.
- 5) Anticipated cost and funding source (approximate if available): \$5.4 M, (80% Federal and 20% Local)
- 6) Description of project purpose and need (up to one paragraph): Resurfacing Roland Avenue from Northern Parkway to Cold Spring Lane, New Traffic Signal on Northern Parkway and school entrance, Bryn Mawr, Gilman School's entrance modification between Roland Avenue and North Charles Street, Median modifications along Roland Avenue in front of Gilman School. Traffic Calming and Enhancements in Roland Park (Roland Avenue, Wyndhurst Avenue and Cold Spring Lane).
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: \_\_\_\_\_
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: There are numerous improvements proposed for pedestrians and vehicular traffic under this project that will enhance mobility and liability in this corridor.
- 9) In county priority letter? Yes  No
- 10) Smart Growth status and explanation: Baltimore City as a whole is a State Priority development area
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: New Signal is being constructed at School entrances on Northern Pkwy. This improvement will increase safety for vehicular and pedestrian traffic. New ADA compliant ramps, sidewalk, median modifications, bump outs, new crosswalks with contrast colors, upgrade to existing signal and signs with repaving and New marking will support this objective.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: This road is FHWA classification Minor Arterial. This project will improve overall pavement condition, utility infrastructure and provide for other improvements related to vehicular and pedestrian traffic.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: This upgrade will fulfill this goal and objective. The proposed signal construction at Bryn Mawr and Gilman School entrance on Northern Pkwy and other signal improvements under this project will help achieve this goal. The new signal equipment will be connected to Transportation Management Center providing for proper communication with motorists in case of emergencies. Other intersection improvements such as bump-outs, ADA compliant sidewalk ramps, new sidewalk, new crosswalks and efficient lighting proposed under this project will enhance pedestrian traffic through this corridor.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.



Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: New Bioretention tree pits, SWM facility near Bryn Mawr school entrance, other SWM upgrades and installation of additional landscaping are part of this project.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

