

Maryland  
Transportation  
Authority



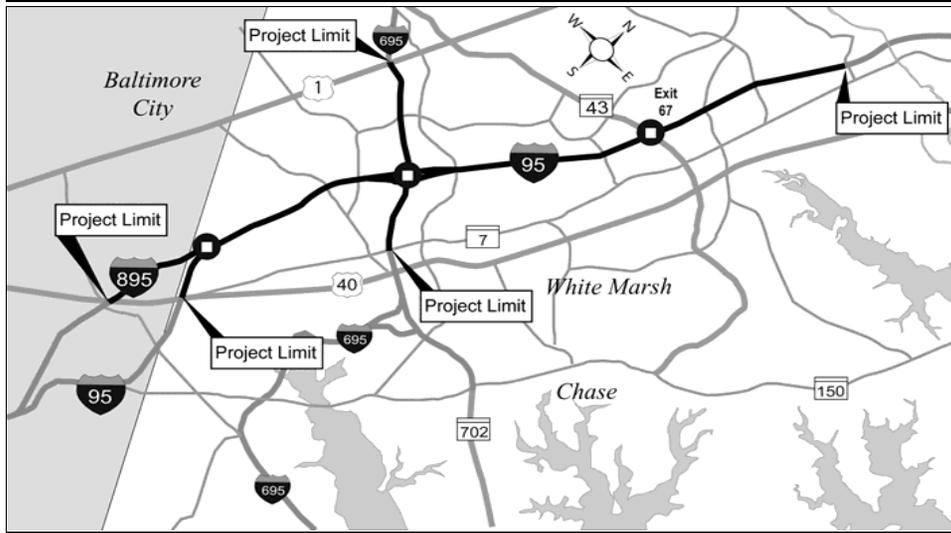
**MARYLAND TRANSPORTATION AUTHORITY**

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**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2015</u>	<u>FY 2016</u>	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	304.5	130.4	157.7	140.6	108.2	101.1	942.6
System Preservation Minor Projects	86.0	145.7	187.0	148.3	197.7	229.1	993.8
<b><u>Development &amp; Evaluation Program</u></b>	<u>4.8</u>	<u>17.4</u>	<u>21.2</u>	<u>16.5</u>	<u>6.5</u>	<u>-</u>	<u>66.5</u>
<b>TOTAL</b>	395.3	293.5	366.0	305.4	312.5	330.2	2,002.9

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**PROJECT:** I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

**DESCRIPTION:** Constructed two Express Toll Lanes in each direction from I-895 North to north of MD 43 (8.0 miles) and improved the interchanges with I-895, I-695 and MD 43. (BRAC related.)

**PURPOSE & NEED SUMMARY STATEMENT:** This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service (LOS) F (lowest level of efficiency) during morning and evening rush hours. By 2025, this section is also expected to operate at LOS E (irregular flow with speed variations) and LOS F (lowest level of efficiency, frequent slowing required) during weekend peak periods. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

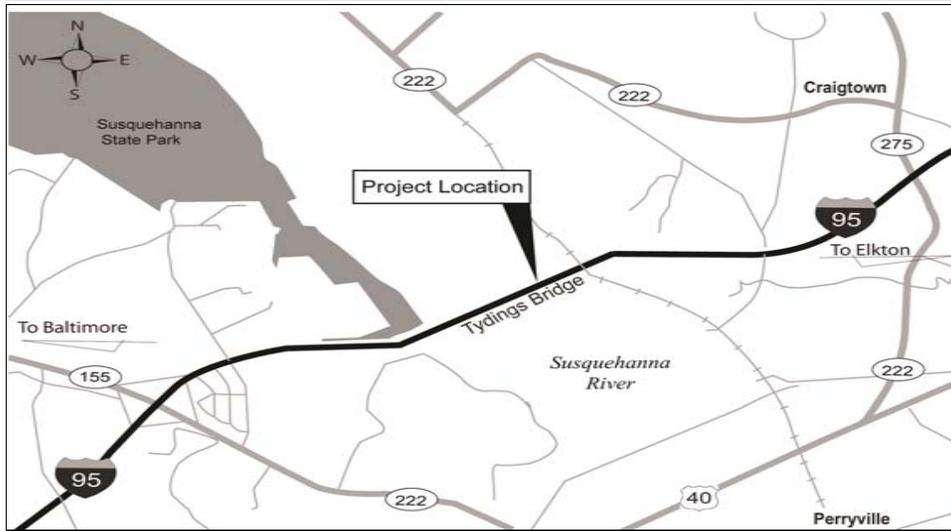
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** I-95, south of MD 43, experiences congestion during the morning and evening rush hours. By 2025, this section is also expected to experience congestion during weekend peak periods.

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	6,032	6,032	0	0	0	0	0	0	0	0
Engineering	119,732	118,494	619	619	0	0	0	0	1,238	0
Right-of-way	47,507	47,077	430	0	0	0	0	0	430	0
Construction	924,448	787,198	93,608	35,227	8,415	0	0	0	137,250	0
<b>Total</b>	<b>1,097,719</b>	<b>958,801</b>	<b>94,657</b>	<b>35,846</b>	<b>8,415</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138,918</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost increased by \$4.5 million to reflect adjustments including closing out of various contracts, reallocations and anticipated expenditures for the remainder of the project.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

**DESCRIPTION:** Rehabilitated pier foundations and provided pier scour protection.

**PURPOSE & NEED SUMMARY STATEMENT:** Pier foundations in the river exhibited wear and analysis showed scour protection was needed. This improvement extended the useful life of the pier foundations.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

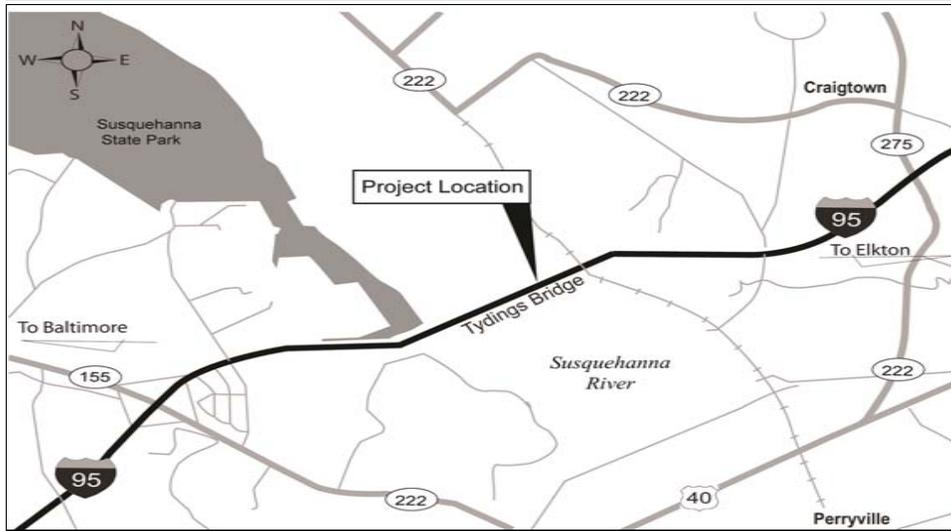
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Pier foundations were found to have advanced wear and required scour protection.

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,484	1,484	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,029	33,028	1,001	0	0	0	0	0	1,001	0
<b>Total</b>	<b>35,513</b>	<b>34,512</b>	<b>1,001</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,001</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost decreased by \$8.7 million due to better than anticipated site conditions.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge

**DESCRIPTION:** Clean and paint rusted seams and crevices and paint the flat surfaces of the Tydings Bridge where the paint is showing wear. Also, perform necessary structural repairs.

**PURPOSE & NEED SUMMARY STATEMENT:** Paint throughout the bridge is showing wear. This project will address existing wear and prevent further wear.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

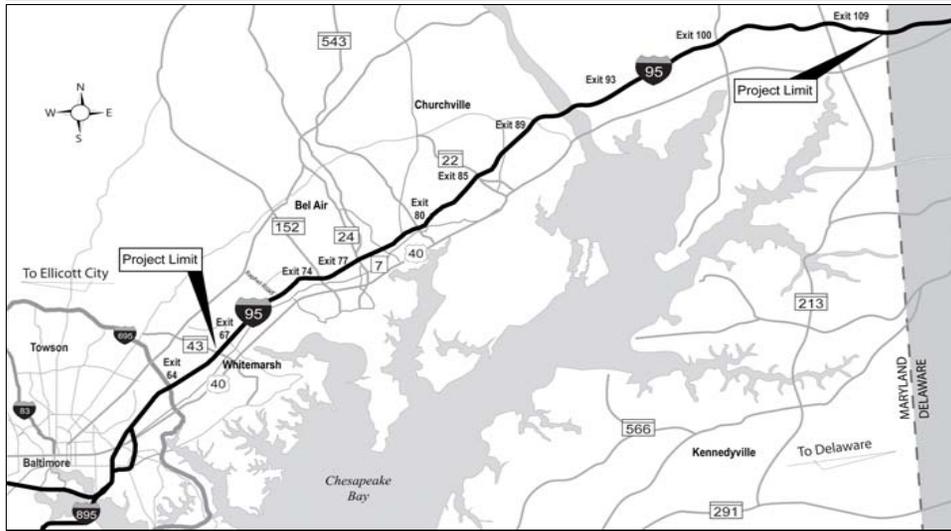
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will bring uniformity to the paint system and extend the life of the existing system by ten years.

