

December 23, 2021

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:

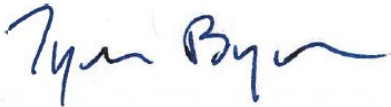
The Maryland Department of Transportation (MDOT) hereby amends the Fiscal Year (FY) 2022-2025 Maryland Statewide Transportation Improvement Program (STIP) to add three new county projects to the Baltimore Regional Transportation Planning Board (BRTB) FY 2022-2025 Transportation Improvement Program (TIP). The BRTB approved the amendments to its TIP on December 21, 2021. The MDOT has designated Control #22-10 for this amendment to the STIP. The approvals and supporting documentation are attached.

| Project Name | STIP # | TIP # | Funding Source | FY22-FY25 Net Federal Change (in 000's) |
|---|-------------------|-------------------|-----------------------|--|
| Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek | 16-2201-13 | 16-2201-13 | STBG | \$2,320 |
| Patapsco Road Bridge over East Branch Patapsco River | 14-2201-13 | 14-2201-13 | STBG | \$1,495 |
| Upper Beckleysville Road Bridge over Murphy Run | 14-2202-13 | 14-2202-13 | STBG | \$1,188 |

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 distinguishable.

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 Howard #16-2201-13

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|--|---|-------------------|----------------------|------------------------------|-------------|----------|
| | | | | Federal | State/Local | Total |
| Replacement of Bridge no. HO-040 on Union Chapel Road over Cattail Creek | A | Exempt | NEPA | \$ - | \$ - | \$ - |
| | Administration | | | Net Funding Change (000s) | | |
| | Howard County | BRTB | N/A | \$ 2,320 | \$ 580 | \$ 2,900 |
| Description | This project includes the replacement of bridge number HO-040 on Union Chapel Road over Cattail Creek. Bridge width, sidewalks and shoulders will be evaluated during engineering. The total estimated cost of the project is \$2.90 million. | | | | | |
| Justification | Bridge is currently rated in poor condition. Necessary bridge replacement due to substandard deck and superstructure. | | | | | |

INDIVIDUAL REQUEST FORM

| STIP/TIP Amendment Criteria | | Funding | | | | | Total |
|--|-----------------|--------------|---------|---------|----------|------|----------|
| | | FY 2022 | FY 2023 | FY 2024 | FY 2025 | | |
| <input type="checkbox"/> A) Adds new individual projects to the current STIP <input 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 | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | Federal | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | State/Local | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Proposed (000s) | Total | \$ 400 | \$ 500 | \$ 2,000 | \$ - | \$ 2,900 |
| | | Federal | \$ 320 | \$ 400 | \$ 1,600 | \$ - | \$ 2,320 |
| | | State/Local | \$ 80 | \$ 100 | \$ 400 | \$ - | \$ 580 |
|  | Change (000s) | Total | \$ 400 | \$ 500 | \$ 2,000 | \$ - | \$ 2,900 |
| | | Federal | \$ 320 | \$ 400 | \$ 1,600 | \$ - | \$ 2,320 |
| | | State/Local | \$ 80 | \$ 100 | \$ 400 | \$ - | \$ 580 |

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 | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| 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 | \$ 320 | \$ 80 | \$ 400 | \$ 100 | \$ - | \$ - | \$ - | \$ - | \$ 720 | \$ 180 | \$ 900 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | STBG | \$ - | \$ - | \$ - | \$ - | \$ 1,600 | \$ 400 | \$ - | \$ - | \$ 1,600 | \$ 400 | \$ 2,000 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 320 | \$ 80 | \$ 400 | \$ 100 | \$ 1,600 | \$ 400 | \$ - | \$ - | \$ 2,320 | \$ 580 | \$ 2,900 |

| 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 | | \$ 320 | \$ 80 | \$ 400 | \$ 100 | \$ - | \$ - | \$ - | \$ - | \$ 720 | \$ 180 | \$ 900 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ 1,600 | \$ 400 | \$ - | \$ - | \$ 1,600 | \$ 400 | \$ 2,000 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ 320 | \$ 80 | \$ 400 | \$ 100 | \$ 1,600 | \$ 400 | \$ - | \$ - | \$ 2,320 | \$ 580 | \$ 2,900 |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|------|--------------------------|----------|---------------------------------|------|--------------------|----------|
| Federal | \$ - | Federal | \$ 2,320 | Federal | \$ - | Federal | \$ 2,320 |
| State/Local | \$ - | State/Local | \$ 580 | State/Local | \$ - | State/Local | \$ 580 |
| Total | \$ - | Total | \$ 2,900 | Total | \$ - | Total | \$ 2,900 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP BRTB Carroll #14-2201-13

