

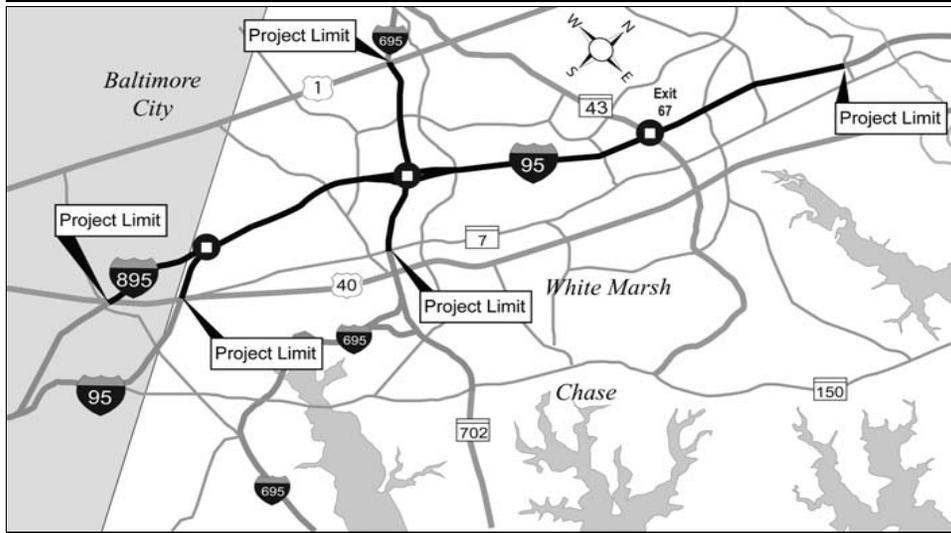
Maryland
Transportation
Authority



MARYLAND TRANSPORTATION AUTHORITY

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

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>	<u>FY 2022</u>	SIX-YEAR <u>TOTAL</u>
<u>Construction Program</u>							
Major Projects	227.7	270.4	241.9	231.0	259.6	279.8	1,510.5
System Preservation Minor Projects	100.7	134.9	196.6	131.8	158.0	206.7	928.8
<u>Development & Evaluation Program</u>	<u>3.5</u>	<u>4.5</u>	<u>0.2</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>8.2</u>
TOTAL	331.9	409.8	438.7	362.8	417.6	486.5	2,447.5



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: The Express Toll Lanes have helped to reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split that occurs during morning and afternoon rush hours, weekends, holidays, incidents and other peak periods. Prior to the opening of the Express Toll Lanes, this segment of I-95 was the most congested section of I-95 in Maryland north of Baltimore City. 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:

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

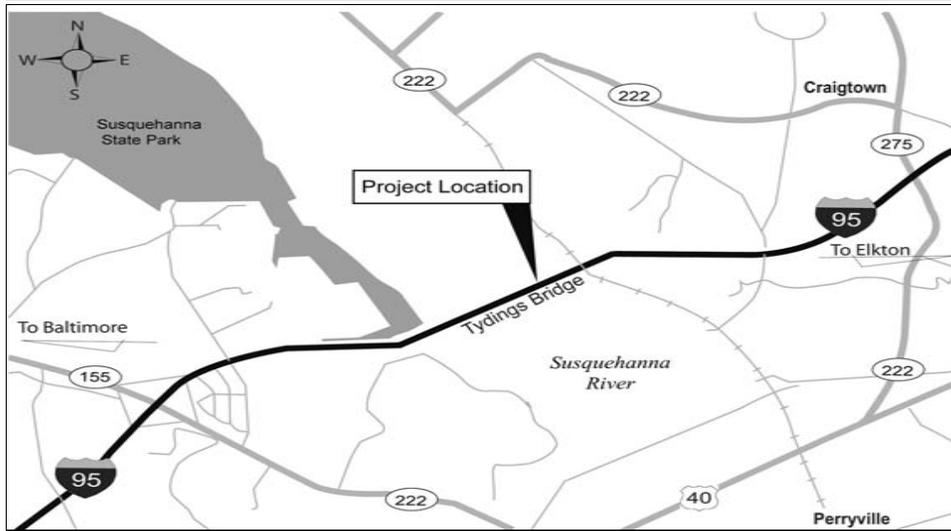
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The reconstruction of three interchanges and the addition of the Express Toll Lanes have helped reduce peak period congestion on I-95 between White Marsh and the I-95/I-895 split.

STATUS: The Express Toll Lanes are open to service. Improvements to the I-95/I-695 interchange are underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	6,032	6,032	0	0	0	0	0	0	0	0	
Engineering	120,212	120,181	31	0	0	0	0	0	31	0	
Right-of-way	47,443	47,095	348	0	0	0	0	0	348	0	
Construction	924,032	887,919	36,113	0	0	0	0	0	36,113	0	
Total	1,097,719	1,061,227	36,492	0	0	0	0	0	36,492	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



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:

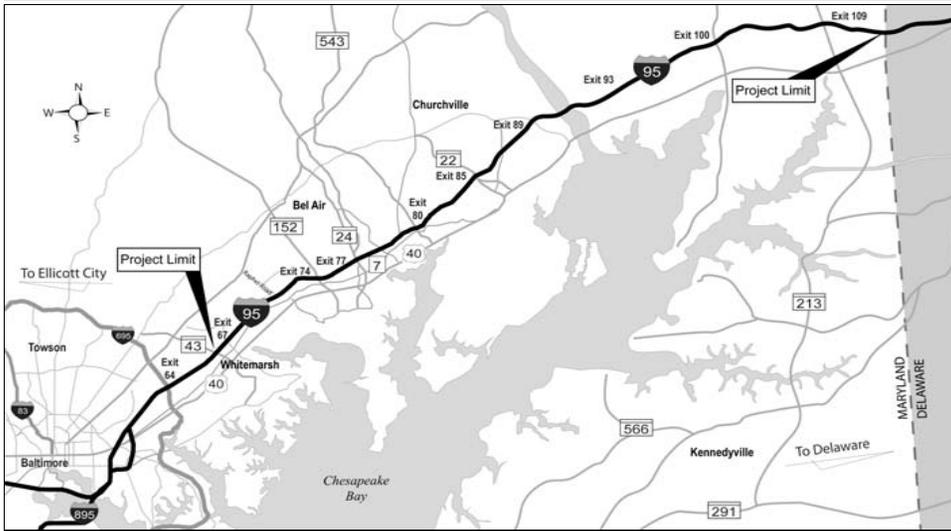
I-95 John F. Kennedy Memorial Highway - Resurfacing - Construction Program (Line 3)

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 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	0
Engineering	827	827	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,383	8,404	1,979	0	0	0	0	0	1,979	0	0
Total	11,210	9,231	1,979	0	0	0	0	0	1,979	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.



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. Only Phases I and II are funded for construction at this time. Phase III is funded for engineering only.