**STATUS:** Engineering is complete. Construction is scheduled to begin in FY 2015.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	101	101	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,003	0	636	6,631	2,736	0	0	0	10,003	0
<b>Total</b>	<b>10,104</b>	<b>101</b>	<b>636</b>	<b>6,631</b>	<b>2,736</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,003</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Resurfacing

**DESCRIPTION:** Resurface I-95 northbound and southbound from MD 43 to the Maryland/Delaware state line. Phase I is from MD 43 to MD 24. Phase II is from MD 24 to the Tydings Bridge. Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

**PURPOSE & NEED SUMMARY STATEMENT:** The I-95 roadway north of MD 43 is in need of resurfacing. Phase I is I-95 from MD 43 to MD 24, Phase II is from MD 24 to the Tydings Bridge and Phase III is from the Tydings Bridge to the Maryland/Delaware state line. Only Phases I and II are funded at this time.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

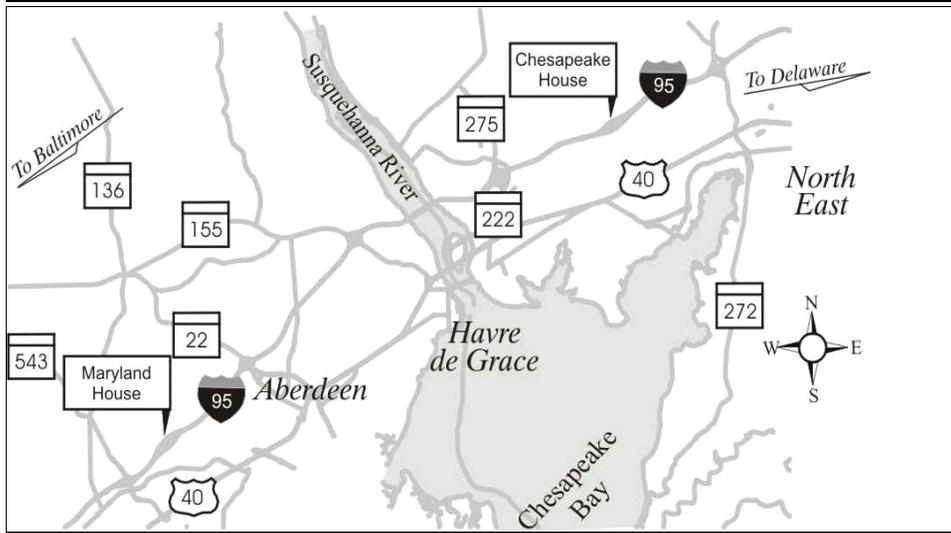
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound). Phase I is I-95 from MD 43 to MD 24, Phase II is from MD 24 to the Tydings Bridge and Phase III is from the Tydings Bridge to the Maryland/Delaware state line.

**STATUS:** Construction of Phase I is complete. Engineering is complete and construction is underway for Phase II.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	305	305	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,907	11,225	4,462	12,992	2,228	0	0	0	19,682	0
<b>Total</b>	<b>31,212</b>	<b>11,530</b>	<b>4,462</b>	<b>12,992</b>	<b>2,228</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,682</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost decreased by \$6.0 million for actual charges/final estimate for Phase I and to reflect the actual bid price for Phase II.



**PROJECT:** I-95 John F. Kennedy Memorial Highway - Redevelop Travel Plazas

**DESCRIPTION:** Redeveloped the Maryland House and Chesapeake House Travel Plazas. The public-private partnership included designing, building, operating, maintaining and financing the redevelopment of the two I-95 travel plazas.

**PURPOSE & NEED SUMMARY STATEMENT:** The Maryland House and Chesapeake House Travel Plazas had aged to the point in which replacement was necessary to adequately meet public demand over the next 35 years.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |   |
|---|---|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship      |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality             |
| <input checked="" type="checkbox"/> Quality of Service  | <input checked="" type="checkbox"/> Economic Prosperity |

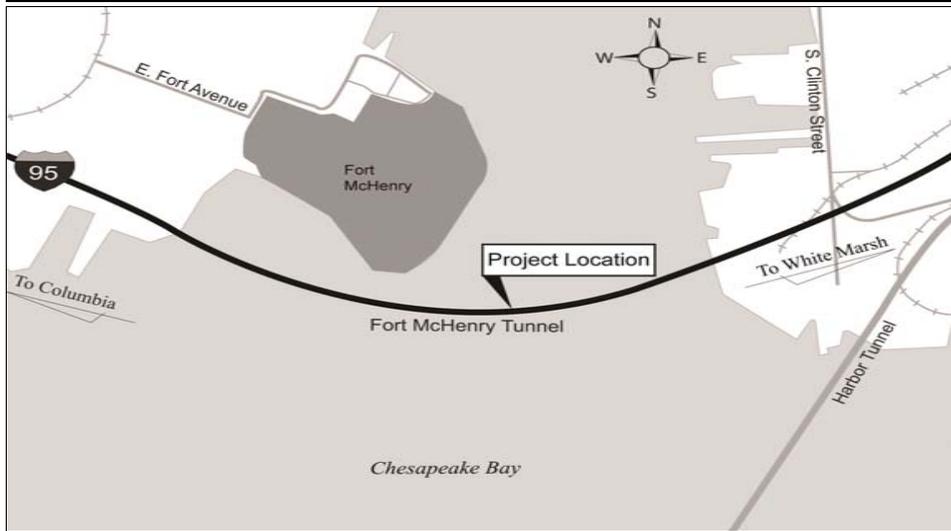
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The structures were built in the 1960's and 70's and were near the end of their design life. Age and condition required replacement.

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	.....2017.....	.....2018.....		
Planning	2,027	2,027	0	0	0	0	0	0	0	0
Engineering	2,317	2,317	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,430	1,405	2,025	0	0	0	0	0	2,025	0
Total	7,774	5,749	2,025	0	0	0	0	0	2,025	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

**DESCRIPTION:** Rehabilitate the tunnel deck for all four bores.

**PURPOSE & NEED SUMMARY STATEMENT:** The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:**

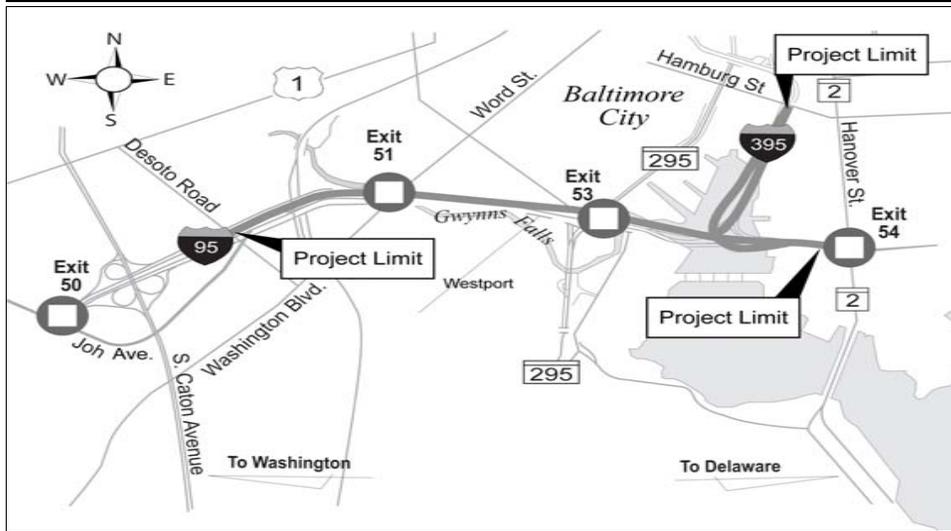
I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Miscellaneous Repairs South of the Tunnel - Construction Program (Line 7)

**EXPLANATION:** The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	665	665	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	37,782	14,386	16,590	6,806	0	0	0	0	23,396	0
Total	38,447	15,051	16,590	6,806	0	0	0	0	23,396	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost increased by \$1.0 million to reflect actual bid price.



**PROJECT:** I-95/I-395 Fort McHenry Tunnel - Rehab Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs

**DESCRIPTION:** Rehabilitate decks, repair superstructure, replace joints, add drainage troughs and paint fifty-one bridges north and south of the Fort McHenry Tunnel.

**PURPOSE & NEED SUMMARY STATEMENT:** The decks exhibit varying degrees of deterioration. Superstructure and paint exhibit various degrees of wear. This improvement will correct current wear and extend the useful life of the decks and superstructure. The joints are near the end of their useful life and need to be replaced.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:**

I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 6)

**EXPLANATION:** Repairs are needed to correct current wear and to prevent further wear of the decks, superstructure and paint. The joints are nearing the end of their useful life and need to be replaced.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,750	4,099	651	0	0	0	0	0	651	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	80,775	23,425	38,296	19,054	0	0	0	0	57,350	0	
<b>Total</b>	<b>85,525</b>	<b>27,524</b>	<b>38,947</b>	<b>19,054</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58,001</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost decreased by \$3.1 million due to revised cost estimating procedures.