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|--|--|-------------------|----------------------|------------------------------|-------------|----------|
| | | | | Federal | State/Local | Total |
| Patapsco Road Bridge over East Branch Patapsco River | A | Exempt | N/A | \$ - | \$ - | \$ - |
| | Administration | Area/MPO | CTP Page | Net Funding Change (000s) | | |
| | Carroll County | BRTB | N/A | \$ 1,495 | \$ 374 | \$ 1,869 |
| Description | This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes, which is slightly wider than the existing structure. The replacement structure type, geometry, and lane use configuration will be determined during initial design. The total estimated cost of the project is \$1.869 million. | | | | | |
| Justification | Bridge is currently rated in poor condition. This work will address structural safety issues and deterioration of existing structure. | | | | | |

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 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 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | Federal | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | State/Local | \$ - | \$ - | \$ - | \$ - | \$ - | | |
| | Proposed (000s) | Total | \$ - | \$ 603 | \$ 1,266 | \$ - | \$ 1,869 | |
| | | Federal | \$ - | \$ 482 | \$ 1,013 | \$ - | \$ 1,495 | |
| | State/Local | \$ - | \$ 121 | \$ 253 | \$ - | \$ 374 | | |
| Change (000s) | Total | \$ - | \$ 603 | \$ 1,266 | \$ - | \$ 1,869 | | |
| | Federal | \$ - | \$ 482 | \$ 1,013 | \$ - | \$ 1,495 | | |
| State/Local | \$ - | \$ 121 | \$ 253 | \$ - | \$ 374 | | | |



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 | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| 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 | \$ - | \$ - | \$ 482 | \$ 121 | \$ - | \$ - | \$ - | \$ - | \$ 482 | \$ 121 | \$ 603 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | STBG | \$ - | \$ - | \$ - | \$ - | \$ 1,013 | \$ 253 | \$ - | \$ - | \$ 1,013 | \$ 253 | \$ 1,266 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ 482 | \$ 121 | \$ 1,013 | \$ 253 | \$ - | \$ - | \$ 1,495 | \$ 374 | \$ 1,869 |

| 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 | | \$ - | \$ - | \$ 482 | \$ 121 | \$ - | \$ - | \$ - | \$ - | \$ 482 | \$ 121 | \$ 603 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ 1,013 | \$ 253 | \$ - | \$ - | \$ 1,013 | \$ 253 | \$ 1,266 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ 482 | \$ 121 | \$ 1,013 | \$ 253 | \$ - | \$ - | \$ 1,495 | \$ 374 | \$ 1,869 |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|-------------|--------------------------|-----------------|---------------------------------|-------------|--------------------|-----------------|
| Federal | \$ - | Federal | \$ 1,495 | Federal | \$ - | Federal | \$ 1,495 |
| State/Local | \$ - | State/Local | \$ 374 | State/Local | \$ - | State/Local | \$ 374 |
| Total | \$ - | Total | \$ 1,869 | Total | \$ - | Total | \$ 1,869 |

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP BRTB Carroll #14-2202-13

SUMMARY TABLE

| Project | Amendment Criteria | Conformity Status | Environmental Status | Current Funding Level (000s) | | |
|---|--|-------------------|----------------------|------------------------------|-------------|----------|
| | | | | Federal | State/Local | Total |
| Upper Beckleysville Road Bridge over Murphy Run | A | Exempt | N/A | \$ - | \$ - | \$ - |
| | Administration | Area/MPO | CTP Page | Net Funding Change (000s) | | |
| | Carroll County | BRTB | N/A | \$ 1,188 | \$ 297 | \$ 1,485 |
| Description | This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes to match the existing approach roadway. The replacement structure type, geometry, and lane use configuration will be determined during initial design. The total estimated cost of the project is \$1.485 million. | | | | | |
| Justification | Bridge is currently rated in poor condition. This work will address structural safety issues and deterioration of existing structure. | | | | | |

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 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 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | Federal | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | | State/Local | \$ - | \$ - | \$ - | \$ - | \$ - | |
| | Proposed (000s) | Total | \$ - | \$ 580 | \$ 905 | \$ - | \$ 1,485 | |
| | | Federal | \$ - | \$ 464 | \$ 724 | \$ - | \$ 1,188 | |
| | | State/Local | \$ - | \$ 116 | \$ 181 | \$ - | \$ 297 | |
| Change (000s) | Total | \$ - | \$ 580 | \$ 905 | \$ - | \$ 1,485 | | |
| | Federal | \$ - | \$ 464 | \$ 724 | \$ - | \$ 1,188 | | |
| | State/Local | \$ - | \$ 116 | \$ 181 | \$ - | \$ 297 | | |