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 John F. Kennedy Memorial Highway - Clean and Zone Paint the Tydings Bridge - Construction Program (Line 2)

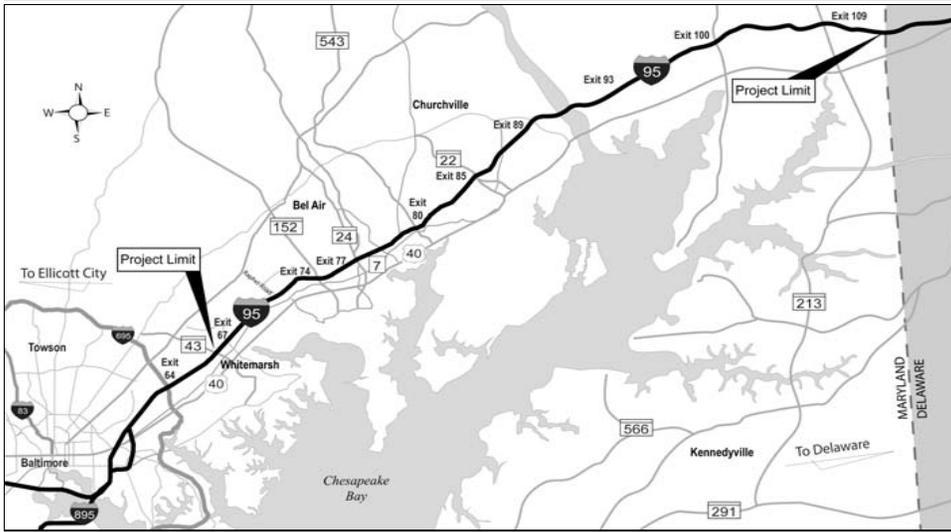
EXPLANATION: The I-95 roadway is in need of resurfacing from MD 43 to the Maryland/Delaware state line (northbound and southbound).

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	378	358	20	0	0	0	0	0	20	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	31,186	24,894	6,292	0	0	0	0	0	6,292	0	
Total	31,564	25,252	6,312	0	0	0	0	0	6,312	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

2261, 2312, 2393, 2394



PROJECT: I-95 Kennedy Highway - Repair Substructure and Superstructure

DESCRIPTION: Repair substructure and superstructure of thirty-one bridges on I-95 in Baltimore, Harford, and Cecil counties. The work includes structural weld repairs, structural steel repairs, roadway joint repairs, and application of protective coatings.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection, as well as findings and issues noted by MDTA Operations, have identified the need to perform a comprehensive substructure and superstructure rehabilitation.

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.

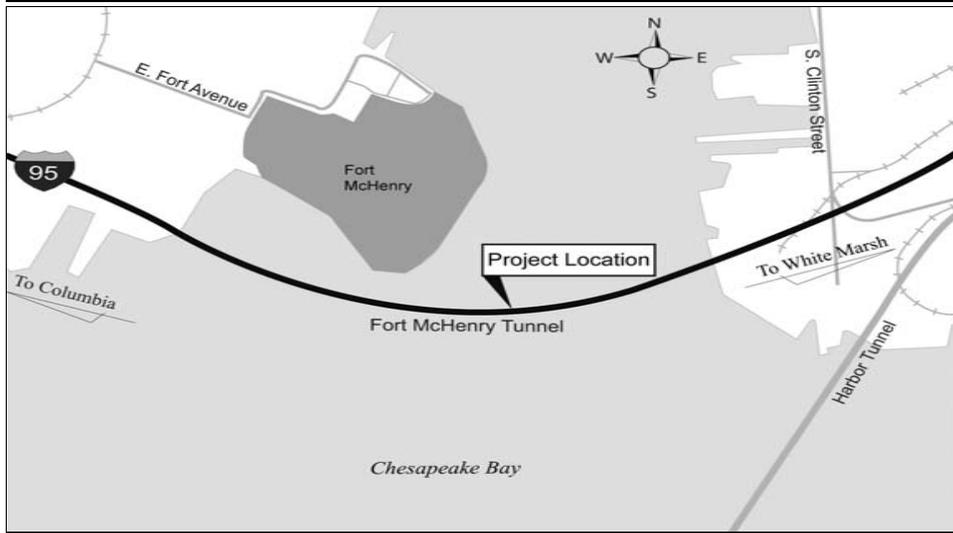
EXPLANATION: The bridges show signs of wear. Repairs are needed to correct current wear and prevent further wear of the substructure and superstructure.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,062	2,062	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,336	0	2,000	8,000	6,336	0	0	0	16,336	0
Total	18,398	2,062	2,000	8,000	6,336	0	0	0	16,336	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2382, 2383



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 |

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

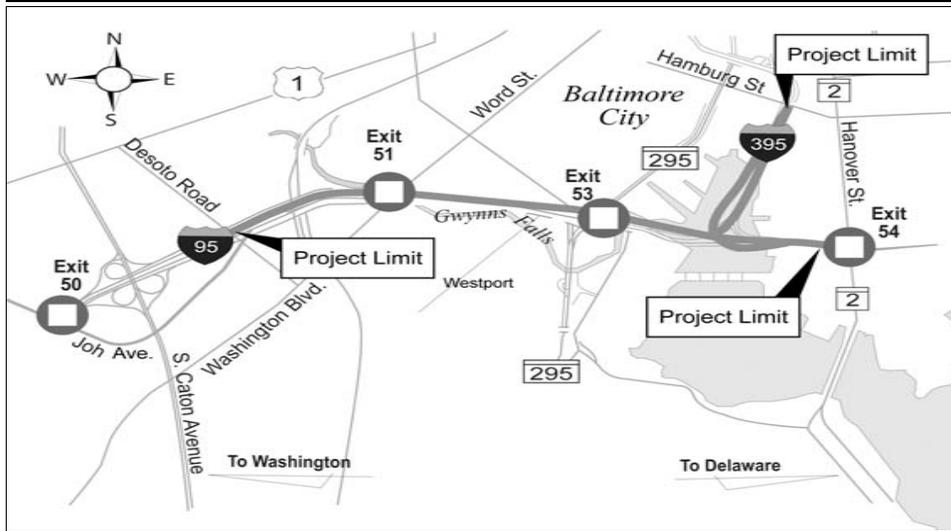
ASSOCIATED IMPROVEMENTS:

- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 6)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 8)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehabilitation - Constr. Progr. (Line 12)

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	826	826	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,660	33,898	1,762	0	0	0	0	0	1,762	0
Total	36,486	34,724	1,762	0	0	0	0	0	1,762	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.



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:

- | | |
|---|--|
| <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: 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.

