

April 4, 2022

Mr. Gregory Murrill
Division Administrator
Attn: Dr. Kwame Arhin
Federal Highway Administration
Maryland Division
George H. Fallon Federal Building
31 Hopkins Plaza, Suite 1520
Baltimore MD 21201

Ms. Terry Garcia Crews
Regional Administrator
Attn: Mr. Ryan Long
Federal Transit Administration, Region III
1835 Market Street, Suite 1910
Philadelphia PA 19103

Dear Mr. Murrill and Ms. Crews:

The Maryland Department of Transportation (MDOT) hereby modifies the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to reflect changes to two400 projects that are contained in the Baltimore Regional Transportation Planning Board (BRTB) FY 2022-2025 Transportation Improvement Program (TIP). These projects were modified on behalf of Baltimore City. The BRTB Executive Committee approved these modifications on March 4, 2022. The MDOT has designated Control #22-17 for these modifications to the STIP. The approvals and supporting documentation are attached.

Project Name	STIP #	TIP #	Funding Source	FY22-FY25 Net Federal Change (in 000's)
Freemont Avenue Rehabilitation from Lafayette Avenue to Presstman Street	12-2007-11	12-2007-11	STBG	160
Madison Street Rehabilitation from North Milton Avenue to Edison Hwy	12-2010-11	12-2010-11	NHPP	240

Mr. Gregory Murrill
Ms. Terry Garcia Crews
Page Two

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. Should you have additional questions or concerns, please contact Mr. Dan Janousek at 410-865-1098, toll free 888-713-1414 or via e-mail at djanousek@mdot.maryland.gov. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Dan Janousek, Regional Planner, OPCP, MDOT

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP BRTB Baltimore City #12-2007-11

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Freemont Ave. Rehabilitation from Lafayette Avenue to Pressman Street	B	Exempt		\$ 5,456	\$ 1,364	\$ 6,820
	Administration Baltimore City	Area/MPO BRTB	CTP Page N/A			
				Net Funding Change (000s)		
				Federal	State/Local	Total
				\$ 160	\$ 40	\$ 200
Description	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and ntype 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.					
Justification	Roadway is physically deteriorated. This increase is necessary to address scope changes including geometric mmodifications, sidewalk and curb and gutter modifications, additional crosswalks, and madditional base repair.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
		<input type="checkbox"/> A) Adds new individual projects to the current STIP <input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change <input type="checkbox"/> C) Removes or deletes individual listed project from the STIP <input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]	Current (000s)	Total \$ 300	Total \$ 6,520	Total \$ -
	Federal	\$ 240	\$ 5,216	\$ -	\$ -	\$ 5,456
	State/Local	\$ 60	\$ 1,304	\$ -	\$ -	\$ 1,364
	Proposed (000s)	Total \$ 500	Total \$ 6,520	Total \$ -	Total \$ -	Total \$ 7,020
	Federal	\$ 400	\$ 5,216	\$ -	\$ -	\$ 5,616
	State/Local	\$ 100	\$ 1,304	\$ -	\$ -	\$ 1,404
	Change (000s)	Total \$ 200	Total \$ -	Total \$ -	Total \$ -	Total \$ 200
	Federal	\$ 160	\$ -	\$ -	\$ -	\$ 160
	State/Local	\$ 40	\$ -	\$ -	\$ -	\$ 40



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ 240	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240	\$ 60	\$ 300
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ 5,216	\$ 1,304	\$ -	\$ -	\$ -	\$ -	\$ 5,216	\$ 1,304	\$ 6,520
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 240	\$ 60	\$ 5,216	\$ 1,304	\$ -	\$ -	\$ -	\$ -	\$ 5,456	\$ 1,364	\$ 6,820

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ 400	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400	\$ 100	\$ 500
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ 5,216	\$ 1,304	\$ -	\$ -	\$ -	\$ -	\$ 5,216	\$ 1,304	\$ 6,520
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 400	\$ 100	\$ 5,216	\$ 1,304	\$ -	\$ -	\$ -	\$ -	\$ 5,616	\$ 1,404	\$ 7,020

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ 160	\$ 40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160	\$ 40	\$ 200
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 160	\$ 40	\$ -	\$ 160	\$ 40	\$ 200					

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 5,616	Federal	\$ -	Federal	\$ 5,616
State/Local	\$ -	State/Local	\$ 1,404	State/Local	\$ -	State/Local	\$ 1,404
Total	\$ -	Total	\$ 7,020	Total	\$ -	Total	\$ 7,020

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP BRTB Baltimore City #12-2010-11

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
Madison Street Rehabilitation from North Milton Avenue to Edison Hwy	B	Exempt		\$ 5,536	\$ 1,384	\$ 6,920
Description	Administration	Area/MPO	CTP Page	Net Funding Change (000s)		
	Baltimore City	BRTB	N/A	Federal	State/Local	Total
				\$ 240	\$ 60	\$ 300
Justification	This increase is necessary to address scope changes including geometric modifications, sidewalk and curb and gutter modifications, additional crosswalks, and madditional base repair.					