**PROJECT:** I-95 Fort McHenry Tunnel - Replace Weathering Steel High Mast Light Poles North and South of the Tunnel

**DESCRIPTION:** Replace all weathering steel high mast light poles with galvanized steel poles on I-95 in Baltimore City, north and south of the Fort McHenry Tunnel. Also, replace foundations and associated conduits/controls. Most of these weathering steel poles represent the original lighting structures when the facility was first built in 1985.

**PURPOSE & NEED SUMMARY STATEMENT:** The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

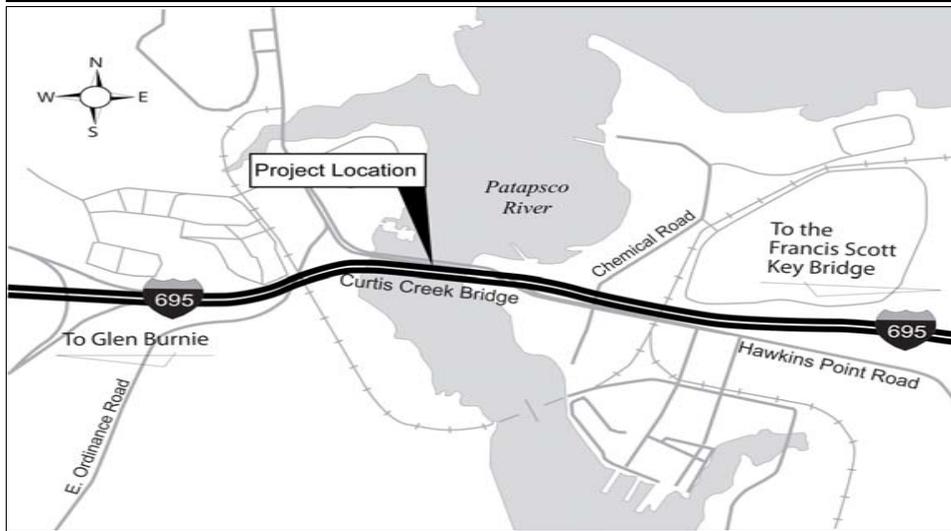
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The weathering steel high mast light poles were part of the original construction in 1985 and are nearing the end of their useful life. They will be replaced with galvanized steel poles that have a longer life expectancy.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,326	1,326	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,935	0	6,404	7,594	1,937	0	0	0	15,935	0
<b>Total</b>	<b>17,261</b>	<b>1,326</b>	<b>6,404</b>	<b>7,594</b>	<b>1,937</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,935</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost decreased by \$3.4 million to reflect actual bid price.



**PROJECT:** MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek

**DESCRIPTION:** Clean and paint the structural steel at the approach spans of the inner loop and outer loop bridges on MD 695 over Curtis Creek.

**PURPOSE & NEED SUMMARY STATEMENT:** Paint throughout the spans is deteriorating. These bridges have not been repainted since they were originally built, over 30 years ago. This improvement will address existing deterioration and prevent further deterioration.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

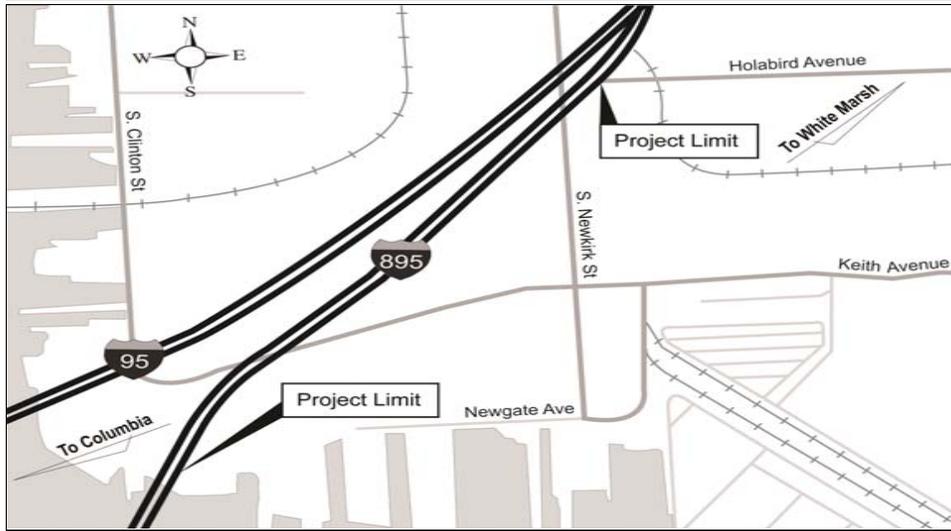
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Paint throughout the spans is deteriorating. This improvement will address existing deterioration and prevent further deterioration.

**STATUS:** Engineering is complete. Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	38	62	0	0	0	0	0	62	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,330	13	557	3,420	1,340	0	0	0	5,317	0
<b>Total</b>	<b>5,430</b>	<b>51</b>	<b>619</b>	<b>3,420</b>	<b>1,340</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,379</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct

**DESCRIPTION:** Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is the MDTA's only Structurally Deficient bridge.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is the MDTA's only Structurally Deficient bridge.

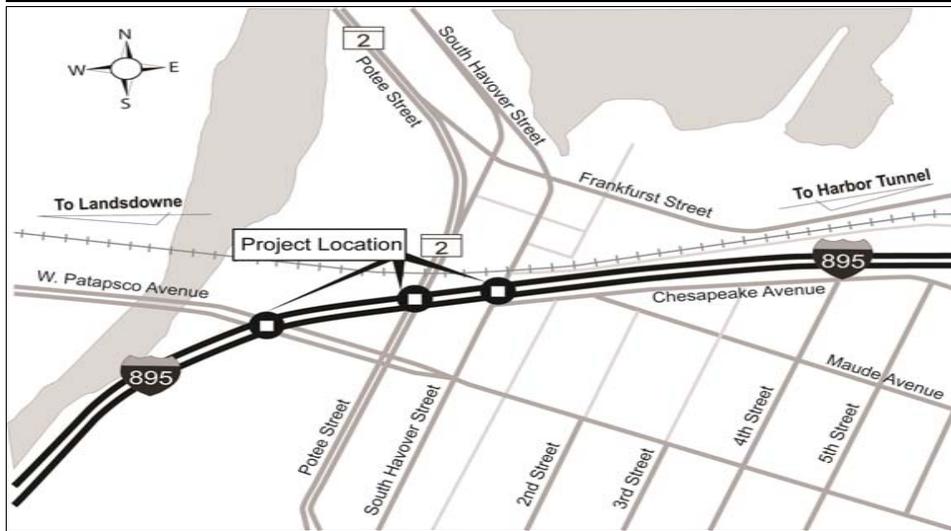
**ASSOCIATED IMPROVEMENTS:**

- I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks - Construction Program (Line 11)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats - Construction Program (Line 13)

**STATUS:** Engineering and right-of-way are underway. Construction is scheduled to begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost increased by \$107.6 million for change from 2-Stage to 4-Stage MOT; addition of Baltimore Harbor Tunnel portal, approaches and retaining wall; changes due to peer review; adjustment to contingencies and addition of inflation to start of construction.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	14,933	7,858	5,275	750	250	200	200	200	6,875	200
Right-of-way	10,920	276	5,184	5,460	0	0	0	0	10,644	0
Construction	263,934	427	0	0	36,556	62,747	54,239	84,123	237,665	25,842
<b>Total</b>	<b>289,787</b>	<b>8,561</b>	<b>10,459</b>	<b>6,210</b>	<b>36,806</b>	<b>62,947</b>	<b>54,439</b>	<b>84,323</b>	<b>255,184</b>	<b>26,042</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Various Bridge Decks

**DESCRIPTION:** Replaced the bridge decks on the South Hanover Street, Potee Street and West Patapsco Avenue bridges and repaired identified structural defects.

**PURPOSE & NEED SUMMARY STATEMENT:** These bridge decks were reaching the end of their useful life and needed to be replaced.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:**

I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 10)

**EXPLANATION:** These bridge decks were reaching the end of their useful life and needed to be replaced.

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	.....2017....	.....2018....	.....2019....	.....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,198	1,198	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,508	9,505	3,003	0	0	0	0	0	3,003	0
<b>Total</b>	<b>13,706</b>	<b>10,703</b>	<b>3,003</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,003</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans

**DESCRIPTION:** Replace 32 ventilation fans located in the Canton and Fairfield Ventilation Buildings.

**PURPOSE & NEED SUMMARY STATEMENT:** The ventilation system is an integral part of the Baltimore Harbor Tunnel. The fans are nearing the end of their useful life and need to be replaced.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

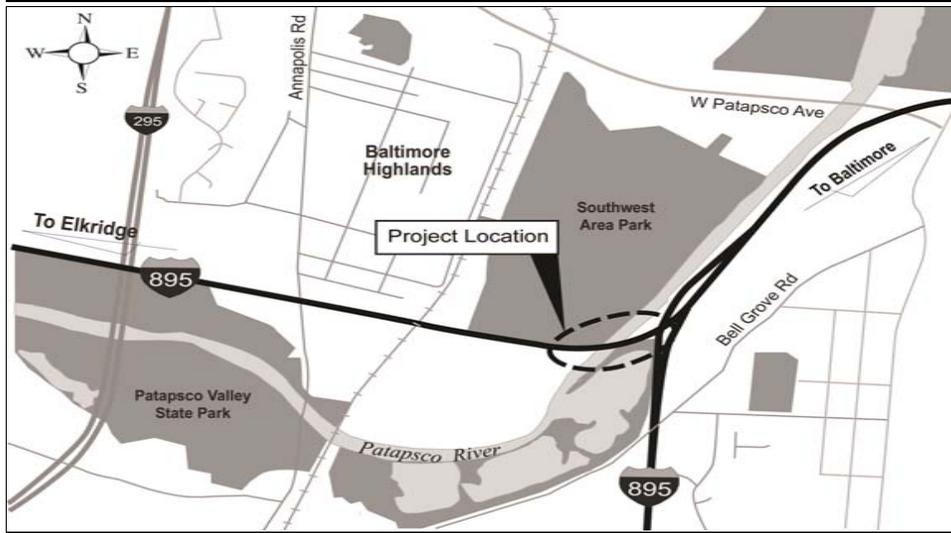
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Replacing the vent fans will extend the life of the existing ventilation system.