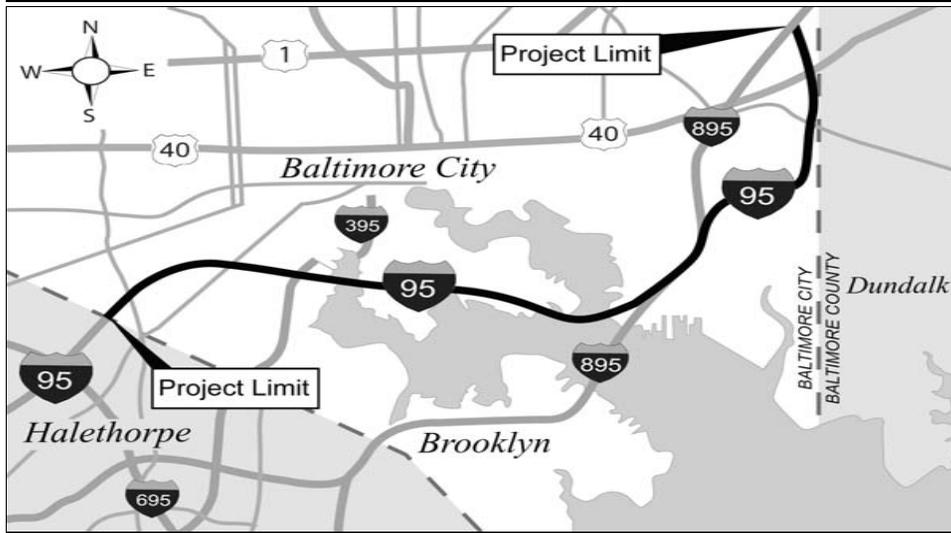
ASSOCIATED IMPROVEMENTS:

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 8)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehab - Construction Program (Line 12)

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	10,108	10,108	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,372	88,620	6,752	0	0	0	0	0	6,752	0
Total	105,480	98,728	6,752	0	0	0	0	0	6,752	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by \$11.5 million for scope change including pier foundation type revision from micro-pile to H-pile design, additional bridge overlay, and additional construction management inspection (CMI) due to complexity of project.



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

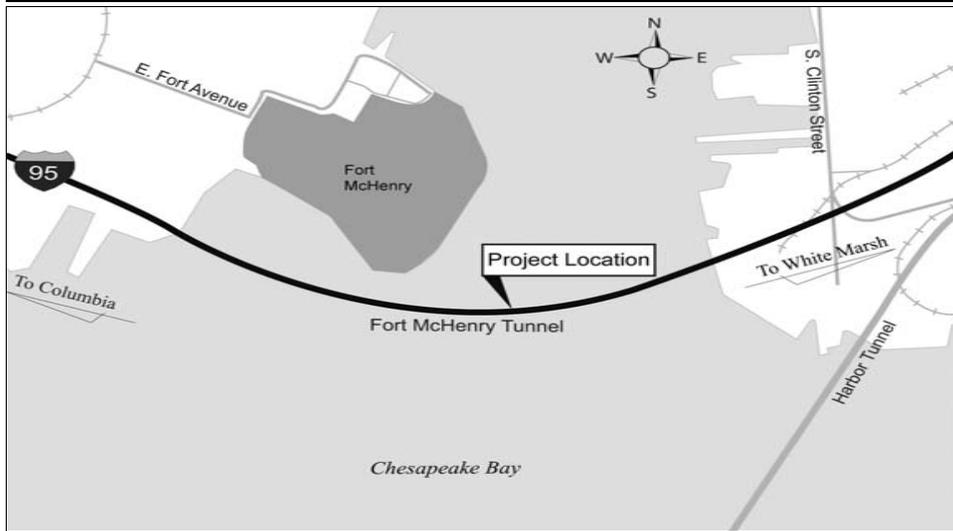
ASSOCIATED IMPROVEMENTS: None.

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.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016			2017	20182019.....2020.....		2021.....	.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,092	1,092	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	16,175	6,747	9,428	0	0	0	0	0	9,428	0	0
Total	17,267	7,839	9,428	0	0	0	0	0	9,428	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems

DESCRIPTION: Replace the Fort McHenry Tunnel lighting system.

PURPOSE & NEED SUMMARY STATEMENT: The lights throughout this tunnel are an integral part of the tunnel system. The lighting system, which is approaching the end of its useful life, needs 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

EXPLANATION: Old and/or inadequate lighting will be replaced throughout the Fort McHenry Tunnel, which will enhance safety for both workers and drivers.

ASSOCIATED IMPROVEMENTS:

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)
- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 6)
- I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Misc. Rehabilitation - Constr. Progr. (Line 12)

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	1,634	1,582	52	0	0	0	0	0	52	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	38,441	0	20,030	18,411	0	0	0	0	38,441	0
Total	40,075	1,582	20,082	18,411	0	0	0	0	38,493	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Vent Fans

DESCRIPTION: Rehabilitate forty-eight ventilation fans in the East and West Ventilation Buildings.

PURPOSE & NEED SUMMARY STATEMENT: The ventilation system is an integral part of the Fort McHenry Tunnel. Rehabilitating the fans and their components will improve the operational reliability of the the existing fans and extend the service life of the ventilation system in the tunnel.

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

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

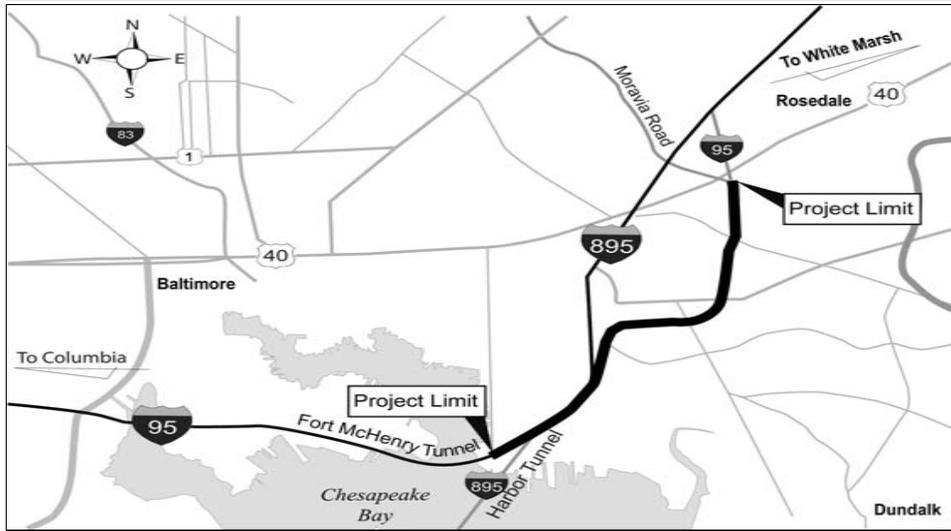
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Rehabilitating the fans will extend the useful life of the existing ventilation system.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	FOR PLANNING PURPOSES ONLY2019.....			.....2020.....	.....2021.....	.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,149	911	936	281	21	0	0	0	1,238	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,245	0	17,358	8,708	8,179	0	0	0	34,245	0
Total	36,394	911	18,294	8,989	8,200	0	0	0	35,483	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements

DESCRIPTION: This project will reconfigure I-95 to provide four continuous mainline lanes in each direction from north of the Fort McHenry Toll Plaza to the southern end of the I-95 ETL. The project involves restriping I-95 to provide one additional lane of traffic including reconstruction of at-grade shoulders; replacement of at-grade median concrete traffic barrier; and reconstruction of portions of existing bridge decks and all concrete bridge parapets.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide lane continuity and additional capacity along I-95 between the Fort McHenry Tunnel and the I-95 ETL. This is needed to address existing congestion and to accommodate diverted traffic from I-895 that will result from MDTA's Canton Viaduct Project. It will also improve safety by providing higher roadside concrete traffic barriers and bridge parapets.

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

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

EXPLANATION: This project will provide southbound and northbound lane continuity from the southern limits of the ETL to the Fort McHenry Tunnel. This will improve traffic flow on this segment of I-95.