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria		Funding	FY 2022	FY 2023	FY 2024	FY 2025	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP	Current (000s)	Total	\$ 400	\$ 6,520	\$ -	\$ -	\$ 6,920
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 320	\$ 5,216	\$ -	\$ -	\$ 5,536
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP	Proposed (000s)	State/Local	\$ 80	\$ 1,304	\$ -	\$ -	\$ 1,384
<input type="checkbox"/> D) Other [(type explanation of action in parentheses or DELETE if not (D))]		Total	\$ 700	\$ 6,520	\$ -	\$ -	\$ 7,220
	Change (000s)	Federal	\$ 560	\$ 5,216	\$ -	\$ -	\$ 5,776
		State/Local	\$ 140	\$ 1,304	\$ -	\$ -	\$ 1,444
	Change (000s)	Total	\$ 300	\$ -	\$ -	\$ -	\$ 300
		Federal	\$ 240	\$ -	\$ -	\$ -	\$ 240
	Change (000s)	State/Local	\$ 60	\$ -	\$ -	\$ -	\$ 60



PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 320	\$ 80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320	\$ 80	\$ 400
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	NHPP	\$ -	\$ -	\$ 5,216	\$ 1,304	\$ -	\$ -	\$ -	\$ -	\$ 5,216	\$ 1,304	\$ 6,520
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 320	\$ 80	\$ 5,216	\$ 1,304	\$ -	\$ -	\$ -	\$ -	\$ 5,536	\$ 1,384	\$ 6,920

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	STBG	\$ 560	\$ 140	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 560	\$ 140	\$ 700
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO	STBG	\$ -	\$ -	\$ 5,216	\$ 1,304	\$ -	\$ -	\$ -	\$ -	\$ 5,216	\$ 1,304	\$ 6,520
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 560	\$ 140	\$ 5,216	\$ 1,304	\$ -	\$ -	\$ -	\$ -	\$ 5,776	\$ 1,444	\$ 7,220

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE		\$ 240	\$ 60	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240	\$ 60	\$ 300
RW		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 240	\$ 60	\$ -	\$ 240	\$ 60	\$ 300					

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ -	Federal	\$ 5,776	Federal	\$ -	Federal	\$ 5,776
State/Local	\$ -	State/Local	\$ 1,444	State/Local	\$ -	State/Local	\$ 1,444
Total	\$ -	Total	\$ 7,220	Total	\$ -	Total	\$ 7,220



March 4, 2022

Ms. Heather Murphy
Office of Planning & Capital Programming
Attn: Mr. Dan Janousek
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076-1415

Dear Ms. Murphy:

Enclosed are two Administrative Modifications to the *2022 – 2025 Baltimore Region Transportation Improvement Program (TIP)* as approved by the BRTB Executive Committee on March 4, 2022. The documentation enclosed supports changes to the *2022 – 2025 TIP* for two Baltimore City projects:

- **Freemont Ave. Rehabilitation from Lafayette Avenue to Presstman Street: 12-2007-11**
- **Madison Street Rehabilitation from North Milton Avenue to Edison Hwy.: 12-2010-11**

These minor changes are within the framework for Administrative Modifications and do not affect the regional conformity determination. Baltimore City has affirmed that fiscal constraint for their program of projects remains intact.

Pursuant to the prescribed Transportation Improvement Program MOU signed in 2014, the BRTB Executive Committee these changes to the *2022 – 2025 TIP*.



If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Todd R. Lang", is written over a light gray rectangular background.