**STATUS:** Design is underway. Construction is scheduled to start in FY 2016.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,846	993	927	926	0	0	0	0	1,853	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,800	0	0	5,320	20,267	20,267	14,946	0	60,800	0
Total	63,646	993	927	6,246	20,267	20,267	14,946	0	62,653	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** I-895 Baltimore Harbor Tunnel Thruway - Replace Deck and Superstructure of Bridge over Patapsco Flats

**DESCRIPTION:** Replace the deck and superstructure of the bridge over the Patapsco Flats.

**PURPOSE & NEED SUMMARY STATEMENT:** This project includes the replacement of the complete superstructure and deck. The concrete filled steel grid deck and steel superstructure are exhibiting signs of deterioration and warrant a complete superstructure replacement.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:**

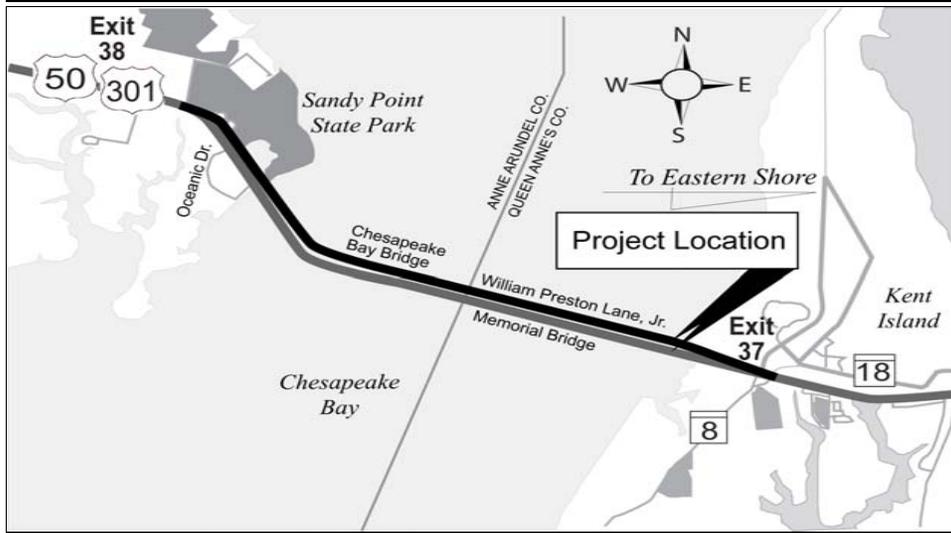
I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 10)

**EXPLANATION:** Replacing the deck and superstructure will provide a bridge that will not need to be rehabilitated for fifteen years.

**STATUS:** Design is underway. Construction is scheduled to begin in FY 2017.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,700	1,193	407	100	0	0	0	0	507	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	64,680	0	0	0	17,000	20,606	20,606	6,468	64,680	0	
<b>Total</b>	<b>66,380</b>	<b>1,193</b>	<b>407</b>	<b>100</b>	<b>17,000</b>	<b>20,606</b>	<b>20,606</b>	<b>6,468</b>	<b>65,187</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Added to the Construction Program.



**PROJECT:** US 50/301 Bay Bridge - Clean and Paint Structural Steel Westbound Bridge

**DESCRIPTION:** Partial painting of all structural steel surfaces on the westbound bridge of approximately three million square feet including girder spans, deck trusses, overhead truss members and suspension spans. Phase I is painting the west girder spans. Phase II is cleaning and painting the suspension towers, spot painting the remainder of the suspension span and zone painting the deck truss spans. Phase III is cleaning and painting the deck truss spans and steel rail posts and rehabilitating the steel barrier. Phase IV is cleaning and painting the east girder and through truss spans.

**PURPOSE & NEED SUMMARY STATEMENT:** The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. This improvement will protect the steel components of the bridge and extend the useful life.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

**ASSOCIATED IMPROVEMENTS:**

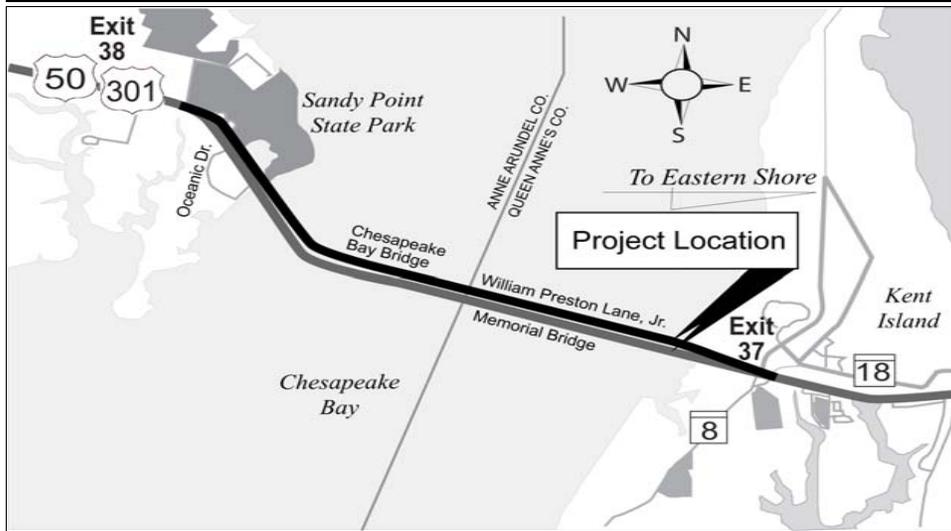
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 16)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)
- US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 25)

**STATUS:** Engineering is underway. Construction is complete for Phases I and II. Construction is underway for Phase III. Phase IV construction is scheduled to begin in FY 2016.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost increased by \$22.6 million due to addition of construction funding for Phase IV.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	951	649	302	0	0	0	0	0	302	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	97,710	52,394	23,713	8,640	10,801	2,162	0	0	45,316	0	
<b>Total</b>	<b>98,661</b>	<b>53,043</b>	<b>24,015</b>	<b>8,640</b>	<b>10,801</b>	<b>2,162</b>	<b>0</b>	<b>0</b>	<b>45,618</b>	<b>0</b>	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

0632, 2224, 2259, 2260



**PROJECT:** US 50/301 Bay Bridge - Cable Rewrapping and Dehumidification

**DESCRIPTION:** Rewrap and dehumidify the main cables and anchorages on both spans.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** Cable wrapping is nearing the end of its useful life and needs to be replaced.

**ASSOCIATED IMPROVEMENTS:**

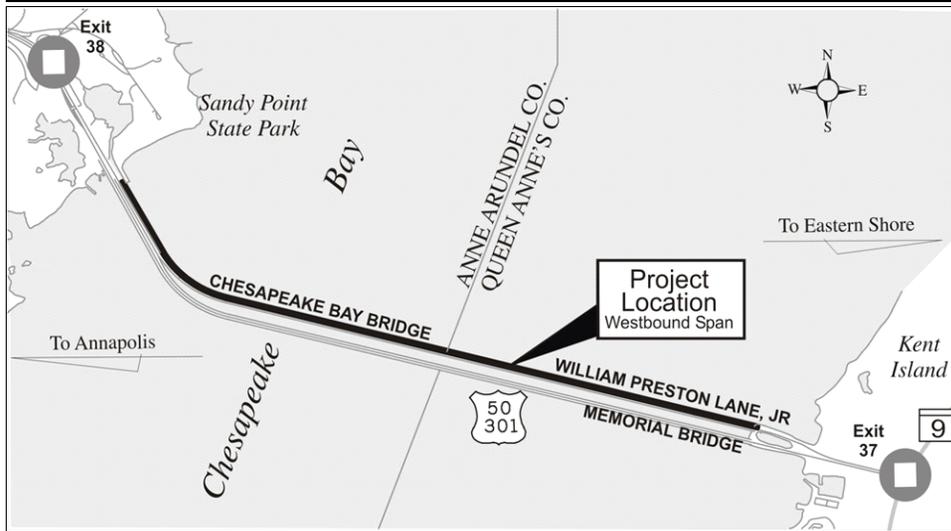
- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 16)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)
- US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 25)

**STATUS:** Engineering is complete. Construction is underway.

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	.....2017....	.....2018....	.....2019....	.....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,230	2,080	1,150	0	0	0	0	0	1,150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,963	32,362	18,601	0	0	0	0	0	18,601	0
<b>Total</b>	<b>54,193</b>	<b>34,442</b>	<b>19,751</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19,751</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.