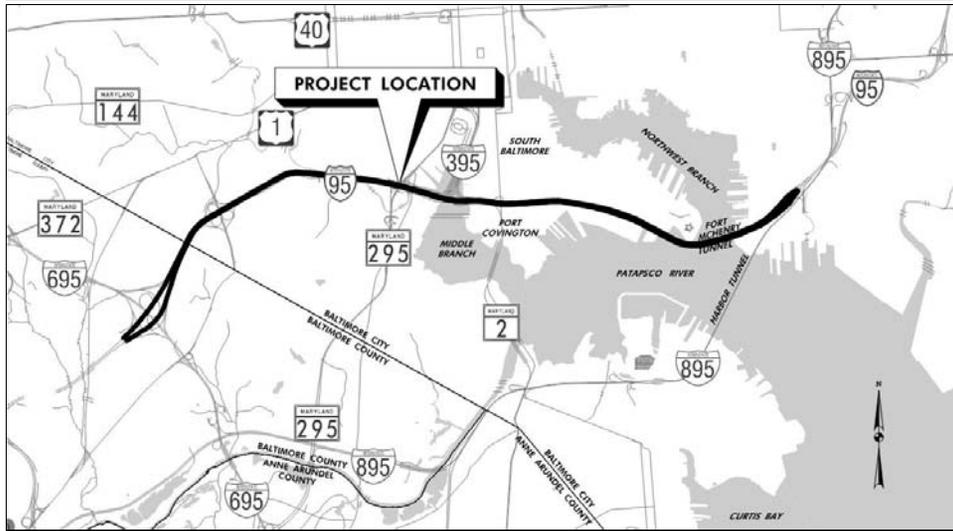
ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)

STATUS: Phase 1 southbound is open to service. Planning is complete and engineering is underway for Phase 1 northbound and Phase 2 northbound and southbound. Construction is to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	555	555	0	0	0	0	0	0	0	0	
Engineering	4,755	3,443	1,156	156	0	0	0	0	1,312	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	60,874	13,022	0	26,597	21,255	0	0	0	47,852	0	
Total	66,184	17,020	1,156	26,753	21,255	0	0	0	49,164	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95 Fort McHenry Tunnel - Port Covington I-95 Access

DESCRIPTION: This project includes a comprehensive evaluation of potential improvements to I-95 ramps required to support major planned development on the Port Covington Peninsula located in Baltimore City. Improvements being evaluated include potential changes to the I-95 ramps between Hanover Street and Key Highway.

PURPOSE & NEED SUMMARY STATEMENT: The first phase of this project is the National Environmental Policy Act (NEPA) study. A NEPA study is required to determine the potential environmental effects associated with proposed improvements to accommodate anticipated growth while maintaining the functionality of the regional and local transportation system.

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

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

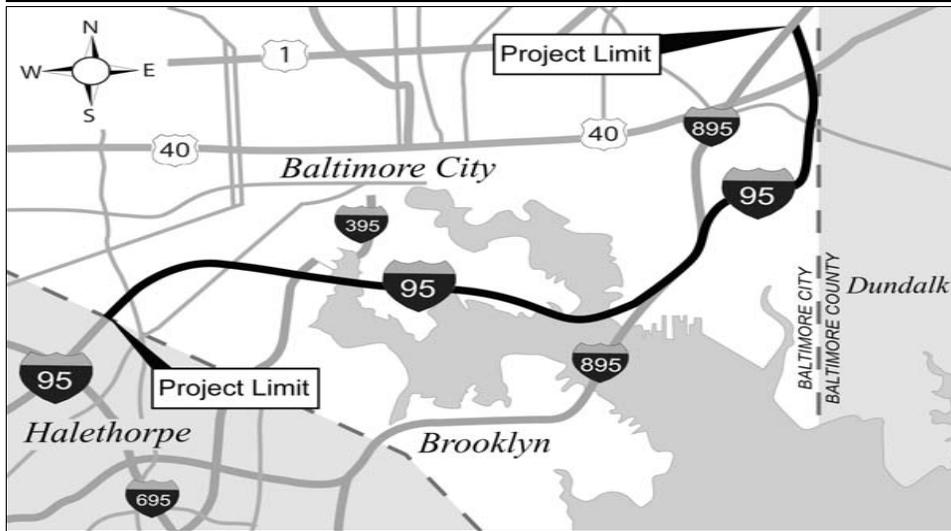
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: This study will identify preferred infrastructure improvements to support the full development potential of a large area of underutilized land in Baltimore City while maintaining the functionality of the regional transportation system.

STATUS: Planning is underway. Construction schedule to be determined. Planning funding shown is for MDTA's oversight of the planning phase which is being funded by a private developer. Construction funding shown is MDTA's match for FASTLANE Grant application (pending).

SIGNIFICANT CHANGE FROM FY 2016 - 21 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					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	400	0	400	0	0	0	0	0	400	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	33,000	0	0	11,000	11,000	11,000	0	0	33,000	0	
Total	33,400	0	400	11,000	11,000	11,000	0	0	33,400	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	



PROJECT: I-95/I-395 Fort McHenry Tunnel - Deck Sealing and Miscellaneous Rehabilitation

DESCRIPTION: Perform a comprehensive sealing program to seal sixty-one bridges. This project includes twenty bridges on I-95 north of the Fort McHenry Tunnel, twenty-five bridges on I-95 south of the Fort McHenry Tunnel, and sixteen bridges on I-395.

PURPOSE & NEED SUMMARY STATEMENT: The decks exhibit varying degrees of deterioration. This improvement will correct current wear and extend the useful life of the decks.

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: Repairs are needed to correct current wear and to prevent further wear of the decks.

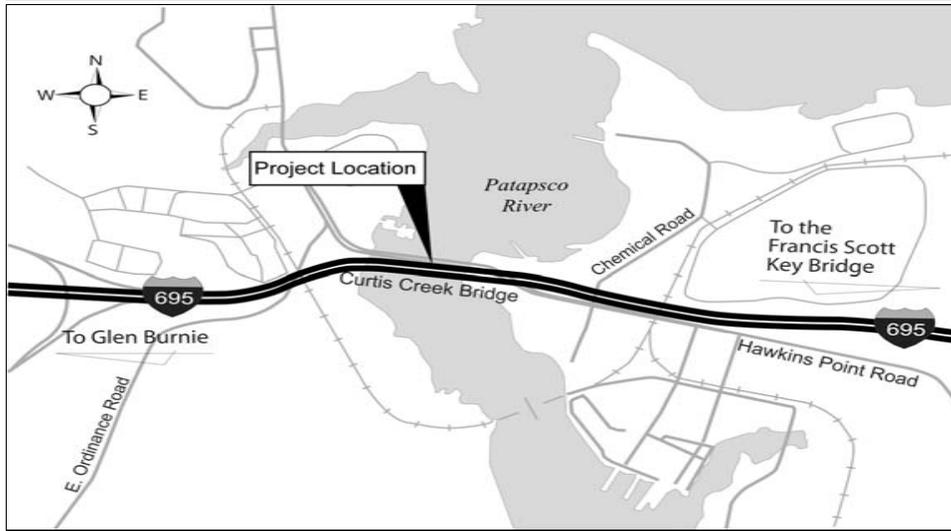
ASSOCIATED IMPROVEMENTS:

- I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 5)
- I-95/I-395 Fort McHenry Tunnel - Rehabilitate Decks, Repair Superstructure, Replace Joints, Zone Paint and Other Misc. Repairs - Construction Program (Line 6)
- I-95 Fort McHenry Tunnel - Replace Tunnel Lighting Systems - Construction Program (Line 8)

STATUS: Engineering is underway. Construction is scheduled to begin in FY 2018.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	158	592	0	0	0	0	0	592	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,872	0	0	12,372	2,500	0	0	0	14,872	0
Total	15,622	158	592	12,372	2,500	0	0	0	15,464	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to the Construction Program.