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 | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

| 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 | \$ - | \$ - | \$ 464 | \$ 116 | \$ - | \$ - | \$ - | \$ - | \$ 464 | \$ 116 | \$ 580 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | STBG | \$ - | \$ - | \$ - | \$ - | \$ 724 | \$ 181 | \$ - | \$ - | \$ 724 | \$ 181 | \$ 905 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ 464 | \$ 116 | \$ 724 | \$ 181 | \$ - | \$ - | \$ 1,188 | \$ 297 | \$ 1,485 |

| 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 | | \$ - | \$ - | \$ 464 | \$ 116 | \$ - | \$ - | \$ - | \$ - | \$ 464 | \$ 116 | \$ 580 |
| RW | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| CO | | \$ - | \$ - | \$ - | \$ - | \$ 724 | \$ 181 | \$ - | \$ - | \$ 724 | \$ 181 | \$ 905 |
| Other | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total | | \$ - | \$ - | \$ 464 | \$ 116 | \$ 724 | \$ 181 | \$ - | \$ - | \$ 1,188 | \$ 297 | \$ 1,485 |

TOTAL PROJECT COST

| Prior Cost (≤ FY 2021) | | STIP Cost (FY 2022-2025) | | Balance to Complete (≥ FY 2026) | | Total Project Cost | |
|------------------------|------|--------------------------|----------|---------------------------------|------|--------------------|----------|
| Federal | \$ - | Federal | \$ 1,188 | Federal | \$ - | Federal | \$ 1,188 |
| State/Local | \$ - | State/Local | \$ 297 | State/Local | \$ - | State/Local | \$ 297 |
| Total | \$ - | Total | \$ 1,485 | Total | \$ - | Total | \$ 1,485 |



December 21, 2021

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 three amendments to the *2022-2025 Baltimore Region Transportation Improvement Program (TIP)* as approved by the Baltimore Regional Transportation Board (BRTB) on December 21, 2021. The documentation enclosed supports changes to the *2022-2025 TIP* for one Howard County project and two Carroll County projects:

- **Replacement of Bridge no. HO-040 on Union Chapel Road over Cattail Creek: TIP ID 16-2201-13**
- **Patapsco Road Bridge over East Branch Patapsco River: TIP ID 14-2201-13**
- **Upper Beckleysville Road Bridge over Murphy Run: TIP ID 14-2202-13**

These amendments were presented to the Technical Committee on December 7, 2021. In addition, the Interagency Consultation Group has determined that the projects are exempt from the requirement to determine conformity according to the Conformity Rule.

Both Carroll County and Howard County have affirmed that fiscal constraint for their program of projects remains intact and have made a commitment to the match required.

Pursuant to the prescribed TIP amendment process MOU signed in 2014, the BRTB approved Resolution #22-8 to support these changes to the *2021-2024* and *2022-2025 TIPs*.



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

Sincerely,

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

Todd R. Lang, Director
Transportation Planning

Enclosures

cc: Mr. Chris Letnaunchyn, Carroll County
Mr. David Cookson, Howard County



Summary of 2022-2025 TIP Changes

| Project Title | TIP Change Reason | Description | Type of Change |
|--|---|--|-----------------------|
| Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek: 16-2201-13 | This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to allow MDOT-SHA to prepare and finalize NEPA documents for approval. Funding for this project includes \$900,000 for engineering (\$720,000 federal/\$180,000 match) in FY 2022 and FY 2023 and \$2,000,000 for construction (\$1,600,000 federal/\$400,000 match) in FY 2024. The total estimated cost of the project is \$2.90 million. | This project includes the replacement of bridge number HO-040 on Union Chapel Road over Cattail Creek. Bridge width, sidewalks and shoulders will be evaluated during engineering. Conformity Status: Exempt | Amendment |
| Patapsco Road Bridge over East Branch Patapsco River: 14-2201-13 | This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to obtain federal funding which will be used to replace the existing deteriorating structure. Funding for this project includes \$603,000 for engineering (\$482,000 federal/\$121,000 match) in FY 2023 and \$1,266,000 for construction (\$1,013,000 federal/\$253,000 match) in FY 2024. The total estimated cost of the project is \$1.869 million. | This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes, which is slightly wider than the existing structure. The replacement structure type, geometry, and lane use configuration will be determined during initial design. Conformity Status: Exempt | Amendment |



| Project Title | TIP Change Reason | Description | Type of Change |
|--|---|--|----------------|
| Upper Beckleysville Road over Murphy Run: 14-2202-13 | This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to obtain federal funding which will be used to replace the existing deteriorating structure. Funding for this project includes \$580,000 for engineering (\$464,000 federal/\$116,000 match) in FY 2023 and \$905,000 for construction (\$724,000 federal/\$181,000 match) in FY 2024. The total estimated cost of the project is \$1.485 million. | This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes to match the existing approach roadway. The replacement structure type, geometry, and lane use configuration will be determined during initial design. Conformity Status: Exempt | Amendment |

