I-95 Fort McHenry Tunnel: Port Covington Access

TIP ID	22-1901-45	**Year of Operation**	2029
Agency	Maryland Transportation Authority	**Project Type**	Interchange ramp added or widened
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	7 miles, 8 lanes
CIP or CTP ID(s)	MDTA-9	**Est. Total Cost**	$495,000,000

Description:

MDTA and Baltimore City have developed a suite of improvements to I-95 ramps and other nearby transportation facilities to support ongoing and planned redevelopment of the Port Covington peninsula in South Baltimore and to address traffic needs in the Port Covington area. The study limits for these improvements are Caton Avenue to the Fort McHenry Tunnel, involving approximately seven miles of I-95 and sections of Hanover Street, McComas Street and Key Highway. The total project cost is estimated to be $495 million, with completion anticipated in 2029. The first phase of this project was MDTA's funding and oversight of the project's planning, with a NEPA study that is anticipated to be complete in 2022. Future planning efforts will be funded by a private developer. MDTA construction funding is anticipated in FY 2025 and would be MDTA's match for a potential future INFRA Grant.

Justification:

The improvements will support local and regional economic development in Baltimore and the region. They will improve connectivity to existing land uses along the I-95 corridor and major local roads, including Hanover Street, McComas Street, and Key Highway. The improvements will also increase access to planned development that is envisioned for the Port Covington peninsula, and as described in the Port Covington Master Plan, thereby increasing connectivity to planned residential development, businesses, waterways, parks, and new transit facilities on improved street grids.

Connection to Long-Range Transportation Planning Goals:

3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries.
4. Increase Mobility
7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity.

I-95 Fort McHenry Tunnel: Port Covington Access

(Funding in Thousands)

Other

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$5,500	$0	$0	$5,500
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$0	$0	$0	$0	$0	$0	$0	$0
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,500**	**$0**	**$0**	**$5,500**
Total	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,500**	**$0**	**$0**	**$5,500**

I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

TIP ID	22-2201-19	**Year of Operation**	2027
Agency	Maryland Transportation Authority	**Project Type**	Other
Project Category	Highway Preservation	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	4 mainline lanes maintained, 4 new 0.7 mile CD lanes
CIP or CTP ID(s)	MDTA-19	**Est. Total Cost**	$102,000,000

Description:

The I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements Project includes the removal of the toll booths and installation of an overhead gantry at the I-895/Baltimore Harbor Tunnel Toll Plaza. The project will provide two lanes of barrier-separated mainline through-traffic in each direction along I-895 between the K-Truss bridge and the Baltimore Harbor Tunnel. In addition, a two lane barrier-separated collector distributor road will be installed in each direction adjacent to the mainline traffic lane between the I-895 interchanges with Frankfurst Avenue and Childs Street. The proposed mainline I-895 modifications include replacing and raising the I-895 bridge over Frankfurst Avenue, replacing the I-895 bridge over Childs Street, and removing the I-895 bridge over the toll facility campus storage area. The project is funded with MDTA toll revenues.

Justification:

This project will improve travel speeds by eliminating vehicle queues and maintaining a consistent number of travel lanes on I-895 between the K-Truss bridge and the tunnel. It will also improve safety by reducing crash risk and MDTA employee exposure to traffic flows. The risk of bridge strikes and associated repairs will be reduced as well. Finally, fuel consumption and vehicle emissions will be reduced by providing more constant travel speeds.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
2.A Improve and Maintain the Existing Infrastructure -- Improve the condition of roadway systems (pavement, bridges, tunnels).
5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans.

I-895/Baltimore Harbor Tunnel Toll Plaza and Interchange Improvements

(Funding in Thousands)

Other

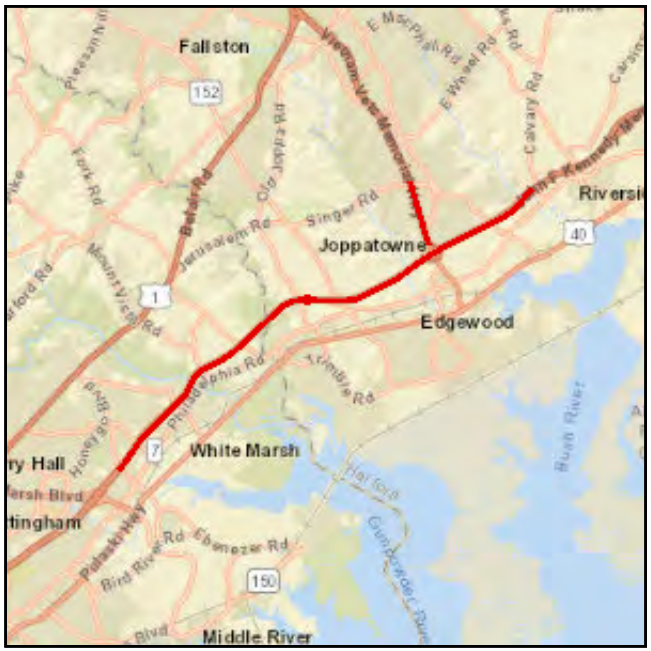
Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$0	$0	$22,665	$0	$31,664	$54,329
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$1,000	$0	$700	$0	$0	$0	$0	$1,700
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1,000**	**$0**	**$700**	**$0**	**$22,665**	**$0**	**$31,664**	**$56,029**
Total	**$0**	**$1,000**	**$0**	**$700**	**$0**	**$22,665**	**$0**	**$31,664**	**$56,029**