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:

- | | |
|---|--|
| <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:

MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges - Construction Program (Line 14)

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

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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	526	526	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,614	5,070	544	0	0	0	0	0	544	0
Total	6,140	5,596	544	0	0	0	0	0	544	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.



PROJECT: MD 695 Francis Scott Key Bridge - Rehabilitate Substructure and Superstructure of Various Bridges

DESCRIPTION: Perform substructure and superstructure rehabilitation at twenty bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City. The work includes structural weld repairs; structural steel repairs; roadway joint repairs; concrete spall/delaminated areas repair; concrete crack repair; applying concrete protective coatings; slope protection repairs; substructure (jacketing of piers) repairs; and other miscellaneous items of work.

PURPOSE & NEED SUMMARY STATEMENT: The annual facility inspection as well as findings and issues noted by MDTA Operations have necessitated a project to perform a comprehensive substructure and superstructure rehabilitation at various bridges on MD 695 in Baltimore County, Anne Arundel County, and Baltimore City.

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:

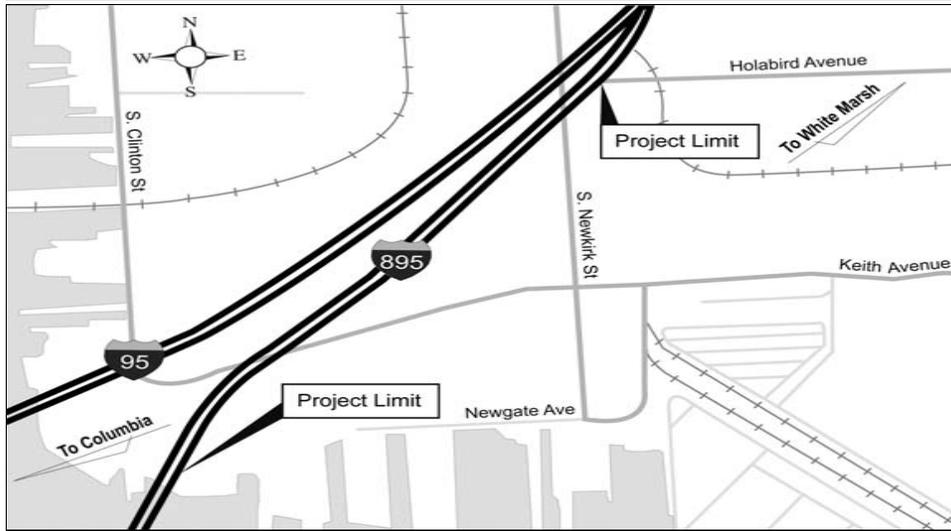
MD 695 Francis Scott Key Bridge - Clean and Paint Approach Spans on Bridges over Curtis Creek - Construction Program (Line 13)

EXPLANATION: Comprehensive substructure and superstructure rehabilitation at the twenty bridges identified in the annual inspection and by MDTA Operations will correct current wear and prevent further wear.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	915	865	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,141	0	1,000	8,000	8,141	0	0	0	17,141	0
Total	18,056	865	1,050	8,000	8,141	0	0	0	17,191	0
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.

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.

ASSOCIATED IMPROVEMENTS:

- I-95 Fort McHenry Tunnel - Moravia Road to Tunnel Improvements - Construction Program (Line 10)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 16)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 17)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 19)

STATUS: Engineering and right-of-way are underway. Construction is scheduled to begin in FY 2018.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	20,107	16,545	1,125	1,325	860	252	0	0	3,562	0
Right-of-way	10,920	1,085	9,835	0	0	0	0	0	9,835	0
Construction	242,070	1,070	0	24,100	74,710	101,220	40,970	0	241,000	0
Total	273,097	18,700	10,960	25,425	75,570	101,472	40,970	0	254,397	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

DESCRIPTION: Replace thirty-two 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:

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

ASSOCIATED IMPROVEMENTS:

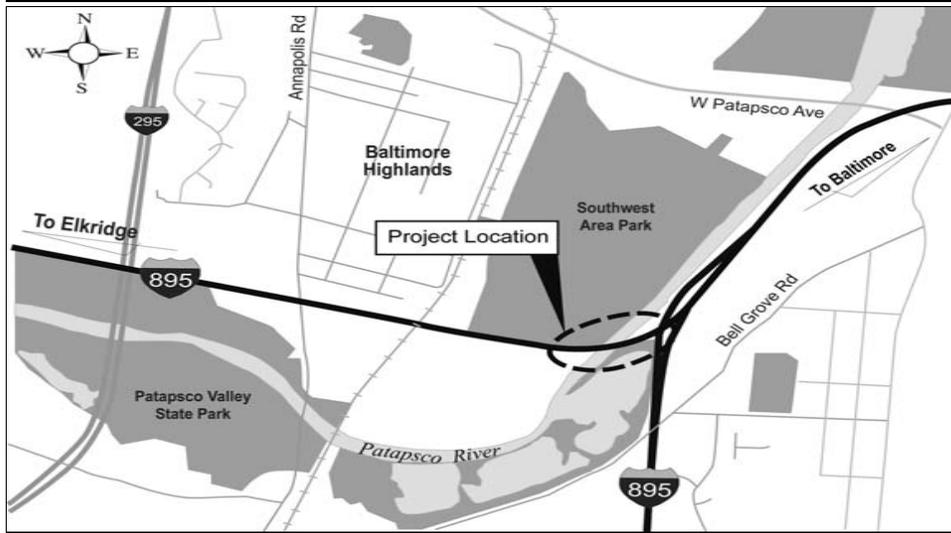
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 17)
- I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 18)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 19)

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

STATUS: Design is complete. Construction is scheduled to begin in late 2016.

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 2016			2017	20182019....2020....			....2021....	....2022....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,837	2,720	117	0	0	0	0	0	117	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,694	0	8,761	10,366	12,654	11,094	14,905	9,914	67,694	0
Total	70,531	2,720	8,878	10,366	12,654	11,094	14,905	9,914	67,811	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by \$6.9 million to reflect actual bid price.



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:

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

EXPLANATION: Replacing the deck and superstructure will extend the life of the bridge by fifteen years.

ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 16)
- I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 18)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 19)

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				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,458	2,458	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	58,815	56	16,979	19,600	19,500	2,680	0	0	58,759	0
Total	61,273	2,514	16,979	19,600	19,500	2,680	0	0	58,759	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decreased by \$7.4 million. This is the result of a decrease of \$9.5 million to reflect actual bid price and an increase of \$2.1 million for scope change to add modification to under-clearances at MD-295 and I-895 spur overpasses.



PROJECT: I-895 Harbor Tunnel Thruway - Rehabilitate Tunnel Standpipe and Sump Pump Systems

DESCRIPTION: The project is the rehabilitation of mechanical, electrical, and plumbing systems required to provide a code compliant standpipe system for fire protection in the tunnel. The existing sump pumps and supporting drain pipe network will be upgraded.