BALTIMORE METROPOLITAN PLANNING ORGANIZATION

**BALTIMORE REGIONAL TRANSPORTATION BOARD
RESOLUTION #22-8**

**AMENDMENT TO THE 2022 – 2025 BALTIMORE REGION
TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Baltimore Regional Transportation Board is the designated Metropolitan Planning Organization for the Baltimore region, encompassing the Baltimore Urbanized Area, and includes official representatives of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's as well as representatives of the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, the Maryland Transit Administration, and Annapolis Transit; and

WHEREAS, the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the 2022-2025 Transportation Improvement Program for the Baltimore region at its July 27, 2021 meeting, with federal approval on October 4, 2021; and

WHEREAS, federal regulations require that all transportation-related projects must be listed in the approved Transportation Improvement Program with accurate funding schedules in order to be eligible for federal funding; and

WHEREAS, the Transportation Improvement Program consists of projects included in, and in support of, the region's long-range transportation plan and ongoing short-range planning efforts; and

WHEREAS, Howard County and Carroll County have requested approval of amendments to the 2022-2025 Transportation Improvement Program through the approved Transportation Improvement Program amendment process; and

WHEREAS, Howard County is requesting to add a project to replace the Union Chapel Road Bridge over Cattail Creek. The 2022-2025 TIP must include this project in order to prepare and finalize NEPA documents for approval (see Attachment 1); and

WHEREAS, Carroll County is requesting to add two bridge projects, one will replace the Patapsco Road Bridge over the East Branch Patapsco River and the second will replace the Upper Beckleysville Road Bridge over Murphy Run to the 2022-2025 TIP. Both bridges are in poor condition and must be replaced to maintain safety (see Attachments 2 and 3); and

WHEREAS, the Transportation Improvement Program, as amended, continues to display financial reasonableness and re-affirms the appropriate project selection criteria whereby all requirements for a TIP in the Fixing America's Surface Transportation Act are met; and

WHEREAS, these projects are consistent with the federal emphasis on performance-based planning and programming, specifically the federal requirements pertaining to maintaining bridges in a state of good repair; and

WHEREAS, the Interagency Consultation Group has determined that this project is exempt according to the Conformity Rule (40 CFR Parts 51 and 93); and

WHEREAS, the proposed Transportation Improvement Program amendment was presented to the Technical Committee on December 7, 2021.

NOW, THEREFORE, BE IT RESOLVED that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approves the attached amendments to the 2022-2025 Transportation Improvement Program for the Baltimore region and finds the TIP continues to conform to the applicable Maryland State Implementation Plan and requirements of the 1990 Clean Air Act Amendments.

I HEREBY CERTIFY that the Baltimore Regional Transportation Board as the Metropolitan Planning Organization for the Baltimore region approved the aforementioned resolution on December 28, 2021.

December 21, 2021

Date



Ramond Robinson, Chair
Baltimore Regional Transportation Board

Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek

| | | | |
|--------------------------|----------------------|--------------------------|--------------------------------|
| TIP ID | 16-2201-13 | Year of Operation | 2024 |
| Agency | Howard County | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | Minor Arterial |
| Conformity Status | Exempt | Physical Data | 2 to 2 lanes |
| CIP or CTP ID(s) | | Est. Total Cost | \$2,900,000 |

Description:

This project includes the replacement of bridge number HO-040 on Union Chapel Road over Cattail Creek. Bridge width, sidewalks and shoulders will be evaluated during engineering.

Justification:

Replacement is necessary due to the bridge's multiple deficiencies that include substandard deck and superstructure. The bridge is currently rated in poor condition.

Amendment: This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to allow MDOT SHA to prepare and finalize NEPA documents for approval. Funding for this project includes \$900,000 for engineering (\$720,000 federal/\$180,000 match) in FY 2022 and FY 2023 and \$2,000,000 for construction (\$1,600,000 federal/\$400,000 match) in FY 2024. The total estimated cost of the project is \$2.90 million.

Connection to Long-Range Transportation Planning Goals:

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





Replacement of Bridge No. HO-040 on Union Chapel Road over Cattail Creek

(Funding in Thousands)

Surface Transportation Block Grant Program **-NEW**

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$0 | \$0 | \$1,600 | \$400 | \$0 | \$0 | \$2,000 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$320 | \$80 | \$400 | \$100 | \$0 | \$0 | \$0 | \$0 | \$900 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$320 | \$80 | \$400 | \$100 | \$1,600 | \$400 | \$0 | \$0 | \$2,900 |
| Total | \$320 | \$80 | \$400 | \$100 | \$1,600 | \$400 | \$0 | \$0 | \$2,900 |