**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Suspension Spans Westbound Bridge

**DESCRIPTION:** Rehabilitate the suspension spans on the westbound Bay Bridge, including work on the suspension cables, the bridge superstructure, substructure and bearings.

**PURPOSE & NEED SUMMARY STATEMENT:** The main suspension cable investigation at the westbound Chesapeake Bay Bridge found areas with varying degrees of wear. The installation of supplemental cables will maintain long-term serviceability of the suspension system. Additionally, signs of wear were found during the routine inspections of structural components of the suspended spans that will be repaired to extend the useful life of the components.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**EXPLANATION:** The installation of supplemental cables will maintain long-term serviceability of the suspension system. Repairs to areas showing signs of wear will extend the useful life of the components.

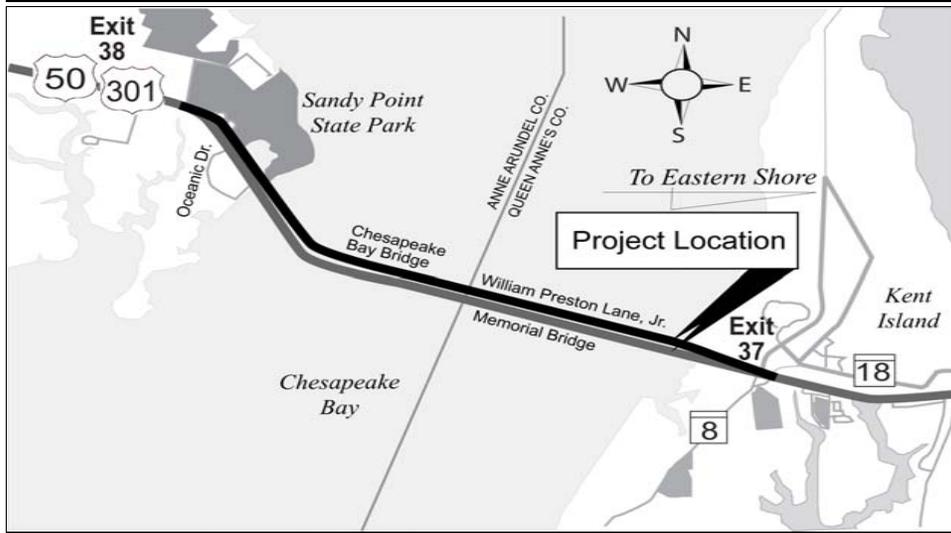
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)
- US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 25)

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	.....2017.....	.....2018.....			.....2019.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	661	714	1,120	600	105	0	0	2,539	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	44,000	0	0	0	30,500	13,000	500	0	44,000	0	0
<b>Total</b>	<b>47,200</b>	<b>661</b>	<b>714</b>	<b>1,120</b>	<b>31,100</b>	<b>13,105</b>	<b>500</b>	<b>0</b>	<b>46,539</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications

**DESCRIPTION:** This project includes structural concrete and steel repairs to eastbound and westbound Bay Bridges. Bid specific work addresses priority repairs with an emphasis on minimizing lane closures with the use of rigging and barge-mounted man lifts.

**PURPOSE & NEED SUMMARY STATEMENT:** The routine inspections of the eastbound and westbound Bay Bridges found areas of the structural steel, concrete, and deck joints with signs of wear. Repairs to these components will extend the useful life of the components.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** This project will repair areas of wear and extend the useful life of the components.

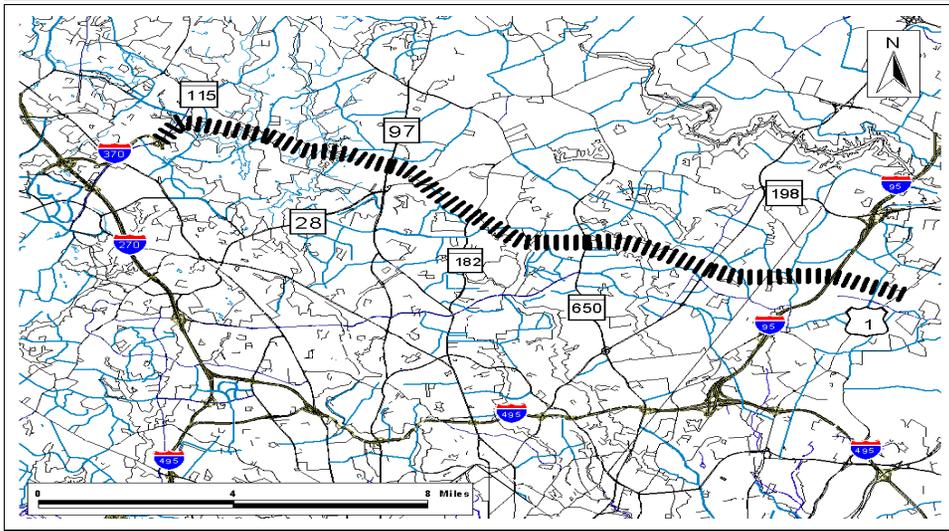
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 16)
- US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 25)

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2015.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	305	263	316	316	0	0	0	895	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,510	0	917	5,503	5,503	4,587	0	0	16,510	0
<b>Total</b>	<b>17,710</b>	<b>305</b>	<b>1,180</b>	<b>5,819</b>	<b>5,819</b>	<b>4,587</b>	<b>0</b>	<b>0</b>	<b>17,405</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** MD 200, InterCounty Connector

**DESCRIPTION:** Constructed a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

**PURPOSE & NEED SUMMARY STATEMENT:** This transportation project was needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Safety & Security  | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input type="checkbox"/> System Preservation           | <input checked="" type="checkbox"/> Community Vitality        |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity       |

**EXPLANATION:** The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

**ASSOCIATED IMPROVEMENTS:**

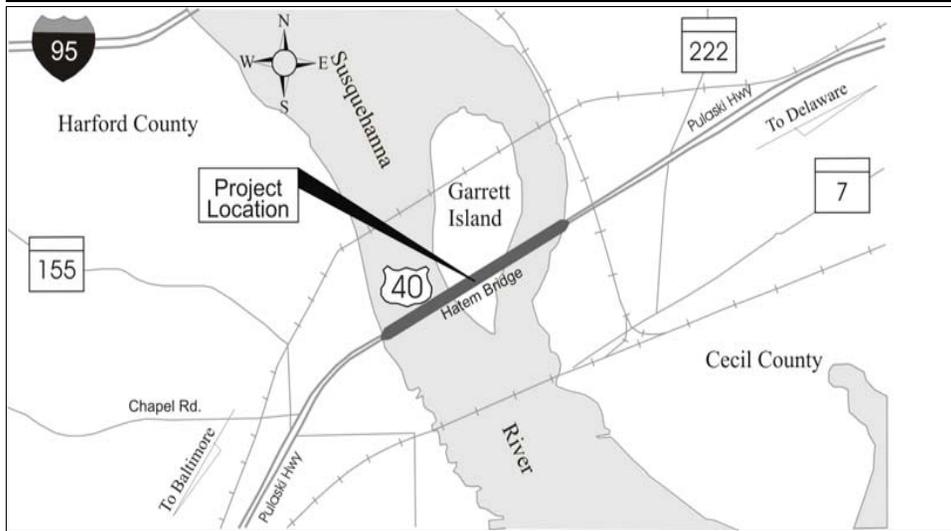
- US 29 Interchanges (Lines 10, 11 Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 12, Montgomery County - SHA)
- I-95/Contee Road Interchange (Line 1, Prince George's County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 21, Prince George's County - SHA)

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	28,889	28,889	0	0	0	0	0	0	0	0	
Engineering	75,181	75,181	0	0	0	0	0	0	0	0	
Right-of-way	246,000	244,436	1,564	0	0	0	0	0	1,564	0	
Construction	2,036,518	1,973,683	60,335	2,500	0	0	0	0	62,835	0	
<b>Total</b>	<b>2,386,588</b>	<b>2,322,189</b>	<b>61,899</b>	<b>2,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>64,399</b>	<b>0</b>	
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.

The Federal-Aid share of \$19.27 million is also included in SHA's portion of the CTP.  
1982



**PROJECT:** US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs

**DESCRIPTION:** Rehabilitated pier foundations with advanced wear and addressed pier scour protection.

**PURPOSE & NEED SUMMARY STATEMENT:** Pier foundations in the river exhibited wear and analysis showed scour protection was needed. This improvement extends the useful life of the pier foundations.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

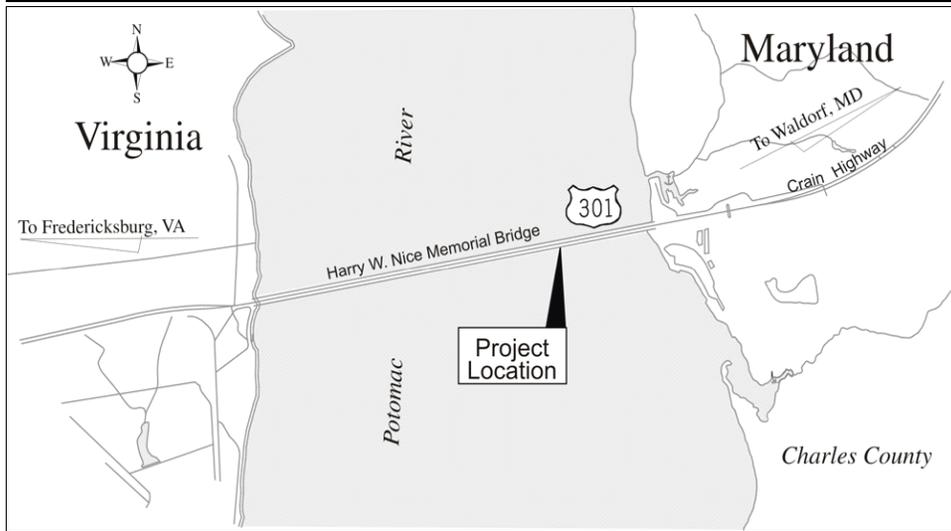
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** Pier foundations had advanced wear and required scour protection. This improvement addresses existing wear and prevents further wear.