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Graham Young, Baltimore City
Lok Shrestha, Baltimore City
Manmohan Singh, Baltimore City



Summary of FY 2022-2025 TIP Changes

Project Title	TIP Change Reason	Description	Type of Change
Freemont Avenue Rehabilitation from Lafayette Avenue to Presstman Street: 12-2007-11	This administrative modification increases Surface Transportation Block Grant funds for Engineering by \$200,000 (\$160,000 federal/\$40,000 match) in FY 2022. This increase is necessary to address scope changes including the addition of curb bumpouts, additional test pits for storm drain, and signal warrant analysis. The Estimated Total Cost of the project has a corresponding \$200,000 increase from \$7,070,000 to \$7,270,000.	Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.07 million to \$7.27 million to reflect the actual costs of preliminary design and proposed final design costs. Conformity Status: Exempt	Admin Mod



<p>Madison Street Rehabilitation from North Milton Avenue to Edison Highway: 12-2010-11</p>	<p>This administrative modification increases Surface Transportation Block Grant funds for Engineering by \$300,000 (\$240,000 federal/\$60,000 match) in FY 2022. This increase is necessary to address scope changes including geometric modifications, sidewalk and curb and gutter modifications, additional crosswalks, and additional base repair. The Estimated Total Cost of the project has a corresponding \$300,000 increase from \$7,624,000 to \$7,924,000.</p>	<p>Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.624 million to \$7.924 million based on the actual costs of preliminary design and the proposed costs of final design.</p> <p>Conformity Status: Exempt</p>	<p>Admin Mod</p>
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Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

TIP ID	12-2007-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2500 ft
CIP or CTP ID(s)	508-051	Est. Total Cost	\$7,270,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.07 million \$7.27 million to reflect the actual costs of preliminary design and proposed final design costs.

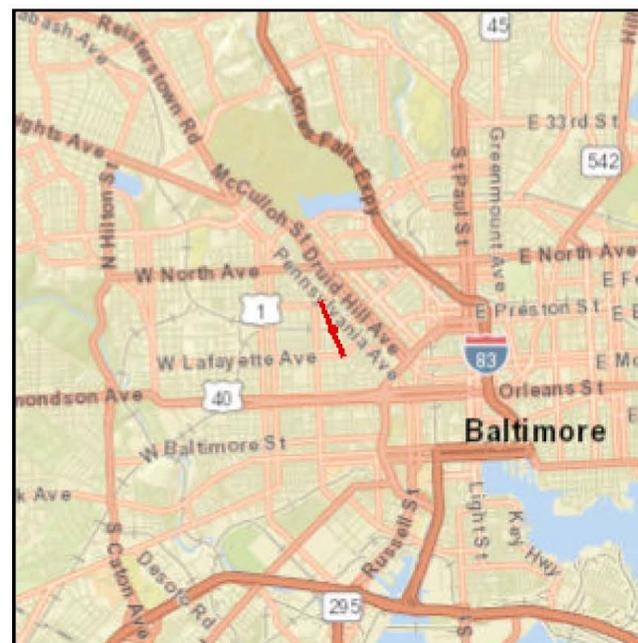
Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

Administrative Modification: This administrative modification increases Surface Transportation Block Grant funds for Engineering by \$200,000 (\$160,000 federal/\$40,000 match) in FY 2022. This increase is necessary to address scope changes including the addition of curb bumpouts, additional test pits for storm drain, and signal warrant analysis. The Estimated Total Cost of the project has a corresponding \$200,000 increase from \$7,070,000 to \$7,270,000.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).





Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

(Funding in Thousands)

Surface Transportation Block Grant Program

-ORIGINAL

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	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$240	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$300
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$240	\$60	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,820
Total	\$240	\$60	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,820



Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

(Funding in Thousands)

Surface Transportation Block Grant Program -UPDATE

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	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$400	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$400	\$100	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$7,020
Total	\$400	\$100	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$7,020

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

TIP ID	12-2010-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2700 ft
CIP or CTP ID(s)	508-053	Est. Total Cost	\$7,924,000

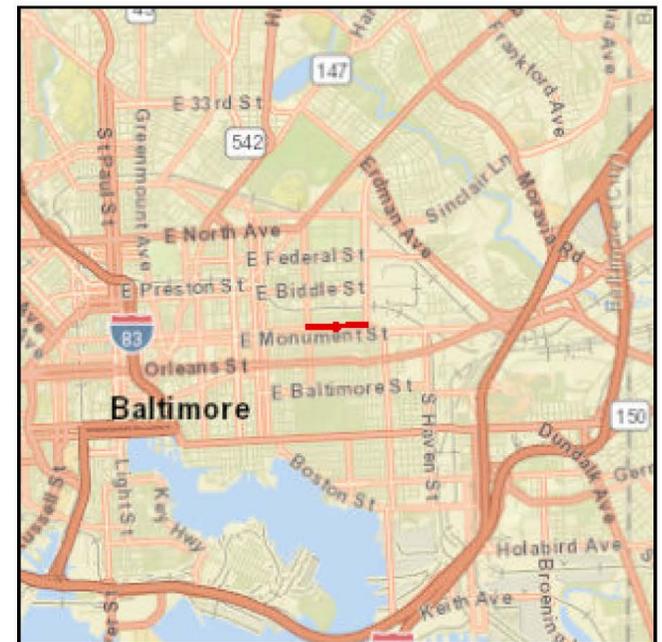
Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised from \$7.624 million to \$7.924 million based on the actual costs of preliminary design and the proposed costs of final design.