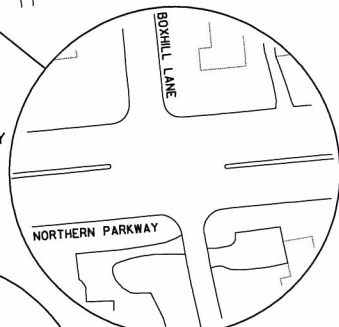
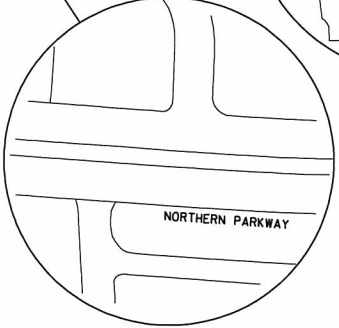
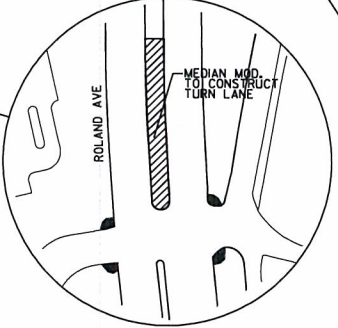
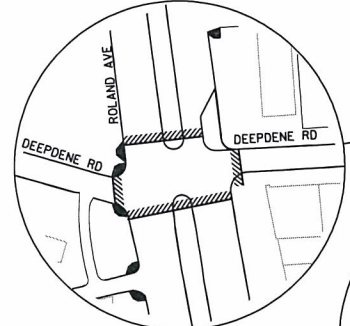
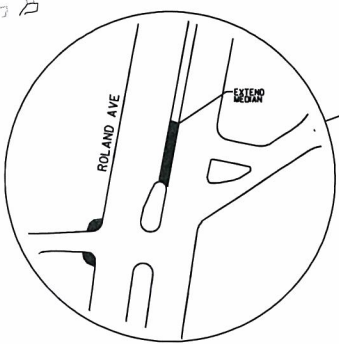
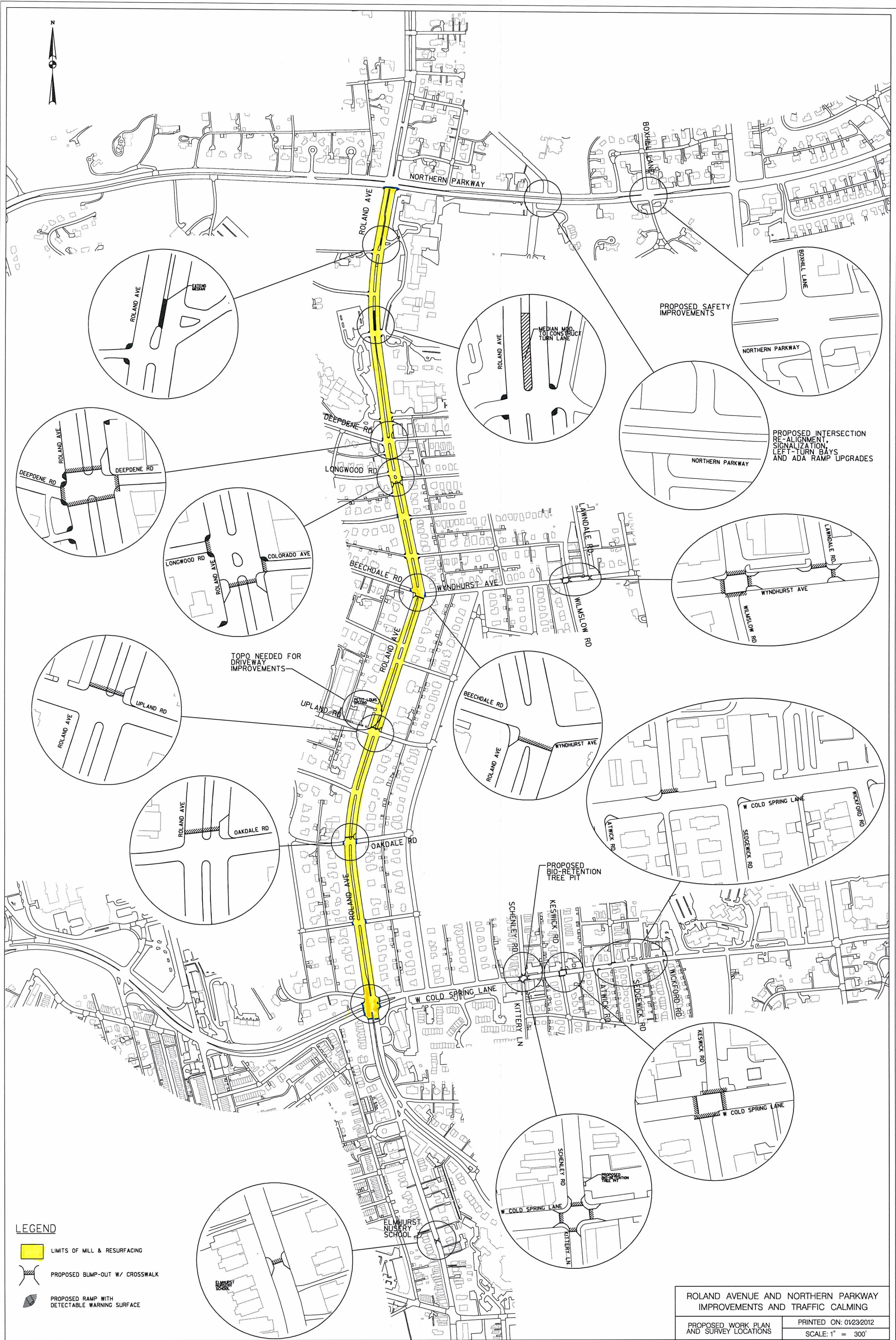
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Intersection improvements, new sidewalk, new signal construction will improve vehicular and pedestrian traffic in this corridor. These improvements will help local businesses and communities.