Patapsco Road Bridge over East Branch Patapsco River

| | | | |
|--------------------------|----------------------|--------------------------|--------------------------------|
| TIP ID | 14-2201-13 | Year of Operation | 2024 |
| Agency | Carroll County | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | Minor Collector |
| Conformity Status | Exempt | Physical Data | 2 to 2 lanes |
| CIP or CTP ID(s) | | Est. Total Cost | \$1,869,000 |

Description:

This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes, which is slightly wider than the existing structure. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

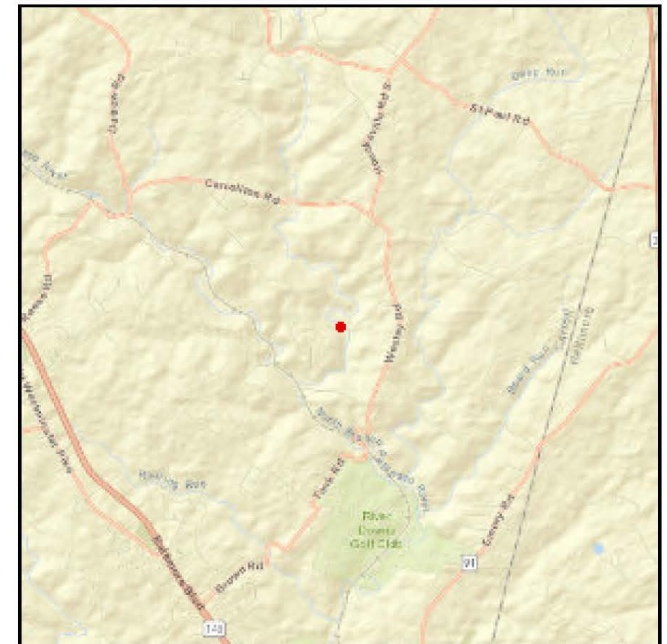
Justification:

The existing bridge is rated in poor condition. This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items.

Amendment: This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to obtain federal funding which will be used to replace the existing deteriorating structure. Funding for this project includes \$603,000 for engineering (\$482,000 federal/\$121,000 match) in FY 2023 and \$1,266,000 for construction (\$1,013,000 federal/\$253,000 match) in FY 2024. The total estimated cost of the project is \$1.869 million.

Connection to Long-Range Transportation Planning Goals:

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





Patapsco Road Bridge over East Branch Patapsco River

(Funding in Thousands)

Surface Transportation Block Grant Program **-NEW**

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$0 | \$0 | \$1,013 | \$253 | \$0 | \$0 | \$1,266 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$0 | \$482 | \$121 | \$0 | \$0 | \$0 | \$0 | \$603 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$0 | \$482 | \$121 | \$1,013 | \$253 | \$0 | \$0 | \$1,869 |
| Total | \$0 | \$0 | \$482 | \$121 | \$1,013 | \$253 | \$0 | \$0 | \$1,869 |

Upper Beckleysville Road Bridge over Murphy Run

| | | | |
|--------------------------|----------------------|--------------------------|--------------------------------|
| TIP ID | 14-2202-13 | Year of Operation | 2024 |
| Agency | Carroll County | Project Type | Bridge repair/deck replacement |
| Project Category | Highway Preservation | Functional Class | Minor Collector |
| Conformity Status | Exempt | Physical Data | 2 to 2 lanes |
| CIP or CTP ID(s) | | Est. Total Cost | \$1,485,000 |

Description:

This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11' travel lanes to match the existing approach roadway. The replacement structure type, geometry, and lane use configuration will be determined during initial design.

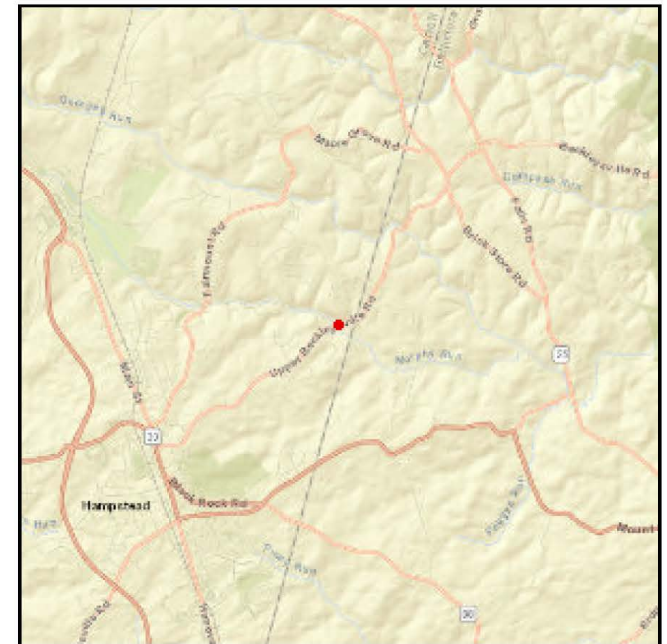
Justification:

The existing bridge is rated in poor condition. This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items.