PURPOSE & NEED SUMMARY STATEMENT: The mechanical, electrical, and plumbing systems are reaching the end of their useful life and are in need of rehabilitation.

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

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

EXPLANATION: A standpipe is a vertical pipe to which fire hoses can be connected. The project addresses aging mechanical, electrical, and plumbing systems required to provide a code compliant system of standpipes.

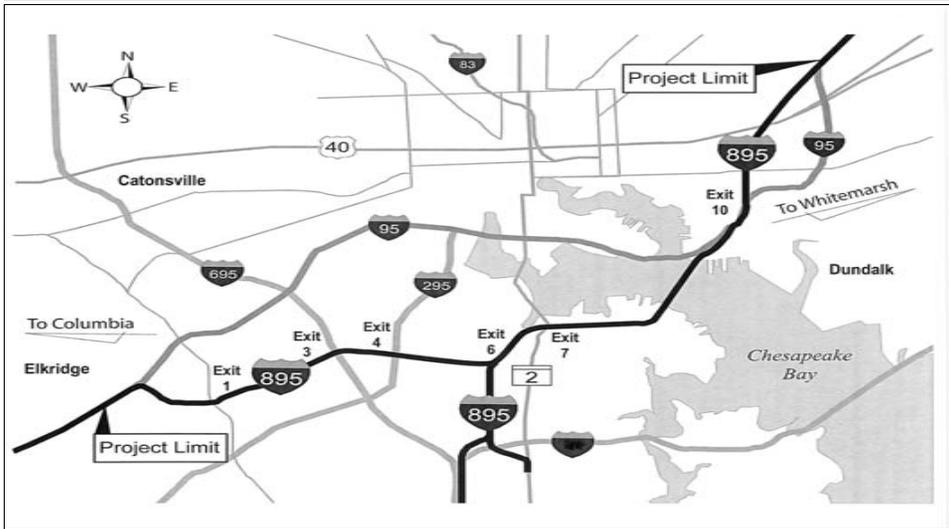
ASSOCIATED IMPROVEMENTS:

- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 16)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 17)
- I-895 Baltimore Harbor Tunnel Thruway - Rehab Various Bridges - Construction Program (Line 19)

STATUS: Engineering is complete. Construction is scheduled to begin in FY 2020.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					....2019....	....2020....	....2021....	....2022....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	354	354	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,738	0	0	0	0	8,407	4,331	0	12,738	0
Total	13,092	354	0	0	0	8,407	4,331	0	12,738	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Various Bridges

DESCRIPTION: Rehabilitate substructure and superstructure of various bridges on I-895 north and south of the Baltimore Harbor Tunnel including the Glen Burnie spur.

PURPOSE & NEED SUMMARY STATEMENT: The substructures and superstructures of the bridges are experiencing various degrees of wear. The improvements will considerably increase the useful life of these structures.

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 project will extend the life cycles and usefulness of the structures associated with this tunnel system.

ASSOCIATED IMPROVEMENTS:

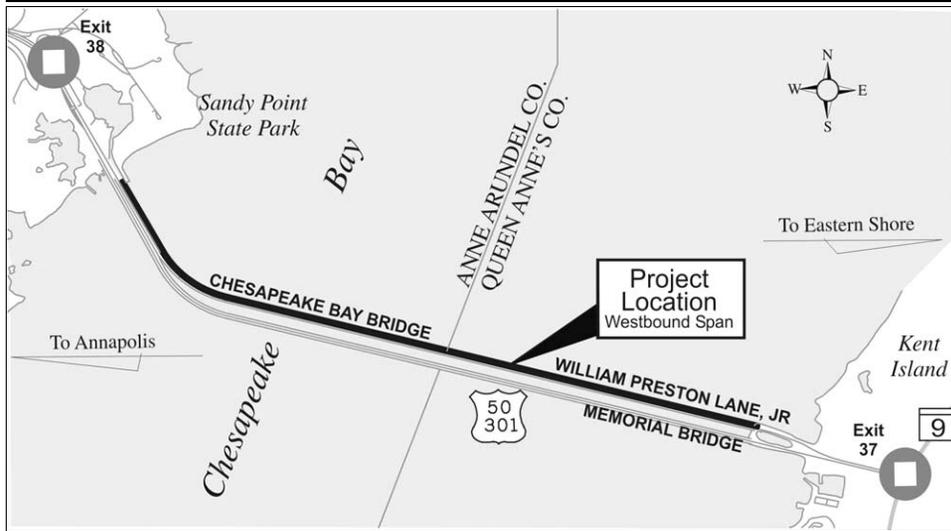
- I-895 Baltimore Harbor Tunnel Thruway - Replace Canton Viaduct - Construction Program (Line 15)
- I-895 Baltimore Harbor Tunnel Thruway - Replace Vent Fans - Construction Program (Line 16)
- I-895 BHT - Replace Deck and Superstructure of Bridge over Patapsco Flats - Constr. Prog. (Line 17)
- I-895 BHT - Rehab Standpipe & Sump Pump Systems - Construction Program (Line 18)

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

POTENTIAL FUNDING SOURCE:		<input checked="" 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,621	3,621	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,376	0	8,100	10,300	6,976	0	0	0	25,376	0
Total	28,997	3,621	8,100	10,300	6,976	0	0	0	25,376	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost decreased by \$14.9 million to reflect actual bid price.

2370, 2371, 2372



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:

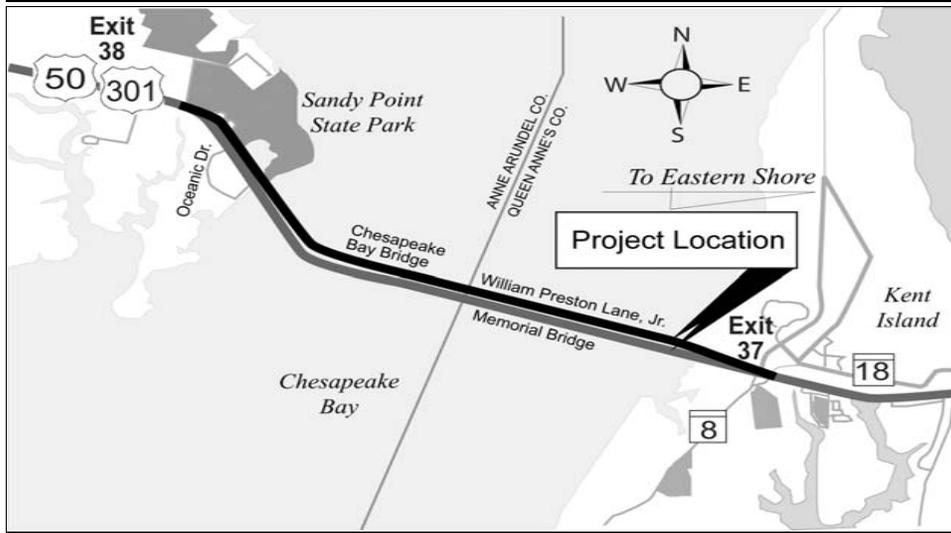
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 22)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 23)

STATUS: Engineering is complete. Construction is complete for Phases I, II, and III. Phase IV construction is scheduled to begin in FY 2017.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by \$1.1 million for additional construction management inspections (CMI).