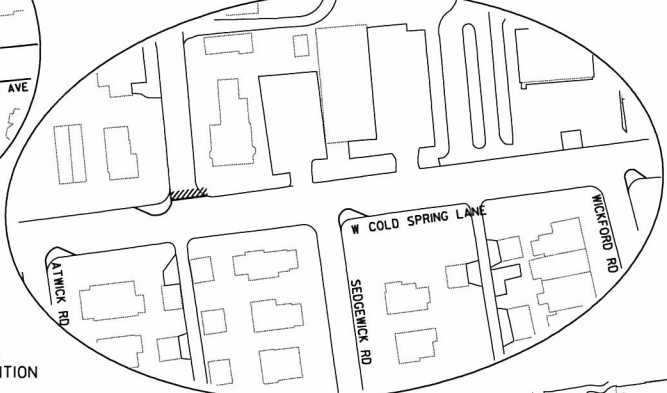
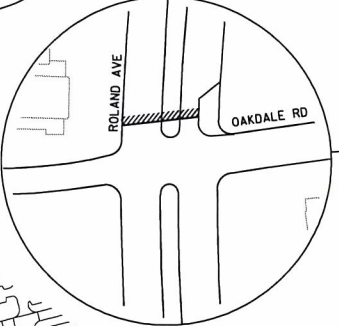
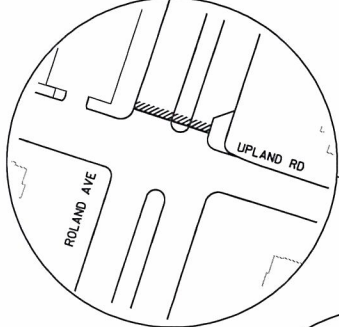
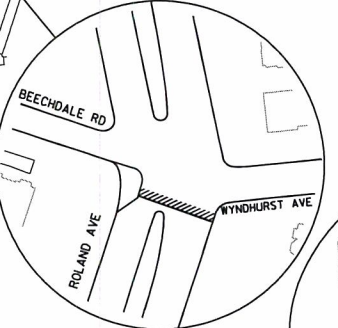
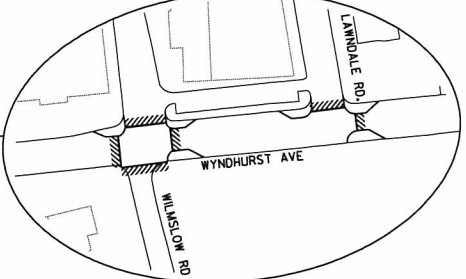
12) Additional Comments/Explanation: Proposed improvements such as roadway rehabilitation, SWM improvements, new and efficient lighting and signal equipment and more green area etc. will make this project an important DOT investment in this area. The project is being advertised for construction and targeted to be completed by Summer 2015. The construction will start in Spring 2014 (Anticipated).



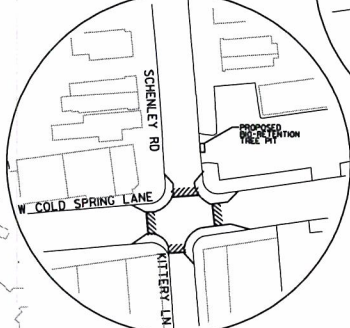
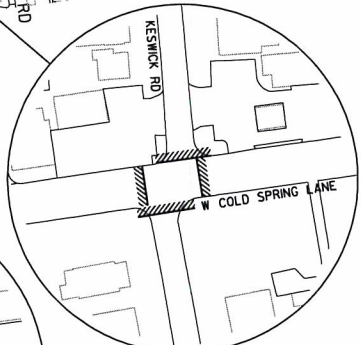





PROPOSED SAFETY IMPROVEMENTS

PROPOSED INTERSECTION RE-ALIGNMENT, SIGNALIZATION, LEFT-TURN BAYS AND ADA RAMP UPGRADES



PROPOSED BIO-RETENTION TREE PIT



- LEGEND**
-  LIMITS OF MILL & RESURFACING
  -  PROPOSED BUMP-OUT W/ CROSSWALK
  -  PROPOSED RAMP WITH DETECTABLE WARNING SURFACE

ROLAND AVENUE AND NORTHERN PARKWAY  
IMPROVEMENTS AND TRAFFIC CALMING

PROPOSED WORK PLAN AND SURVEY LOCATIONS	PRINTED ON: 01/23/2012
	SCALE: 1" = 300'



## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2014 to FY: 2019 CTP

- 1) Name of Project: Replacement of Bridge BC3212 Harford Road over Herring Run
- 2) Submitting Jurisdiction/Modal Agency: Baltimore City
- 3) Project Jurisdiction/County: Baltimore City
- 4) Project limits (attach map if available and applicable): From Chesterfield Ave. to Walther Ave.
- 5) Anticipated cost and funding source (approximate if available): \$22,000,000, Federal with local match
- 6) Description of project purpose and need (up to one paragraph): The project includes the total replacement of the existing bridge and retaining walls on both sides of the roadway adjacent to the structure. The project also includes a pedestrian underpass under Harford Road and a pedestrian bridge over Herring Run. The overall cost is estimated at \$22 million and the anticipated timeline for construction is 18-24 months.
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: \_\_\_\_\_
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: \_\_\_\_\_
- 9) In county priority letter? Yes  No
- 10) Smart Growth status and explanation: In priority growth area
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Project will replace a deteriorating bridge and improve roadway safety through geometric improvements. The project will also minimize pedestrian traffic on Harford Road from patrons of Herring Run Park.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Bridge replacement will serve to maintain existing roadway network.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Proposed project will enhance roadway operations and capacity.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: Project includes the construction of a pedestrian tunnel and pedestrian bridge to preserve the experience of Herring Run Park. Project coincides with Master Plan for Herring Run Park developed by the community.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

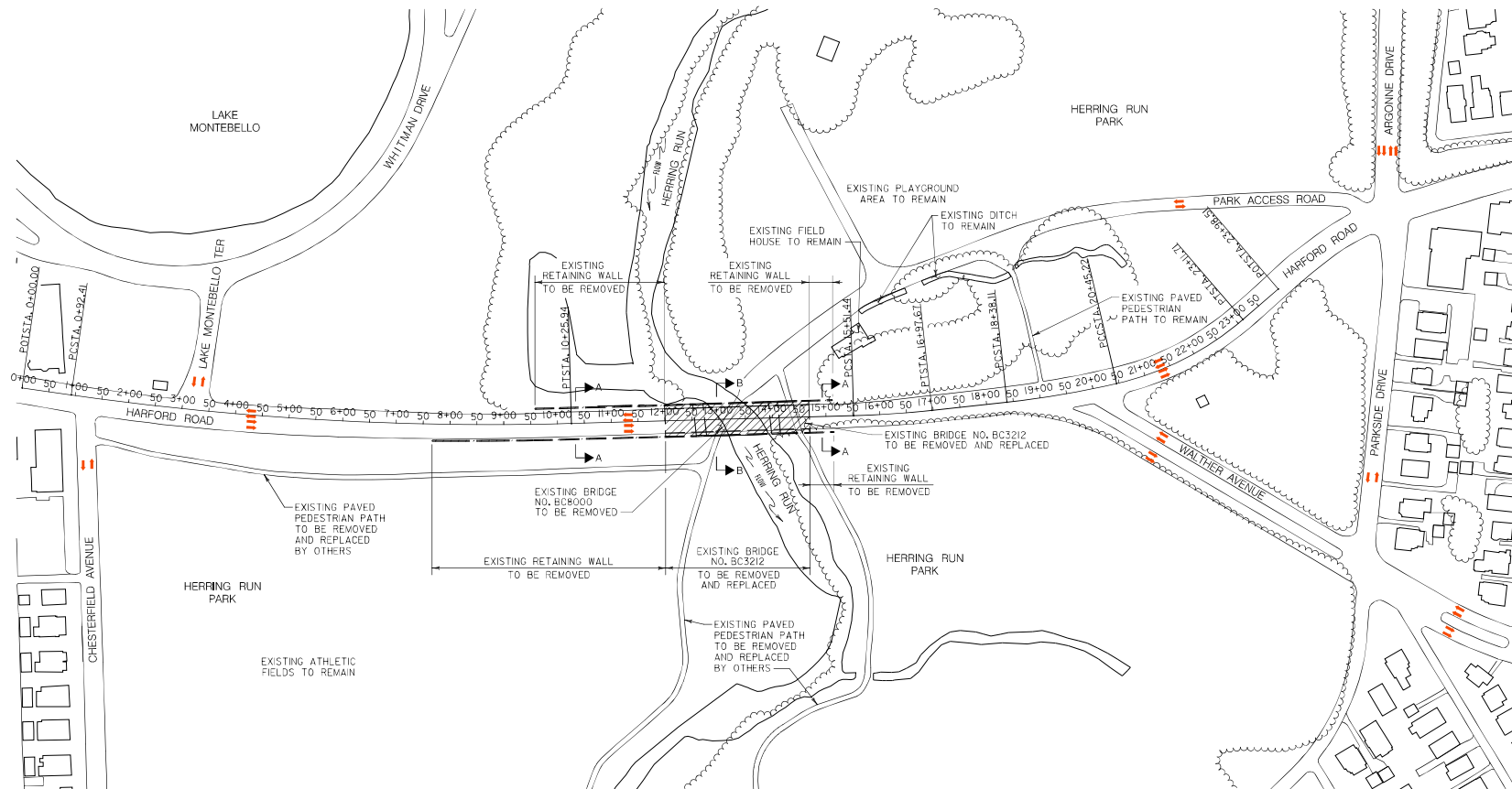
Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: Bridge replacement ensures the continued use of a major thoroughway for the City of Baltimore.