Amendment: This amendment adds a new project to the FY 2022-2025 TIP. Inclusion of this project is necessary to obtain federal funding which will be used to replace the existing deteriorating structure. Funding for this project includes \$580,000 for engineering (\$464,000 federal/\$116,000 match) in FY 2023 and \$905,000 for construction (\$724,000 federal/\$181,000 match) in FY 2024. The total estimated cost of the project is \$1.485 million.

Connection to Long-Range Transportation Planning Goals:

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





Upper Beckleysville Road Bridge over Murphy Run

(Funding in Thousands)

Surface Transportation Block Grant Program **-NEW**

| Phase | FY 2022 Federal Funds | FY 2022 Matching Funds | FY 2023 Federal Funds | FY 2023 Matching Funds | FY 2024 Federal Funds | FY 2024 Matching Funds | FY 2025 Federal Funds | FY 2025 Matching Funds | Total Four-Year Funding Request |
|-----------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|------------------------------|---------------------------------------|
| CON | \$0 | \$0 | \$0 | \$0 | \$724 | \$181 | \$0 | \$0 | \$905 |
| OTH | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ENG | \$0 | \$0 | \$464 | \$116 | \$0 | \$0 | \$0 | \$0 | \$580 |
| PL | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| ROW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$0 | \$0 | \$464 | \$116 | \$724 | \$181 | \$0 | \$0 | \$1,485 |
| Total | \$0 | \$0 | \$464 | \$116 | \$724 | \$181 | \$0 | \$0 | \$1,485 |



Howard County Office of Transportation

3430 Court House Drive ■ Ellicott City, Maryland 21043 ■ 410-313-0702

Bruce Gartner, Administrator

bgartner@howardcountymd.gov

FAX 410-313-1655

TDD 410-313-2323

November 9, 2021

Mr. Todd R. Lang, Director
Transportation Planning
Baltimore Metropolitan Council
1500 Whetstone Way, Suite 300
Baltimore, MD 21230
Attn: Ms. Regina Aris

Re: Amendment Request to Bridge Repairs and Deck Replacement Project
TIP- FY 2022-2025
TIP ID: 16-2201-13
Agency: Howard County Department of Public Works

Dear Mr. Lang,

The Howard County Department of Public Works is requesting an amendment to add one new project to the FY 2022-2025 TIP. The TIP ID No. for this project is 16-2201-13. The amendment adds Union Chapel Road Bridge over Cattail Creek to ensure eligibility for Federal Aid for construction. The FY 2022-2025 TIP must include this project to allow MDOT-SHA to prepare and finalize NEPA documents for approval. Additional details follow:

- The latest inspection (March 10, 2021) rated the deck and superstructure of the bridge as 4 (poor).
- No additional vehicle lanes will be added as part of this project.
- Howard County is requesting federal money (80%) for design and construction
- The width of the bridge, shoulders and sidewalks will be evaluated during engineering.
- Design and construction will be matched 20% by Howard County
- Design has not begun yet.
- Howard County estimates completion in FY 2024.

The changes enabled by this amendment increase the project costs by:

- Adding \$320,000 in federal funds to engineering in FY 2022
- Adding \$80,000 in matching funds to engineering in FY 2022
- Adding \$400,000 in federal funds to engineering in FY 2023
- Adding \$100,000 in matching funds to engineering in FY 2023
- Adding \$1,600,000 in federal funds to construction in FY 2024
- Adding \$400,000 in matching funds to construction in FY 2024

This results in a total project cost of \$2,900,000. The Howard County CIP reflects these changes and Howard County's TIP projects continue to be fiscally constrained. A new TIP form with additional information for this project is attached. If you have any questions or need additional information, please feel free to contact Mr. David Cookson at 202-812-1300 or dcookson@howardcountymd.gov

Sincerely,

Brooks Phelps
GIS Specialist
Howard County Office of Transportation

cc: David Cookson, Planning Manager, Howard County Office of Transportation

2022 - 2025 Transportation Improvement Program

Howard County

Union Chapel Road Bridge over Cattail Creek

| | | | |
|--------------------------|----------------------|-----------------------------|---------------------------|
| TIP Id # | <i>16-2201-13</i> | Year of Operation | <i>2024</i> |
| Agency | <i>Howard County</i> | Project Type | <i>Bridge Replacement</i> |
| Project Category | <i>Bridges</i> | Functional Class | <i>Major Collector</i> |
| Conformity Status | <i>Exempt</i> | Physical Data | <i>2 to 2 lanes;</i> |
| CIP/CTP Page# | <i>xx</i> | Estimated Total Cost | <i>\$2,900,000</i> |

| Description | Justification |
|--|---|
| <i>This project is to replace the Union Chapel Road Bridge over Cattail Creek (HO0040001). Federal funds and local match. The width of the bridge, shoulders and sidewalks will be evaluated during engineering.</i> | <i>The latest inspection (March 10, 2021) rated the deck and superstructure of the bridge as 4 (poor), and the substructure as 6 (satisfactory). According to FWHA's Bridge Replacement Guide, a rating of 4 or below warrants replacement or rehabilitation. Replacement was selected for cost efficiency.</i> |

