

## **MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2010-2015 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, \$158.8 million worth of projects have been added to the CTP. Of that amount six projects at a cost of \$75.7 million were added to the Construction Program. Two projects at a cost of \$64.5 million were added to the Development and Evaluation Program (D&E). In addition, two projects were moved from the D&E Program to the Construction Program at a cost of \$18.6 million. These projects are listed below by category.

### **PROJECTS ADDED TO THE CONSTRUCTION PROGRAM**

<u><b>PROJECT DESCRIPTION</b></u>	<u><b>TOTAL COST (\$ MILLIONS)</b></u>
<b>Maryland Port Administration</b>	
Masonville Berth Construction*	22.6
<b>State Highway Administration</b>	
I-695, Baltimore Beltway; I-695 bridge on MD 144 over I-695 (Baltimore)**	20.1
MD 287, Sandtown Road; Replace Bridge over the Choptank River (Caroline)**	7.4
MD 545, Blue Ball Road; Replace Bridge over Little Elk Creek (Cecil)**	2.4
I-270, Eisenhower Memorial Highway; Replace deck and widen bridges over MD 80 and Bennett Creek (Frederick)**	12.6
I-495, Capital Beltway; I-495 over Northwest Branch (Montgomery)**	10.6
	<b>Total</b>
	<b>75.7</b>

\*Masonville Berth Construction funded out of MPA's existing system preservation allocation.

\*\*Bridge projects funded out of SHA's existing Fund 80 bridge construction allocation.

**PROJECTS ADDED TO THE D&E PROGRAM**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>The Secretary's Office</b>		
High Speed Intercity Passenger Rail Grant Funding for B&P Tunnel (ARRA)		60.0
<b>State Highway Administration</b>		
BRAC Intersections near Andrews Air Force Base; BRAC Intersections near Andrews Air Force Base (State Wide) (Federal Earmark)	PE	4.5
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	<b>Total</b>	<b>64.5</b>

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>ADDITIONAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Transit Administration</b>	
Takoma/Langley Park Transit Center (ARRA)	12.3
<b>Maryland Transportation Authority</b>	
I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment	6.3
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<b>Total</b>	<b>18.6</b>

**PROJECTS REMOVED FROM THE D&E PROGRAM**

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>State Highway Administration</b> US 1, Belair Road; US 1 from MD 43 to MD 152 (Harford, Baltimore)		Improvements along this corridor will be re-evaluated as smaller breakout projects are needed

**PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM**

The following projects have been removed from the Construction Program:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>Maryland Aviation Administration</b> Protective Land Acquisition Program	RW	Program removed due to inactivity.

**CONSTRUCTION SCHEDULE DELAYS**

The start of construction has been postponed from the schedule shown in the FY 2010-2015 CTP, for the following nine major projects:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>FISCAL YEAR</u></b>
<b>Maryland Aviation Administration</b>		
Midfield Complex - New Air Traffic Control Tower at Martin State Airport	Requires completion of Airport Layout Plan Environmental Assessment.	FY 2012 to FY 2013
Noise Zone Land Acquisition Program	Based on schedule developed from Noise Land Re-Use Plan.	FY 2011 to FY 2012
Homeowner Assistance Program	Federal funding dependent upon property sales from Noise Land Re-Use Plan.	FY 2011 to FY 2013
Terminal Modernization Program at BWI Marshall Airport	Design start required PFC Application approval.	FY 2011 to FY 2012
<b>State Highway Administration</b>		
I-295/I-495, National Harbor; Interchange access ramps. (Prince George's)	The extension was delayed due to Permit Issues	FY 2010 to FY 2011
<b>Maryland Transportation Authority</b>		
I-95 Fort McHenry Tunnel - Moravia Road to the Tunnel Modifications	Additional Environmental Coordination	FY 2010 to FY 2011
I-95 Fort McHenry Tunnel - I-395 Repair and Spot Paint Beam Ends, Deck Seal and Joint Repair	Contract Sequencing	FY 2011 to FY 2012
Francis Scott Key Bridge - Police Outdoor Firing Range	Needs Assessment On-going	FY 2011 to FY 2013
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs	Coincide with completion of deck completion.	FY 2011 to FY 2011

**CONSTRUCTION SCHEDULE ADVANCEMENTS**

The start of construction has been advanced from the schedule shown in the FY 2010-2015 CTP, for the following two major projects.

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>FISCAL YEAR</u></b>
<b>Maryland Transportation Authority</b>		
MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck	To follow recently completed emergency repair.	FY 2014 to FY 2012
MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Bridge Fascia Beams	Inspection Findings	FY 2013 to FY 2012

## **COST & SCOPE CHANGES**

In total, one-hundred and nineteen major construction projects experienced significant changes in project cost or scope, for a net increase of \$89.6 million. Seventy-four projects increased in cost by a total of \$428.4 million, while there were no projects that experienced a reduction in scope. The scope of four projects changed, which caused a net increase totalling \$53.1 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).