

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2008-2013 CTP

Significant project changes consist of additions to, or deletions from, the Construction Program or the Development and Evaluation Program; changes in the construction start year; significant cost increases or decreases, and changes in the scope of a project.

In total, three projects at a cost of \$37.0 million were added to the Construction Program of the CTP. One project at a cost of \$0.5 million was added to the Development and Evaluation Program (D&E). Fourteen projects were moved from the Construction Program to the D&E Program at a cost of -\$505.1 million. All these projects are listed by category on the following several pages.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Maryland Aviation Administration	
Airfield Pavement Improvement Program Phase II at BWI Marshall Airport	22.9
State Highway Administration	
MD 36, Lower Georges Creek Road; Replace Bridge 1014 over George's Creek (Allegany)	7.3
US 1, Belair Road; Replace Bridge over Little Gunpowder Falls (Baltimore)	6.8
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Total	37.0

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Transit Administration MARC West Baltimore Station Parking Expansion	PP, PE	0.5
		<hr/> Total .5

PROJECTS MOVED FROM THE CONSTRUCTION PROGRAM TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>COST CHANGE (\$ MILLIONS)</u>
Maryland Transit Administration		
Kirk Bus Division D & E	Construction phase deleted due to economic downturn.	-63.4
Red Line Corridor Transit Study D & E	Project funding reduced due to economic downturn.	-21.9
MARC Riverside Maintenance Facility D & E	Moved from CO to D & E program due to uncertainty regarding site acquisition and economic downturn.	-14.8
State Highway Administration		
US 40, Pulaski Highway; Middle River Road to MD 43 Interchange (Baltimore)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-10.7
MD 404, Shore Highway; Upgrade MD 404 from Tuckahoe Road to MD 480. (Caroline)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-19.9
MD 331, Dover Road; Replace Bridge over Choptank River (Talbot, Caroline)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-40.8
I-70, Baltimore National Pike; I-70, Phase 2D (Frederick)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-51.8
US 219 Relocated, Oakland Bypass; US 219 Relocated Oakland Bypass (Garrett)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-33.0
US 29, Columbia Pike; Seneca Drive to MD 175 (Howard)	Moved from Construction Program to Development and Evaluation Program due to economic downturn.	-50.3

PROJECTS MOVED FROM THE CONSTRUCTION PROGRAM TO THE D&E PROGRAM (Cont'd)

PROJECT DESCRIPTION

JUSTIFICATION

COST CHANGE
(\$ MILLIONS)

State Highway Administration

MD 32, Patuxent Freeway; Wellworth Way access improvements (Howard)

Moved from Construction Program to Development and Evaluation Program due to economic downturn.

-8.9

MD 4, Pennsylvania Avenue; Interchange at Suitland Parkway (Prince George's)

Moved from Construction Program to Development and Evaluation Program due to economic downturn.

-106.9

I-95/I-495, Capital Beltway; Improve access from MD 5 and I-95/495 to Branch Ave. Metro (Phase II) (Prince George's)

Moved from Construction Program to Development and Evaluation Program due to economic downturn.

-69.6

I-95/I-495, Capital Beltway; Access to Greenbelt Metro Station (Prince George's)

Moved from Construction Program to the Development and Evaluation Program due to economic downturn.

-9.1

MD 822, University of Maryland Eastern Shore Access Road; Construct roundabouts at MD 675 (Somerset)

Moved from Construction Program to the Development and Evaluation Program due to economic downturn.

-4.0

Total **-505.1**

PROJECTS REMOVED FROM THE D&E PROGRAM

The following projects have been removed from the D&E Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration Midfield Complex - New Air Traffic Control Tower at Martin State Airport	PE, CO	Cost containment defers construction start until FY 2012.
State Highway Administration MD 97, Georgia Ave.; I-495 to 16th Street (Montgomery)	PP	Removed from the Development and Evaluation Program due to economic downturn.
MD 349, Nanticoke Road; US 50 to Rockawalkin Road (Wicomico)	PP	Removed from the Development and Evaluation Program due to economic downturn.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2008-2013 CTP, for the following eight major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Aviation Administration		
Midfield Complex - New Air Traffic Control Tower at Martin State Airport	Cost containment deferral of construction.	FY 2010 to FY 2012
Protective Land Acquisition Program	Cost containment deferral.	FY 2009 to FY 2011
Maryland Transit Administration		
MARC Maintenance, Layover & Storage Facilities	Construction delayed due to availability of funding.	FY 2010 to FY 2011
Kirk Bus Division D & E	Construction phase deleted due to economic downturn.	
Red Line Corridor Transit Study D & E	RW and CO deferred due to economic downturn.	
MARC Riverside Maintenance Facility D & E	Moved from CO to D & E program due to uncertainty regarding site acquisition and economic downturn.	
State Highway Administration		
MD 97, Georgia Avenue;Interchange at Randolph Road (Montgomery)	Construction delayed due to economic downturn	FY 2011 to FY 2014
US 40, Dual Highway;at Edgewood Drive (Washington)	Construction delayed due to economic downturn	FY 2009 to FY 2010

CONSTRUCTION SCHEDULE ADVANCEMENTS

The start of construction has been advanced from the schedule shown in the FY 2008-2013 CTP, for the following major project.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Maryland Transit Administration		
MARC Edgewood Station	Schedule changed to reflect addition of Phase II.	FY 2011 to FY 2010

COST & SCOPE CHANGES

In total, one-hundred and thirty-two major construction projects experienced significant changes in project cost or scope, for a net decrease of \$439.0 million. Forty-nine projects increased in cost by a total of \$264.7 million, while eighty projects experienced decreases totaling \$704.2 million. The scope of two projects changed, which caused a net increase totalling \$14.8 million, while one project experienced a reduction in scope totalling \$14.4 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).