I-95 Express Toll Lanes Northbound Extension

TIP ID	25-1801-41	**Year of Operation**	2027
Agency	Maryland Transportation Authority	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	11.25 miles, 6 to 8 lanes
CIP or CTP ID(s)	MDTA-1	**Est. Total Cost**	$1,100,000,000

Description:

The I-95 Express Toll Lanes (ETL) Northbound Extension project is the first phase of implementation of I-95 Section 200. The project is funded by MDTA toll revenues and includes the provision of two additional ETLs on I-95 from north of MD 43 to north of MD 24, a distance of more than 11 miles. Tolls are expected to be collected automatically at highway speeds using E-ZPass or Video Tolling. The project also includes: reconstruction of the I-95 interchanges at MD 152 and MD 24 along with a 1.7 mile auxiliary lane between the interchanges; widening MD 24 from two to three lanes from MD 924 to north of Singer Road; reconstruction of the overpasses at Raphel, Bradshaw, Old Joppa, Clayton, and Abingdon roads; construction of five noise walls; widening the I-95 northbound bridges over the Big and Little Gunpowder Falls and Winters Run; environmental mitigation; and additional safety improvements.



Justification:

The ETLs project will bring much needed traffic relief to one of the most congested portions of I-95 in Baltimore and Harford counties. Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. An Intelligent Transportation System (ITS) will allow MDTA to better operate the ETLs and general purpose lanes while addressing transportation safety along I-95. The construction of additional noise walls will address community needs.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
4. Increase Mobility
4.D Increase Mobility -- Apply mobility-related management and operations techniques.

I-95 Express Toll Lanes Northbound Extension

(Funding in Thousands)

Other

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	$0	$215,709	$0	$178,457	$0	$116,985	$0	$106,249	$617,400
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$6,647	$0	$3,418	$0	$1,066	$0	$117	$11,248
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$750	$0	$100	$0	$0	$0	$0	$850
Subtotal	**$0**	**$223,106**	**$0**	**$181,975**	**$0**	**$118,051**	**$0**	**$106,366**	**$629,498**
Total	**$0**	**$223,106**	**$0**	**$181,975**	**$0**	**$118,051**	**$0**	**$106,366**	**$629,498**

I-95 Southbound Part-Time Shoulder Usage

TIP ID	25-2101-41	**Year of Operation**	2026
Agency	Maryland Transportation Authority	**Project Type**	Roadway widening
Project Category	Highway Capacity	**Functional Class**	Interstate
Conformity Status	Not Exempt	**Physical Data**	4.7 miles, 3 to 4 lanes (3 + Left Shoulder)
CIP or CTP ID(s)		**Est. Total Cost**	$25,300,000

Description:

This project will provide for the part-time use of the 12' left shoulder along I-95 southbound between the Maryland House Travel Plaza to north of the MD 24 overpass. It requires restriping I-95 southbound lanes and pavement improvements to the left shoulder lane for approximately 4.7 miles in Harford County. The project will also include the installation of intelligent transportation systems (ITS) devices to deploy a new ITS system, including lane-use control gantries, closed-circuit television cameras, traffic detectors, and dynamic message signs. It will allow for the left shoulder to be dynamically opened and closed based on traffic conditions. The project is funded by MDTA toll revenues. Project was delayed by one year due to decreased revenues resulting from the pandemic. Cost has increased as design has progressed.

Justification:

This project will address existing and recurring congestion and safety issues during summer weekends by providing additional capacity on a part-time, as needed basis along I-95 southbound between the Maryland House Travel Plaza and MD 24. It will improve safety by providing additional capacity to reduce congestion-related crashes, as well as reducing potential conflicts at the entrance ramp from Maryland House. This project is an interim phase of implementation of I-95 Section 200 and is the first phase of the I-95 Express Toll Lanes (ETL) Southbound Extension project. The phasing of the project will allow for maximum benefits to be provided in the interim, while minimizing impacts from future construction of the I-95 Express Toll Lanes (ETL) Southbound Extension project.

Connection to Long-Range Transportation Planning Goals:

1.B Improve System Safety -- Apply safety-related management and operations techniques.
2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements.
4. Increase Mobility
4.D Increase Mobility -- Apply mobility-related management and operations techniques.

I-95 Southbound Part-Time Shoulder Usage

(Funding in Thousands)

Other

Phase	FY 2023 Federal Funds	FY 2023 Matching Funds	FY 2024 Federal Funds	FY 2024 Matching Funds	FY 2025 Federal Funds	FY 2025 Matching Funds	FY 2026 Federal Funds	FY 2026 Matching Funds	Total Four-Year Funding Request
CON	$0	$0	$0	$852	$0	$12,373	$0	$8,511	$21,736
OTH	$0	$0	$0	$0	$0	$0	$0	$0	$0
ENG	$0	$1,127	$0	$0	$0	$0	$0	$0	$1,127
PL	$0	$0	$0	$0	$0	$0	$0	$0	$0
ROW	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal	**$0**	**$1,127**	**$0**	**$852**	**$0**	**$12,373**	**$0**	**$8,511**	**$22,863**
Total	**$0**	**$1,127**	**$0**	**$852**	**$0**	**$12,373**	**$0**	**$8,511**	**$22,863**