**STATUS:** Open to service.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,290	2,290	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,663	37,956	6,707	0	0	0	0	0	6,707	0
<b>Total</b>	<b>46,953</b>	<b>40,246</b>	<b>6,707</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,707</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost decreased by \$2.3 million due to revised cost estimating procedures.



**PROJECT:** US 301 Harry W. Nice Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs

**DESCRIPTION:** Spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Repair miscellaneous structural elements.

**PURPOSE & NEED SUMMARY STATEMENT:** Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has wear. This improvement will extend the useful life of the structural steel.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input type="checkbox"/> Quality of Service             | <input type="checkbox"/> Economic Prosperity       |

**ASSOCIATED IMPROVEMENTS:**

US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge - Development and Evaluation Program (Line 24)

**EXPLANATION:** Paint throughout the bridge has wear. This improvement will address existing wear and prevent further wear.

**STATUS:** Engineering is complete. Construction is underway.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	717	83	0	0	0	0	0	83	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,386	7,617	4,769	0	0	0	0	0	4,769	0
Total	13,186	8,334	4,852	0	0	0	0	0	4,852	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Authority-Wide - Install Security Systems and Video Surveillance at Major Bridges

**DESCRIPTION:** Install electronic security systems and video surveillance at five major bridges.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will enhance the safety and security at five major bridges.

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will enhance the safety and security at five major bridges.

**STATUS:** Engineering is complete. Construction is underway.

PHASE	POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	616	616	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,641	7,090	1,542	2,434	973	602	0	0	5,551	0
Total	13,257	7,706	1,542	2,434	973	602	0	0	5,551	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost increased by \$1.3 million due to additional information technology expenses.



**PROJECT:** Upgrade Truck Weigh Facilities at the Kennedy Highway, Bay Bridge and Hatem Bridge Locations

**DESCRIPTION:** Upgrade the existing truck weigh facilities in accordance with increased truck traffic.

**PURPOSE & NEED SUMMARY STATEMENT:** The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** The truck weigh facilities will be upgraded to accommodate increased truck traffic by replacing the existing scales and installing newer technologies including Commercial Vehicles Information Systems and Networks (CVISN) and CHART. This project will improve the efficiency and effectiveness of commercial vehicle safety programs.

**STATUS:** Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	FOR PLANNING PURPOSES ONLY	2017		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	275	25	0	0	0	0	0	25	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,117	0	3,360	4,760	5,997	0	0	0	14,117	0
Total	14,417	275	3,385	4,760	5,997	0	0	0	14,142	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost increased by \$3.9 million due to scope changes including the addition of extensive shoring for the scale pits, a dynamic message sign, software, bonding and a higher mobilization rate to reflect number of sites.



**PROJECT:** Authority-Wide - Replace Electronic Toll Collection and Operating System - 3rd Generation

**DESCRIPTION:** The project will develop the framework and consequential contracts for the 3rd generation toll system. The project's contracts will replace the Electronic Toll Collection Next Generation (ETCNG) contracts currently deployed. Project is a multiyear project with major phases including a design/build phase, integration, testing and transition and an operations phase that may be 5-10 years depending on final project plan development.

**PURPOSE & NEED SUMMARY STATEMENT:** This project will update the Electronic Toll Collection and Operating System software and increase the capacity for handling video tolling and citations.

**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- |   |  |
|---|--|
| <input type="checkbox"/> Safety & Security              | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality        |
| <input checked="" type="checkbox"/> Quality of Service  | <input type="checkbox"/> Economic Prosperity       |

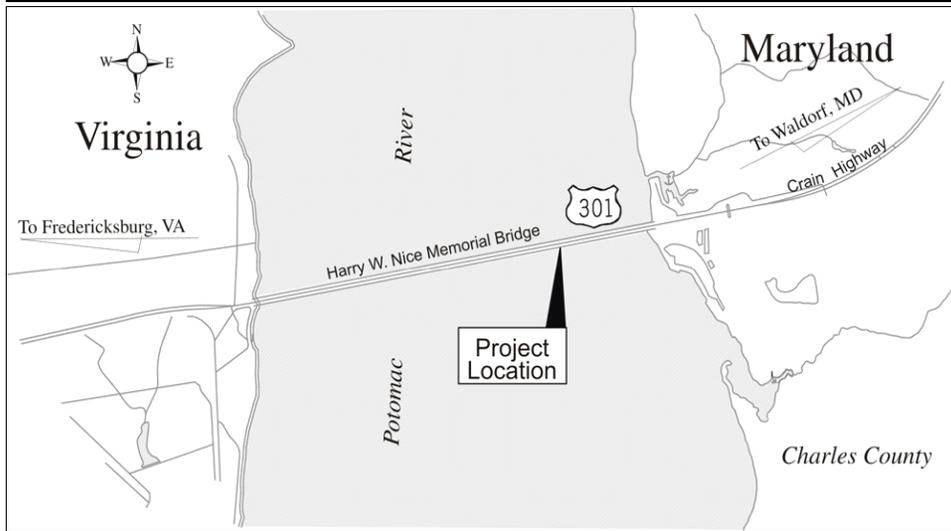
**ASSOCIATED IMPROVEMENTS:** None.

**EXPLANATION:** This project will update the Electronic Toll Collection and Operating System software and increase the capacity for handling video tolling and citations.

**STATUS:** Engineering is underway. Construction is scheduled to begin in FY 2017.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost decreased by \$3.9 million to reflect revised engineering guidelines.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			2015	2016	....2017....	....2018....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,233	1,847	250	250	250	250	250	136	1,386	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	79,670	0	0	0	12,058	16,077	17,497	10,168	55,800	23,870
Total	82,903	1,847	250	250	12,308	16,327	17,747	10,304	57,186	23,870
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 301 Harry W. Nice Memorial Bridge - Replace Nice Bridge

**DESCRIPTION:** Preliminary engineering and right-of-way acquisition for the replacement of the current bridge with a new 4-lane bridge.

**JUSTIFICATION:** The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

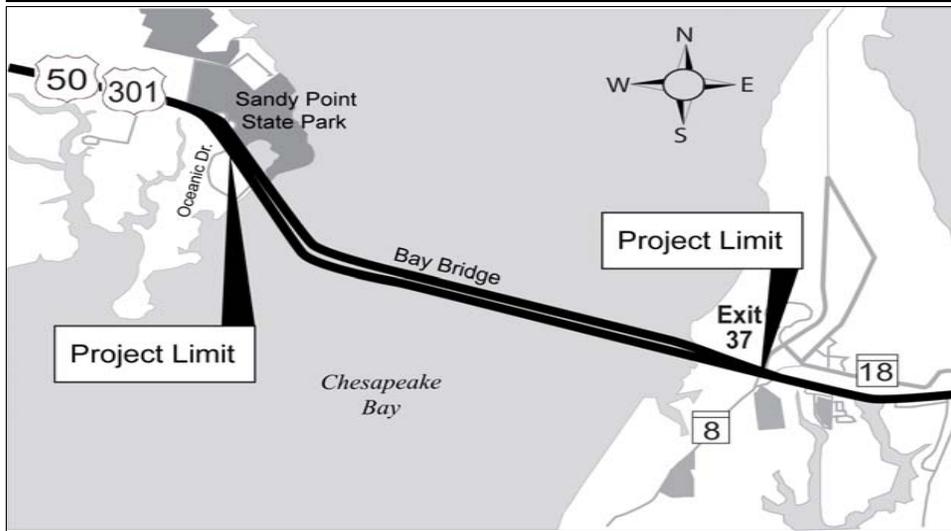
**ASSOCIATED IMPROVEMENTS:**

US 301 Harry W. Nice Memorial Bridge - Clean and Paint Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 20)

**STATUS:** Planning is complete. Engineering is underway. Right-of-way acquisition is scheduled to begin in FY 2015.

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED EXPEND		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)	THRU 2014			2015	2016	.....2017.....	.....2018.....		
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	26,305	574	2,831	7,600	7,700	7,600	0	0	25,731	0
Right-of-way	30,000	0	1,000	5,000	8,600	8,900	6,500	0	30,000	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>61,600</b>	<b>5,869</b>	<b>3,831</b>	<b>12,600</b>	<b>16,300</b>	<b>16,500</b>	<b>6,500</b>	<b>0</b>	<b>55,731</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

**DESCRIPTION:** Preliminary engineering for the rehabilitation and/or replacement of the eastbound bridge deck.

**JUSTIFICATION:** The eastbound deck is exhibiting various degrees of deterioration as it was last replaced in 1985. Industry standards indicate that the deck is nearing the end of its life cycle.