Justification:

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

Administrative Modification: This administrative modification increases NHPP funds for Engineering by \$300,000 (\$240,000 federal/\$60,000 match) in FY 2022. This increase is necessary to address scope changes including geometric modifications, sidewalk and curb and gutter modifications, additional crosswalks, and additional base repair. The Estimated Total Cost of the project has a corresponding \$300,000 increase from \$7,624,000 to \$7,924,000.



Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety -- Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety -- Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).



Madison Street Rehabilitation from North Milton Avenue to Edison Highway

(Funding in Thousands)

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

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	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$400
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320	\$80	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,920
Total	\$320	\$80	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,920



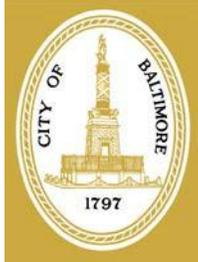
Madison Street Rehabilitation from North Milton Avenue to Edison Highway

(Funding in Thousands)

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

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	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$560	\$140	\$0	\$0	\$0	\$0	\$0	\$0	\$700
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$560	\$140	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$7,220
Total	\$560	\$140	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$7,220

CITY OF BALTIMORE
BRANDON M. SCOTT, Mayor



DEPARTMENT OF TRANSPORTATION

Steve Sharkey, Director
417 E. Fayette Street, 5th Floor
Baltimore, Maryland 21202

February 14, 2022

Mr. Todd R. Lang, Director
Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, MD 21230

Attn: Ms. Regina Aris

Re: **Madison St Rehabilitation (FY 2022-2025), TIP. ID. 12-1210-11 and
Fremont Ave Rehabilitation (FY 2022-2025), TIP. ID. 12-2007-11
TIP Administrative Modification Request**
Agency: Baltimore City, DOT

Dear Ms. Aris,

Baltimore City Department of Transportation (BCDOT) is requesting the following FY22-25 TIP administrative modifications:

Madison St Rehabilitation from N. Milton Ave to Edison Hwy (12-1210-11): This administrative modification increases the funding for engineering phase in the amount of \$ 560,000 federal and \$140,000 matching from \$ 320,000 federal and \$80,000 matching in FY 2022. The \$300,000 increase is to address the scope changes identified during preliminary engineering design. This engineering phase fund will be utilized for final engineering design. Total funding in the FY 2022-2025 TIP increases from \$ 7,624,000 to \$ 7,924,000.

Fremont Ave Rehabilitation from Lafayette Ave to Presstman St (12-2007-11): This administrative modification increases the funding for engineering phase in the amount of \$ 400,000 federal and \$100,000 matching from \$ 240,000 federal and \$60,000 matching in FY 2022. The \$200,000 increase is to address the scope changes identified during preliminary engineering design. This engineering phase fund will be utilized for final engineering design. Total funding in the FY 2022-2025 TIP increases from \$ 7,070,000 to \$ 7,270,000.

The revised TIP form for this project is being enclosed with this letter and Fiscal Constraints are maintained. If you have any questions or need additional information, please feel free to contact me at 410-396-6930 or at bimal.devkota@baltimorecity.gov.

Mr. Todd R. Lang
February 14, 2022,
Page 2 of 2

Sincerely,

Bimal Devkota

Bimal Devkota, P.E., Chief
Transportation Engineering & Construction

Cc: Keith Kucharek, BMC
Dhirendra Sinha, BCDOT
Manmohan Singh, BCDOT
Graham Young, P.E, PTOE, BCDOT
Lok D. Shrestha, P.E, BCDOT
Ravic Miller, BCDOT

Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

TIP ID	12-2007-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Major Collector
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2500 ft
CIP or CTP ID(s)	508-051	Est. Total Cost	\$7,070,000 7,270,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. The project will also include pedestrian safety improvements. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised downward from \$7.5 million to \$7.07 million to reflect the actual costs of preliminary design and proposed final design costs.

Justification:

Roadways need to be repaired and maintained at this time to halt the type of physical deterioration that jeopardizes motorist safety and increases maintenance activities. The work will improve road conditions along major routes leading to and from Baltimore and its neighborhoods without increasing roadway capacity and will provide an opportunity to improve walkways and crossings where needed along these routes.