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	815	780	35	0	0	0	0	0	35	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	104,734	77,031	8,200	12,000	7,503	0	0	0	27,703	0
Total	105,549	77,811	8,235	12,000	7,503	0	0	0	27,738	0
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:

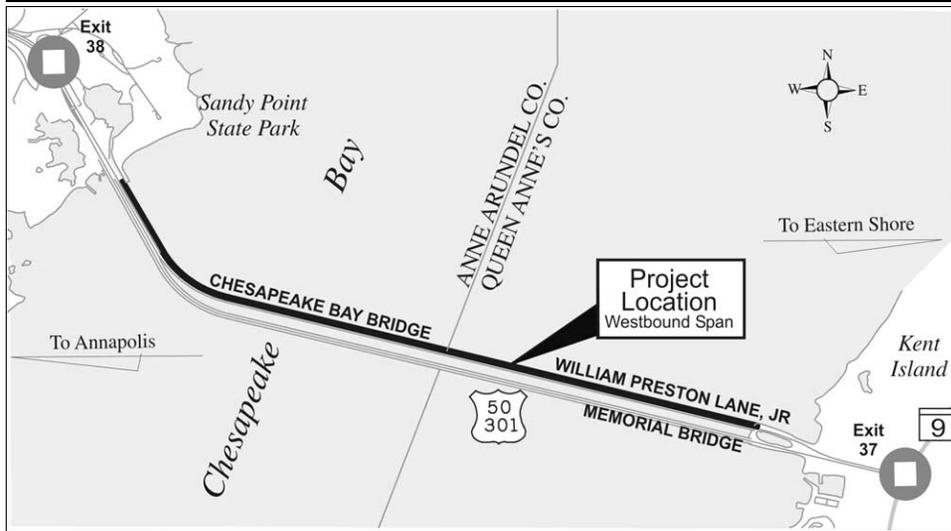
- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 22)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 23)
- US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 32)

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,230	2,216	14	0	0	0	0	0	14	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,716	58,016	1,700	0	0	0	0	0	1,700	0
Total	61,946	60,232	1,714	0	0	0	0	0	1,714	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by \$1.5 million for additional construction management inspections (CMI) and system preservation management expenditures.



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 of 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:

- | | |
|---|--|
| <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 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.

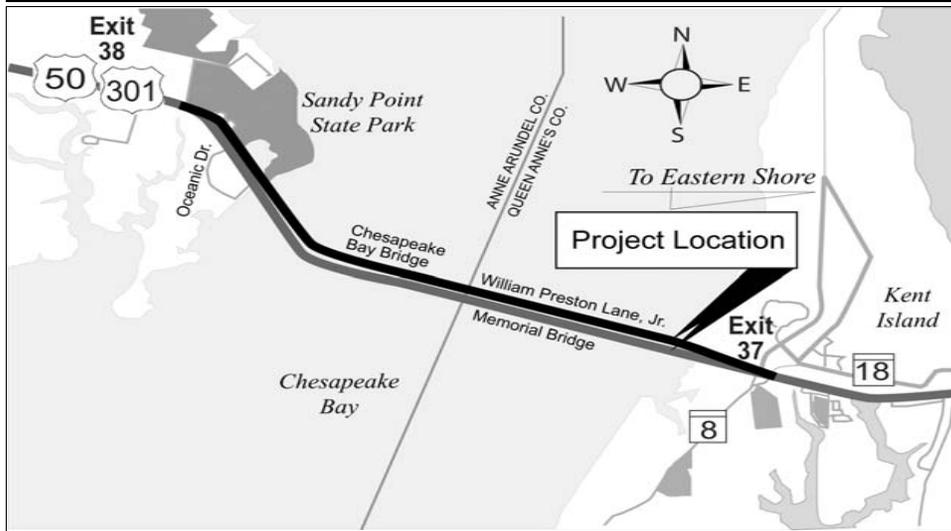
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 23)

STATUS: Engineering and construction are 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	838	2,257	105	0	0	0	0	2,362	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,839	103	19,461	15,275	0	0	0	0	34,736	0
Total	38,039	941	21,718	15,380	0	0	0	0	37,098	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost decreased by \$9.2 million to reflect actual bid price.



PROJECT: US 50/301 Bay Bridge - Structural Repairs and Miscellaneous 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 access.

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.

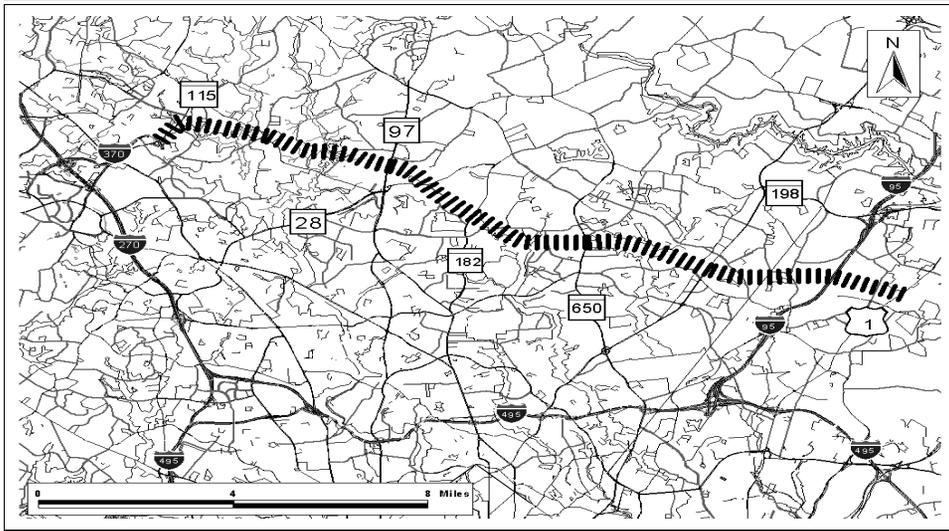
ASSOCIATED IMPROVEMENTS:

- US 50/301 Bay Bridge - Clean and Paint Structural Steel WB Bridge - Constr. Program (Line 20)
- US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
- US 50/301 Bay Bridge - Rehab Suspension Spans Westbound Bridge - Constr. Prog. (Line 22)
- US 50/301 Bay Bridge - Rehab EB Bridge Deck - Development and Evaluation Program (Line 32)

STATUS: Engineering and construction are 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,800	479	1,241	425	425	230	0	0	2,321	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	48,036	14,263	5,485	10,664	10,000	7,624	0	0	33,773	0
Total	50,836	14,742	6,726	11,089	10,425	7,854	0	0	36,094	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by \$32.4 million for increase in scope to address recent inspection findings.