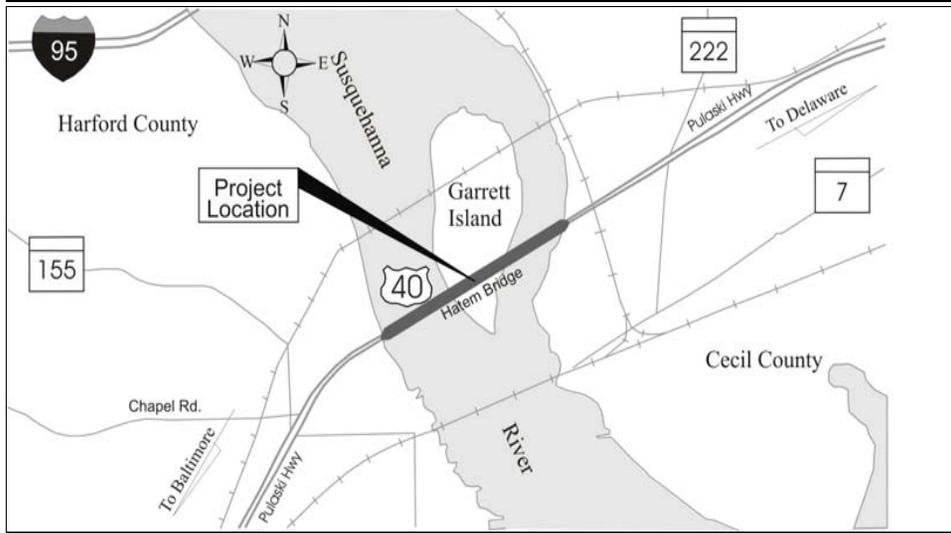
**ASSOCIATED IMPROVEMENTS:**

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 14)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 15)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line16)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 17)

**STATUS:** Engineering is underway.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,700	272	700	4,828	4,900	0	0	0	10,428	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>10,700</b>	<b>272</b>	<b>700</b>	<b>4,828</b>	<b>4,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,428</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** None.



**PROJECT:** US 40 Thomas J. Hatem Memorial Bridge - Convert to All Electronic Tolling (AET) and Rehabilitate Approach Roadways

**DESCRIPTION:** Remove the toll plaza, realign the roadway, rehabilitate pavement, install AET gantry and toll collection equipment, overlay and restripe pavement.

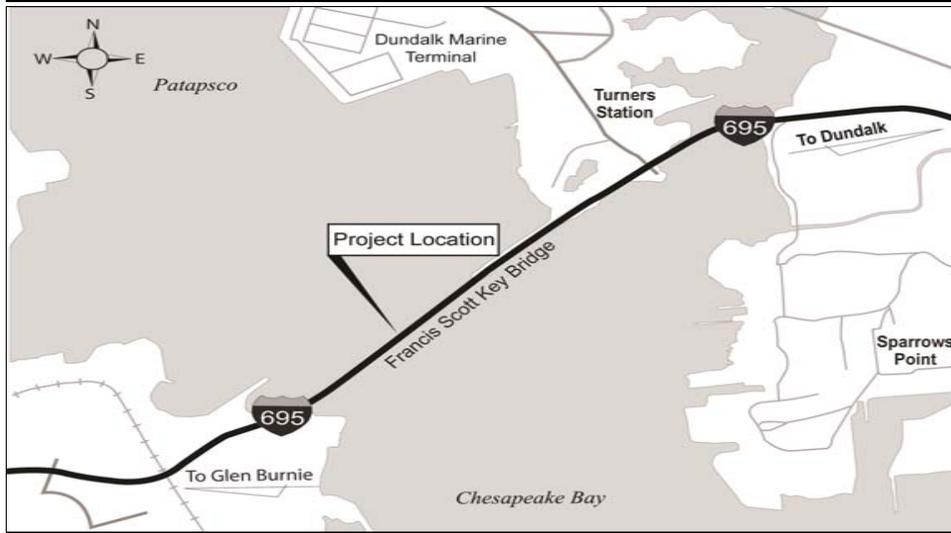
**JUSTIFICATION:** Conversion to All Electronic Tolling (AET) will reduce travel time, increase safety and provide a reduction in toll collection and maintenance costs. The rehabilitation of the approach roadways is needed based on the condition of the existing pavement.

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Engineering is on hold.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL		<input type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,430	1,417	13	0	0	0	0	0	0	13	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,430	1,417	13	0	0	0	0	0	0	13	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Cost decreased by \$9.4 million due to removal of construction funding to allow for AET follow-up study required by HB389 passed during the 2014 legislative session.



**PROJECT:** MD 695 Francis Scott Key Bridge - Convert to All Electronic Tolling (AET)

**DESCRIPTION:** Remove the toll plaza and tunnel, realign the roadway, install AET gantry and toll collection equipment, overlay and restripe pavement.

**JUSTIFICATION:** Conversion to All Electronic Tolling (AET) will reduce travel time, improve safety and provide a reduction in toll collection and maintenance costs.

**ASSOCIATED IMPROVEMENTS:** None.

**STATUS:** Engineering is on hold.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,707	1,422	285	0	0	0	0	0	285	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,707</b>	<b>1,422</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP:** Engineering is on hold to allow for AET follow-up study required by HB389 passed during the 2014 legislative session.

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 28**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior</u></b>			
<b><u>BALTIMORE HARBOR TUNNEL</u></b>			
1	Rehabilitate Tunnel Lighting and Control System (0264)	2,663	Complete
2	Clean and Paint Structural Steel on Various Bridges - Phase II (2255)	4,550	Complete
3	Zone Paint Various Bridges (2279)	2,428	Complete
4	Canton & Fairfield Vent Building Envelope & Evase Repairs (Engineering only) (2306)	1,050	Underway
5	Rehab Structure of Various Bridges on I-895 from I-95 to I-695 (Engineering only) (2372)	750	Underway
6	Rehab Structure of Various Bridges on I-895 from North of Tunnel to I-95 (Engineering only) (2371)	750	Underway
7	Rehab Structure of Various Bridges on I-895 Spur and North of I-695 to Tunnel (Engineering only) (2370)	750	Underway
8	Rehabilitate K-Truss Approach Spans (2334)	6,128	Underway
9	Rehabilitate Tunnel Standpipe and Sump Pump Systems (Engineering only) (2363)	500	Underway
10	Replace HVAC at Administration Building (2308)	2,659	Underway
11	Rehabilitate Baltimore Harbor Tunnel Liner (Engineering only) (2376)	500	Underway
12	Rehabilitate Tunnel Deck (Engineering only) (2389)	300	Underway
13	Repair Slopes and Drainage Along Baltimore Harbor Tunnel Thruway (Engineering only) (2380)	500	Underway
14	Repaint Harbor Tunnel Switchgear Enclosures (2330)	860	Spring, 2015
<b><u>F.S.KEY BRIDGE</u></b>			
15	Clean and Paint Structural Steel at Bear Creek Bridges (2252)	4,230	Complete
16	Reconstruct Service Road #3 (2234)	2,684	Complete
17	Replace HVAC at FSK Campus and OEC Building Roof (Engineering only) (2319)	323	Underway
18	Rehab Substructure and Superstructure of Various Bridges on FSK Facility (Engineering only) (2374)	750	Underway
19	Rehabilitate Bridges on I-695 over Curtis Creek (Engineering only) (2375)	1,050	Underway
<b><u>FORT MCHENRY TUNNEL</u></b>			
20	Repair Hanover Street Ramp (2157)	1,617	Complete
21	Replace Administration Building Generator (2138)	365	Complete
22	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	3,138	Complete