Administrative Modification: This administrative modification increases the funding for engineering phase in the amount of \$ 400,000 federal and \$100,000 matching from \$ 240,000 federal and \$60,000 matching in FY 2022. The \$200,000 increase is to address scope changes identified during preliminary engineering design. This engineering phase fund will be utilized for final engineering design. Total funding in the FY 2022-2025 TIP increases from \$ 7,070,000 to \$ 7,270,000.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety – Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety – Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure – Improve the condition of roadway systems (pavement, bridges, tunnels).





Fremont Avenue Rehabilitation from Lafayette Avenue to Presstman Street

(Funding in Thousands)

Surface Transportation Block Grant Program

Phase	FY 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	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG ¹	\$240 400	\$60 100	\$0	\$0	\$0	\$0	\$0	\$0	\$300 500
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$240 400	\$60 100	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,820 ^{7,020}
Total	\$240 400	\$60 100	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,820 ^{7,020}

Madison Street Rehabilitation from North Milton Avenue to Edison Highway

TIP ID	12-2010-11	Year of Operation	2025
Agency	Baltimore City	Project Type	Road resurfacing/rehabilitation
Project Category	Highway Preservation	Functional Class	Other Principal Arterial
Conformity Status	Exempt	Physical Data	2 to 2 lanes, 2700 ft
CIP or CTP ID(s)	508-053	Est. Total Cost	\$7,624,000 7,924,000

Description:

Roadway rehabilitation work includes concrete roadway slab replacement, concrete type I and type II repair, full depth base repair, milling, paving, ADA compliant sidewalks, pedestrian ramps, crosswalks, drainage improvements, traffic signal replacement, signage, pavement markings, curb and gutter replacement, landscaping, trees, new street lights, and street light fixture upgrades. Pedestrian improvements include bump outs for shorter crossings and improved crosswalks/intersections. Engineering funds for preliminary design were appropriated in FY 2021. FY 2022 engineering funds are to complete final design. The estimated total cost has been revised downward from \$8 million to \$7.624 million based on the actual costs of preliminary design and the proposed costs of final design.

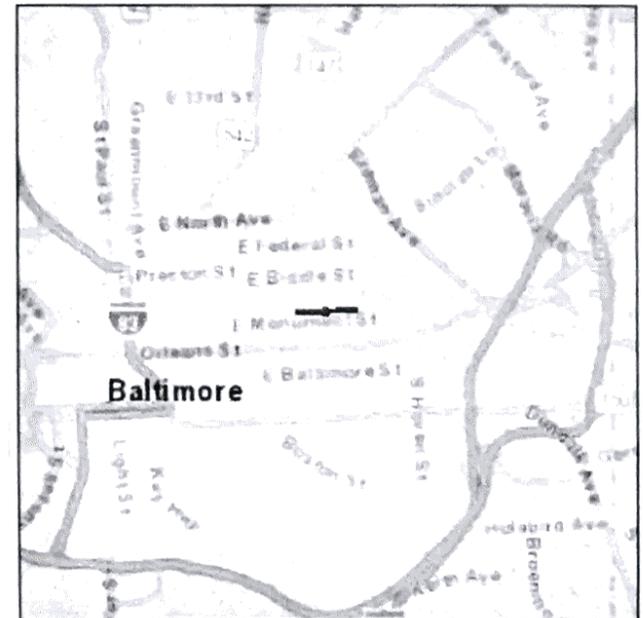
Justification:

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

Administrative Modification: This administrative modification increases the funding for engineering phase in the amount of \$ 560,000 federal and \$140,000 matching from \$ 320,000 federal and \$80,000 matching in FY 2022. The \$300,000 increase is to address scope changes identified during preliminary engineering design. This engineering phase fund will be utilized for final engineering design. The total amount of funding will change from \$ 7,624,000 to \$ 7,824,000.

Connection to Long-Range Transportation Planning Goals:

- 1.C Improve System Safety – Eliminate hazardous or substandard conditions.
- 1.E Improve System Safety – Improve safety conditions for pedestrians and bicyclists.
- 2.A Improve and Maintain the Existing Infrastructure – Improve the condition of roadway systems (pavement, bridges, tunnels).





Madison Street Rehabilitation from North Milton Avenue to Edison Highway

(Funding in Thousands)

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

Phase	FY 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	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,520
OTH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ENG	\$320 560	\$80 140	\$0	\$0	\$0	\$0	\$0	\$0	\$400 700
PL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$320 560	\$80 140	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,920 7,320
Total	\$320 560	\$80 140	\$5,216	\$1,304	\$0	\$0	\$0	\$0	\$6,920 7,320