Fund Source: *STBG*

| Phase | | | | | | | | | Project Totals |
|---------------|------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|-----------------------|
| | 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 | 4-Year Total |
| CON | | | | | \$1600 | \$400 | | | \$2000 |
| OTH | | | | | | | | | |
| ENG | \$320 | \$80 | \$400 | \$100 | | | | | \$900 |
| PP | | | | | | | | | |
| ROW | | | | | | | | | |
| Totals | \$320 | \$80 | \$400 | \$100 | \$1600 | \$400 | | | \$2900 |

Fund Source 2: *XX (if applicable)*

| | | | | | | | | | Project Totals |
|---------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|----------------|
| 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 | 4-Year Total |
| CON | | | | | | | | | |
| OTH | | | | | | | | | |
| ENG | | | | | | | | | |
| PP | | | | | | | | | |
| ROW | | | | | | | | | |
| Totals | | | | | | | | | |

Status: Provide one or two sentences on current status of project, anticipated schedule, etc.

AECOM is selected thru MDOT SHA’s Office Of Structures (OOS) contract for the design of the project and as soon as we get FMIS number, Howard County DPW will issue an NTP for the design up to NEPA approval (30% design) stage. We anticipate replacing this bridge in FY2024.

Connection to LRTP Goals: Select applicable goals from list below...

Improve System Safety & Improve and Maintain Existing Infrastructure

| |
|--|
| 1.B Improve System Safety -- Apply safety-related management and operations techniques. |
| 1.C Improve System Safety -- Eliminate hazardous or substandard conditions. |
| 1.D Improve System Safety -- Improve emergency response time. |
| 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). |
| 2.B Improve and Maintain the Existing Infrastructure -- Replace traffic signals and ITS elements. |
| 2.C Improve and Maintain the Existing Infrastructure -- Maintain/replace transit vehicles. |
| 2.E Improve and Maintain the Existing Infrastructure -- Improve the condition of transit infrastructure and stations/stops. |
| 2.F Improve and Maintain the Existing Infrastructure -- Improve the condition of pedestrian and bicycle facilities. |
| 2.G Improve and Maintain the Existing Infrastructure -- Encourage local jurisdictions to develop comprehensive asset management programs |
| 3.A Improve Accessibility -- Increase transportation alternatives for all segments of the population. |
| 3.B Improve Accessibility -- Improve ADA-related conditions for pedestrians / transit riders. |
| 3.E Improve Accessibility -- Provide or improve pedestrian and bicycle facilities that link to activity centers and public transit. |
| 3.F Improve Accessibility -- Apply strategies from the Coordinated Public Transit – Human Services Transportation Plan. |
| 3.G Improve Accessibility -- Improve system connectivity and continuity among modes and across boundaries. |
| 3.H Improve Accessibility -- Increase transportation equity throughout the system |
| 4. Increase Mobility |

| |
|---|
| 4.A Increase Mobility -- Provide techniques or alternatives as part of a Congestion Management Process (CMP). |
| 4.C Increase Mobility -- Expand transit service coverage / hours of operation. |
| 4.D Increase Mobility -- Apply mobility-related management and operations techniques. |
| 4.E Increase Mobility -- Improve reporting of delays and incidents. |
| 4.F Increase Mobility -- Support a regional, long-distance bikeway network. |
| 5.A Conserve and Enhance the Environment -- Provide alternatives to single-occupant passenger vehicles / apply emission reduction technologies. |
| 5.B Conserve and Enhance the Environment -- Reduce surface runoff. |
| 5.C Conserve and Enhance the Environment -- Provide incentives for zero-emission vehicles. |
| 5.D Conserve and Enhance the Environment -- Reduce greenhouse gas emissions in accordance with state and local sustainability and climate change plans. |
| 5.E Conserve and Enhance the Environment -- Preserve and protect natural and cultural resources. |
| 5.F Conserve and Enhance the Environment -- Promote physical activity. |
| 6.A Improve System Security -- Provide security-related features at transit facilities or on transit vehicles. |
| 6.C Improve System Security -- Apply security-related management and operations techniques. |
| 6.F Improve System Security -- Increase system redundancy. |
| 6.G Improve System Security -- Plan for transportation-related effects of climate change. |
| 7.D Promote Prosperity and Economic Opportunity -- Invest within local- and state-designated growth areas. |
| 7.E Promote Prosperity and Economic Opportunity -- Improve access to existing communities and regional generators of economic activity. |
| 7.F Promote Prosperity and Economic Opportunity -- Provide context-sensitive infrastructure and facilities. |
| 7.G Promote Prosperity and Economic Opportunity -- Promote development around existing transit stations. |
| 7.H Promote Prosperity and Economic Opportunity -- Invest in upgrading transportation assets and facilities that promote tourism |
| 9. Promote Informed Decision Making |