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior (cont'd)</u></b>			
<b><u>FORT MCHENRY TUNNEL (cont'd)</u></b>			
23	Replace Roof of Maintenance Building (2301)	861	Complete
24	Repair Vent Fans (Engineering only) (2251)	499	Underway
25	Replace or Rehabilitate Tunnel Lighting System (Engineering only) (2269)	500	Underway
26	Replace Salt Barn (Engineering only) (2299)	175	Underway
27	Replace HVAC at Administration Building, Maintenance Building and Emergency Garages (2285)	2,668	Underway
28	Zone Paint Various Bridges North of Tunnel (2256)	6,650	Underway
29	FMT West Vent Building Settlement and Building Repairs (Engineering only) (2357)	250	Underway
30	Improve Landscaping (2352)	485	Underway
31	Renovate 5th Floor at East Vent Building (Engineering only) (2364)	950	Underway
32	Replace Generator at Maintenance Building (2348)	414	Underway
33	Rehab Substructure and Superstructure of Various Bridges on I-95 in Baltimore City (Eng. Only) (2397)	750	Underway
34	Replace Underground Storage Tanks at FMT Administration (Engineering only) (2381)	300	Underway
35	Modify I-95 and I-395 Superstructure and Piers (2354)	6,800	Spring, 2015
36	Rehabilitate Four Bridges on I-95 over Herring Run and CSX (2333)	4,750	Spring, 2015
<b><u>HATEM BRIDGE</u></b>			
37	Rehabilitate Substructure and Superstructure of Thomas J. Hatem Memorial Bridge (Engineering only) (2368)	450	Underway
38	Replace HVAC at Administration Building and Scale Houses (2303)	943	Underway
<b><u>KENNEDY HIGHWAY</u></b>			
39	Clean and Paint Structural Steel on Various Bridges - Phase II (2257)	6,276	Complete
40	Overlay Deck & Repair - Bouchelle Road & MD 213 Bridges over I-95 (2275)	2,041	Complete
41	Renovate HVAC System at Administration Building (2272)	1,022	Complete
42	Land Acquisition and Equipment to Support I-95 Improvements (2136)	5,033	Underway
43	Zone Paint Various Bridges - Phase III (2281)	3,863	Underway
44	Replace Navigational Lighting on the Tydings Bridge (2332)	425	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior (cont'd)</u></b>			
<b><u>KENNEDY HIGHWAY (cont'd)</u></b>			
45	Replace Underground Storage Tank with Aboveground Storage Tank-Maintenance 1 (2218)	899	Underway
46	Rehab Slope and Construct Retaining Wall at I-695 WB and I-95 NB (2384)	3,400	Underway
47	Rehabilitate Parking Lots and Access Roads at JFK Administration (Engineering only) (2379)	150	Underway
48	Resurface I-95 NB from the Tydings Bridge to the Maryland/Delaware State Line (Engineering only) (2393)	110	Underway
49	Resurface I-95 SB from the Maryland/Delaware State Line to the Tydings Bridge (Engineering only) (2394)	110	Underway
50	Structural Rehab to Various Bridges on I-95 in Baltimore and Harford Counties (Engineering only) (2383)	750	Underway
51	Structural Rehab to Various Bridges on I-95 in Cecil County (Engineering only) (2382)	750	Underway
52	Travel Time System (2373)	817	Underway
53	Replace Light Poles North of ETL into Cecil County (2323)	8,325	Spring, 2015
<b><u>MULTI-AREA</u></b>			
54	Furnish and Install Radiax Cable within Tunnels (2156)	1,768	Complete
55	On-Call Structural Repairs and Miscellaneous Modifications (2176)	14,139	Complete
56	Repair and Modify Miscellaneous Roadway Lighting (1913)	5,362	Complete
57	Fatigue Retrofits for Various Structures (2219)	1,445	Complete
58	Overlay Bridge Decks and Misc. Repairs of I-895A Ramp over I-895B and Quarantine Road over I-695 (2270)	3,641	Complete
59	Replace Roofs at JFK and Hatem Bridge Campuses (2241)	1,895	Complete
60	On-Call Furnishing and Installation of Camera and Compressor-Decompressor (CODEC) Equipment (2014)	4,784	Underway
61	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	1,629	Underway
62	Replace Navigational Lighting Systems at Francis Scott Key, Nice Memorial and Bay Bridges (2074)	2,787	Underway
63	On-Call Miscellaneous Electrical Repairs (2236)	1,901	Underway
64	On-Call Structural Repairs and Miscellaneous Modifications (2254)	17,082	Underway
65	Implement Video Citation Process (2294)	3,950	Underway
66	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field Report/Auto Veh Locator System Plan (2324)	9,152	Underway
67	On-Call Facility/Building Repairs (2240)	2,309	Underway
68	On-Call Miscellaneous Paving Repairs (2335)	7,686	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior (cont'd)</u></b>			
<b><u>MULTI-AREA (cont'd)</u></b>			
69	On-Call Structural Repairs and Miscellaneous Modifications (2291)	15,782	Underway
70	On-Call Structural Repairs and Miscellaneous Modifications (2296)	9,341	Underway
71	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	4,644	Underway
72	Remove, Replace and Upgrade Sign Structures - Northern Region (Engineering only) (2289)	850	Underway
73	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	9,435	Underway
74	On-Call Sign Structures (2298)	2,882	Underway
75	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	4,789	Underway
76	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	7,994	Underway
77	Facility-Wide Culvert and Pipe Rehabilitation (Engineering only) (2390)	200	Underway
78	Furnish and Install License Plate Recognition Systems (2360)	1,723	Underway
79	Install E-ZPass Back-Up Site (2225)	3,687	Underway
80	Replace Generators at JFK, WPL, BHT and FSK (2265)	3,054	Underway
81	Equipment Budget (1702)	6,440	Ongoing
82	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	7,620	Spring, 2015
83	On-Call Drainage and Stormwater Remediation (2366)	4,325	Spring, 2015
84	On-Call Electrical and ITS (2345)	6,914	Spring, 2015
<b><u>NICE BRIDGE</u></b>			
85	Replace Generators at Administration and Maintenance Buildings (2328)	683	Complete
86	Replace Roofs of Administration and Maintenance Buildings and Rehab Roof of Metal Storage Building (2302)	452	Complete
87	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	614	Underway
<b><u>POINT BREEZE</u></b>			
88	Point Breeze - Second Floor Renovation (2295)	6,542	Underway
89	Replace Roof and Repair Brick Masonry at 2310 Point Breeze Building (2242)	1,606	Underway
90	Demolition of Point Breeze Power Plant Building (Engineering only) (2398)	400	Underway

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>FY 2015 and Prior (cont'd)</u></b>			
<b><u>POINT BREEZE (cont'd)</u></b>			
91	On-Call Facility and Building Repairs for Point Breeze (Engineering only) (2400)	150	Underway
92	Renovate MDTA Headquarters - 1st Floor (2356)	4,275	Spring, 2015
<b><u>W. P. LANE BRIDGE</u></b>			
93	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	8,710	Complete
94	Replace Existing DMS Near Bridge and Install New DMS - east of MD 404 (1914)	1,239	Complete
95	Install Four Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	1,205	Complete
96	Modify WPL Crossover and Resurface EB and WB Approaches (Engineering only) (2344)	391	Underway
97	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	590	Underway
98	Renovate Conduit Hangers - WB Span (2267)	1,067	Underway
99	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	736	Underway
100	Modify WPL Lane Use System (2340)	1,049	Underway
101	Repair Toll Plaza Concrete Paving (2318)	4,954	Underway
102	Replace Acoustic Monitoring on Eastbound Bay Bridge (2341)	1,913	Underway
103	Replace HVAC at Bay Bridge Campus Buildings (Engineering only) (2362)	274	Underway
104	Seal Deck of WB Bay Bridge (Engineering only) (2369)	400	Underway
105	Rehabilitate Bay Bridge Staging Dock (Engineering only) (2392)	300	Underway
106	Rehabilitate Toll Plaza Canopy and Plaza Lighting at BB Facility (Engineering only) (2378)	150	Underway
107	Renovate Buildings at Bay Bridge Facility (Engineering only) (2377)	500	Underway
108	Replace EB Bay Bridge Trolley System (Engineering only) (2391)	200	Underway
<b><u>FY 2016</u></b>			
<b><u>F.S.KEY BRIDGE</u></b>			
109	Overlay Bridge Decks over Dock Road and CSXT (4 Bridges) (2327)	6,010	Summer, 2015

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2016 (cont'd)</u></b>		
	<b><u>FORT MCHENRY TUNNEL</u></b>		
110	Install Fresh Air Duct Lighting (2367)	2,912	Spring, 2016
	<b><u>KENNEDY HIGHWAY</u></b>		
111	Rehab Corrugated Pipe Culverts (2359)	1,111	Spring, 2016
	<b><u>MULTI-AREA</u></b>		
112	Allocated Long Range Capital Needs Reserve (2325)	59,515	Ongoing
113	Equipment Budget (1702)	7,750	Ongoing
114	System Preservation Allocated Reserve (1979)	3,436	Ongoing
115	System Preservation Unallocated Reserve (1981)	2,000	Ongoing
116	On-Call Structural & Concrete Repairs and Misc. Modifications (2385)	11,565	Summer, 2015
117	On-Call Structural Repairs and Misc. Modifications (2387)	11,565	Summer, 2015
118	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	200	Fall, 2015
119	On-Call Structural Repairs and Misc. Modifications (2388)	11,565	Fall, 2015
120	Deck Sealing and Miscellaneous Repairs to Bridges on I-95 (FMT) and I-695 (FSK) (2326)	7,119	Spring, 2016
121	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III (2346)	6,500	Spring, 2016
122	Upgrade Fire Alarm and Security Systems (2358)	3,980	Spring, 2016
	<b><u>NICE BRIDGE</u></b>		
123	Rehabilitate Substructure and Superstructure of Nice Bridge (2395)	3,200	Spring, 2016
	<b><u>POINT BREEZE</u></b>		
124	Replace Rooftop HVAC at Headquarters Building (2399)	630	Summer, 2015
125	Rehabilitate MDTA 2340 Building (2350)	1,953	Fall, 2015

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 28 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2016 (cont'd)</u></b>		
	<b><u>POINT BREEZE (cont'd)</u></b>		
126	Rehabilitate Point Breeze Parking Lots (2365)	834	Fall, 2015
	<b><u>W. P. LANE BRIDGE</u></b>		
127	Replace 5KV Feeder on Eastbound Bay Bridge (2329)	8,270	Fall, 2015
128	Replace Eastbound Bay Bridge Navigational Lighting (2347)	1,586	Fall, 2015