12) Additional Comments/Explanation: \_\_\_\_\_


REVISIONS			
NO.	DESCRIPTION	DATE	BY



EXISTING GENERAL SITE PLAN  
SCALE: 1"=100'-0"

NOTES:

1. FOR EXISTING RETAINING WALL TYPICAL SECTION A-A, SEE DWG. NO. S-2.
2. FOR EXISTING BRIDGE TYPICAL SECTION B-B, SEE DWG. NO. S-4.

 EXISTING STRUCTURES TO BE REMOVED

60% SUBMISSION

S-1

CITY OF BALTIMORE  
DEPARTMENT OF TRANSPORTATION  
CONTRACT NO. TR-03319

REPLACEMENT OF BRIDGE NO. BC3212  
HARFORD ROAD OVER HERRING RUN

EXISTING GENERAL SITE PLAN



DRAWN BY: K.W.F.  
EXAMINED BY: S.E.K.



SCALE: AS SHOWN DATE: MAY 2013  
TRANSPORTATION ENGINEERING DIVISION SHEET 26 OF 97

## Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for *each* major capital project priority identified

FY: 2014 to FY: 2019 CTP

- 1) Name of Project: MD-295 Bridge Construction
- 2) Submitting Jurisdiction/Modal Agency: City of Baltimore
- 3) Project Jurisdiction/County: City of Baltimore
- 4) Project limits (attach map if available and applicable): Between Maisel Street Pedestrian Bridge & Annapolis Rd Bridge along MD 295
- 5) Anticipated cost and funding source (approximate if available): \$30M
- 6) Description of project purpose and need (up to one paragraph): To replace severely deteriorated bridges and improve ramp conditions
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No   
Project located outside of MPO boundaries: \_\_\_\_\_
- 8) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: Yes
- 9) In county priority letter? Yes  No
- 10) Smart Growth status and explanation: City of Baltimore is a State priority development area
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Safety and Security:** *Enhance the safety of transportation system users and develop a transportation system that is resilient to natural or man-made hazards.*

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives: Reconstructed bridges will improve safety for vehicular and pedestrian traffic in this corridor.

**Goal: System Preservation:** *Preserve and maintain the State's existing transportation systems and assets.*

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives: Reconstruction of these three bridges along with utilities will result in increased Infrastructure condition systemwide.

**Goal: Quality of Service.** *Maintain and enhance the quality of service experienced by users of Maryland's transportation system.*

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

Objective: Maintain and enhance customer satisfaction with transportation services across modes.

Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objectives: Reconstructed bridges and improved ramps will result in efficient roadway infrastructure.

**Goal: Environmental Stewardship:** *Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.*

Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives: SWM mitigationa and SWM improvements will be part of this project.

**Goal: Community Vitality:** *Provide options for the movement of people and goods that support communities and quality of life.*

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

**Goal: Economic Prosperity:** *Support a healthy and competitive Maryland economy.*

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objectives: These bridges connect the westport community to Major highway and other parts of the City. These bridge are very significant for vast population in south Baltimore. Improvement to these bridges will help spur growth in these impacted communities.

12) Additional Comments/Explanation: \_\_\_\_\_

# REPLACEMENT OF THREE BRIDGES OVER MD 295: WATERVIEW AVENUE BRIDGE, ANNAPOLIS ROAD BRIDGE AND MAISEL STREET PEDESTRIAN BRIDGE

BALTIMORE CITY CONTRACT NO. TR12311  
SHA NO.: 269-083-815  
F.A.P. NO.: BHF-NH-111-1(29)N