Christopher S. Letnaunchyn P.E.,
Bureau Chief
410-386-2157; 1-888-302-8978
fax 410-876-2431
MD Relay 7-1-1/800-735-2258



Bureau of Engineering
Carroll County Government
225 North Center Street, Room 200
Westminster, Maryland 21157

October 14, 2021

Baltimore Metropolitan Council
1500 Whetstone Way
Suite 300
Baltimore, Maryland 21230

Attn: Keith Kucharek

The purpose of this letter is to request a TIP change via an amendment for Carroll County. There are two projects that Carroll County would like to add to the TIP as described below and in the attached document.

1. **Patapsco Road over East Branch Patapsco River (Bridge No. CL-351).** There has been no previous funding requested for this project. Due to recent progressive deterioration of this bridge, funding for a full bridge replacement is requested. The Deck is in Serious condition, and the Superstructure and Substructure are both in Satisfactory condition. Overall, the bridge is considered in 'Poor' condition. The County would like to request 80% Federal Funding (and will provide 20% County Funding) to support this project. The Engineering for this project (\$603,000) would begin in FY 23, and Construction for this project would be planned for FY 24 (\$1,266,000) for a total requested funding of \$1,869,000.
2. **Upper Beckleysville Road over Murphy Run (Bridge No. CL-383).** There has been no previous funding requested for this project. Due to recent progressive deterioration of this bridge, funding for a full bridge replacement is requested. The Deck is in Satisfactory condition, the Superstructure is in Serious Condition, and the Substructure is in Satisfactory condition. Based on recent inspection findings, the bridge is posted for load restriction (27,000 lbs. SUV & 40,000 lbs. CUV). The beams on this structure are currently inspected every 3 months due to the widespread progressive/active deterioration. Overall, the bridge is considered in 'Poor' condition. The County would like to request 80% Federal Funding (and will provide 20% County Funding) to support this project. The Engineering for this project (\$580,000) would begin in FY 23, and Construction for this project would be planned for FY 24 (\$905,000) for a total requested funding of \$1,485,000.

The Transportation Improvement Program continues to be fiscally constrained. Funding for these projects has been requested as part of the FY 23 Community Investment Program. If you have any questions, please call our office at 410-386-2157.

Sincerely,

Christopher S. Letnaunchyn, P.E., Chief
Bureau of Engineering

c: Lynda Eisenberg, Director, Department of Planning
Douglas W. Brown, Deputy Director, Department of Public Works

Tip Information for each project:

1. **Patapsco Road over East Branch Patapsco River (Bridge No. CL-351).**
 - a. TIP ID – TBD
 - b. Agency – Carroll County
 - c. Project Category – Highway Preservation
 - d. Conformity Status – Exempt
 - e. Year of Operation – 2024
 - f. Project Type – Bridge Repair/Deck Replacement
 - g. Functional Class – Rural Minor collector
 - h. Physical Data – 2 lanes to 2 lanes
 - i. Est. Total Cost - \$1,869,000
 - j. Description – This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11’ travel lanes which is slightly wider than the existing structure. The replacement structure type, geometry, and lane use configuration will be determined during initial design.
 - k. Justification – This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in poor condition.
 - l. 39.54388269142049, -76.88695675299401

2. **Upper Beckleysville Road over Murphy Run (Bridge No. CL-383).**
 - a. TIP ID – TBD
 - b. Agency – Carroll County
 - c. Project Category – Highway Preservation
 - d. Conformity Status – Exempt
 - e. Year of Operation - 2024
 - f. Project Type – Bridge Repair/Deck Replacement
 - g. Functional Class – Rural Minor Collector
 - h. Physical Data – 2 lanes to 2 lanes
 - i. Est. Total Cost - \$1,485,000
 - j. Description – This project includes replacement of the existing 1-span bridge with a new structure, including abutments. The new structure will consist of two 11’ travel lanes to match the existing approach roadway. The replacement structure type, geometry, and lane use configuration will be determined during initial design.
 - k. Justification – This work will address structural safety issues and deterioration of the existing structure. The new structure will address any functionally obsolete or structurally deficient items. The existing bridge is rated in poor condition.
 - l. 39.624710108179244, -76.82526848942919