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 |

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 17, 18 Montgomery County - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 19, Montgomery County - SHA)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Line 31, Prince George's County - SHA)

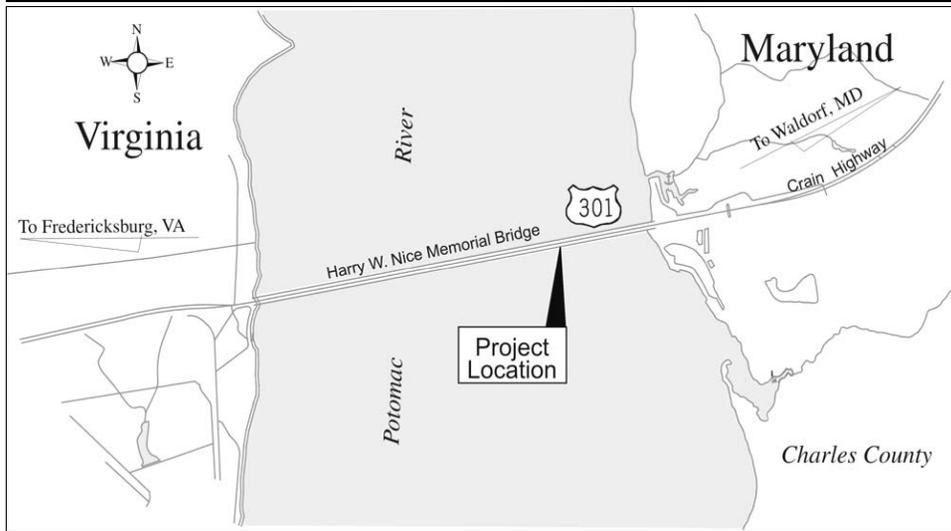
EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project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

STATUS: The facility is open to service. Final construction elements and environmental mitigation and stewardship projects are underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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	244,082	1,918	0	0	0	0	0	1,918	0	
Construction	2,036,518	2,003,150	10,602	15,608	6,318	480	240	120	33,368	0	
Total	2,386,588	2,351,302	12,520	15,608	6,318	480	240	120	35,286	0	
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0	

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



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

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: 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 is reaching capacity during peak periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

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

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

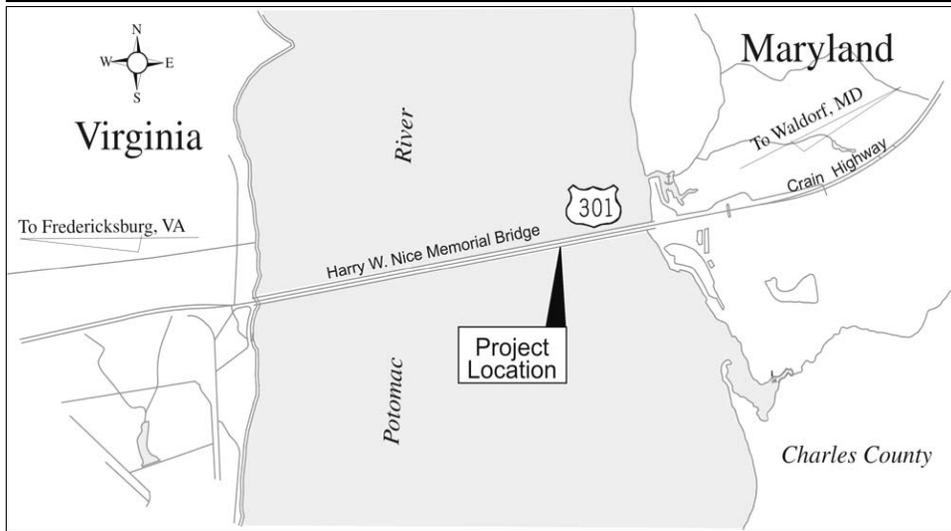
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: The new 4-lane bridge will be safer and relieve congestion.

STATUS: Planning is complete. Engineering and right-of-way acquisition are underway. Construction is scheduled to begin in FY 2020.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Moved from the Development & Evaluation Program 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	5,295	5,295	0	0	0	0	0	0	0	0
Engineering	43,800	13,253	9,547	10,100	10,900	0	0	0	30,547	0
Right-of-way	10,605	89	2,761	1,825	2,825	2,025	1,080	0	10,516	0
Construction	708,900	0	0	0	0	83,800	196,900	268,600	549,300	159,600
Total	768,600	18,637	12,308	11,925	13,725	85,825	197,980	268,600	590,363	159,600
Federal-Aid	0	0	0	0	0	0	0	0	0	0



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

DESCRIPTION: Spot painted as required throughout the full length of the bridge and zone painted at locations of roadway joints. Repaired 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 had wear. This improvement extended 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: None.

EXPLANATION: Paint throughout the bridge had wear. This improvement addressed existing wear and is preventing 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		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			FOR PLANNING PURPOSES ONLY2019.....2020.....2021.....			.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	761	39	0	0	0	0	0	39	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,386	12,337	49	0	0	0	0	0	49	0
Total	13,186	13,098	88	0	0	0	0	0	88	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.



PROJECT: Point Breeze - Renovate Building 2330

DESCRIPTION: Renovate Point Breeze Building 2330 to provide office space for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) moving from the 5th floor of the Fort McHenry Tunnel East Vent Building.

PURPOSE & NEED SUMMARY STATEMENT: Renovations to the Point Breeze Building 2330 will provide essential operational space in a secured environment required for the Authority Operations Center (AOC) and Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions. Integrating the space to provide continuity between AOC and TCO - Dispatch Center will improve communication and efficiency.

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 Authority Operations Center (AOC) is the primary traffic and systems monitoring center for various MDTA facilities. The Tele-Communication Office (TCO) - Dispatch Center supporting MDTA Police functions works closely with AOC. Providing an integrated work space will allow maximum efficiency.

STATUS: Engineering is complete. Construction is scheduled to begin in late 2016.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost increased by \$2.0 million to add equipment and utility site work.

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 2016			2017	2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	792	792	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,495	0	4,000	8,495	0	0	0	0	12,495	0
Total	13,287	792	4,000	8,495	0	0	0	0	12,495	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: Installed electronic security systems and video surveillance at five major bridges.

PURPOSE & NEED SUMMARY STATEMENT: Installation of electronic security systems and video surveillance enhanced 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: Installation of electronic security systems and video surveillance enhanced the safety and security at five major bridges.

STATUS: Open to service.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL 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 2016			2017	20182019.....2020.....			.....2021.....	.....2022.....
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	11,624	11,472	152	0	0	0	0	0	152	0
Total	12,240	12,088	152	0	0	0	0	0	152	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.



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.

<u>POTENTIAL FUNDING SOURCE:</u> <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 2016			FOR PLANNING PURPOSES ONLY2019.....2020.....2021.....			.....2022.....
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,274	1,274	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,851	11,367	2,484	0	0	0	0	0	2,484	0
Total	15,125	12,641	2,484	0	0	0	0	0	2,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.



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 hardware and Operating System software and increase the capacity for handling video tolling and citations.

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 update the Electronic Toll Collection hardware 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 2018.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			2017	2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,500	4,277	1,055	1,056	1,056	1,056	0	0	4,223	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	70,000	0	0	28,450	28,450	1,180	1,180	1,180	60,440	9,560
Total	78,500	4,277	1,055	29,506	29,506	2,236	1,180	1,180	64,663	9,560
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Remove, Replace, and Upgrade Sign Structures - Northern Region

DESCRIPTION: Update and replace sign structures along the John F. Kennedy Memorial Highway and the Thomas J. Hatem Memorial Bridge.

PURPOSE & NEED SUMMARY STATEMENT: Existing sign structures date from the early 1980's and are approaching the end of their useful life.

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

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

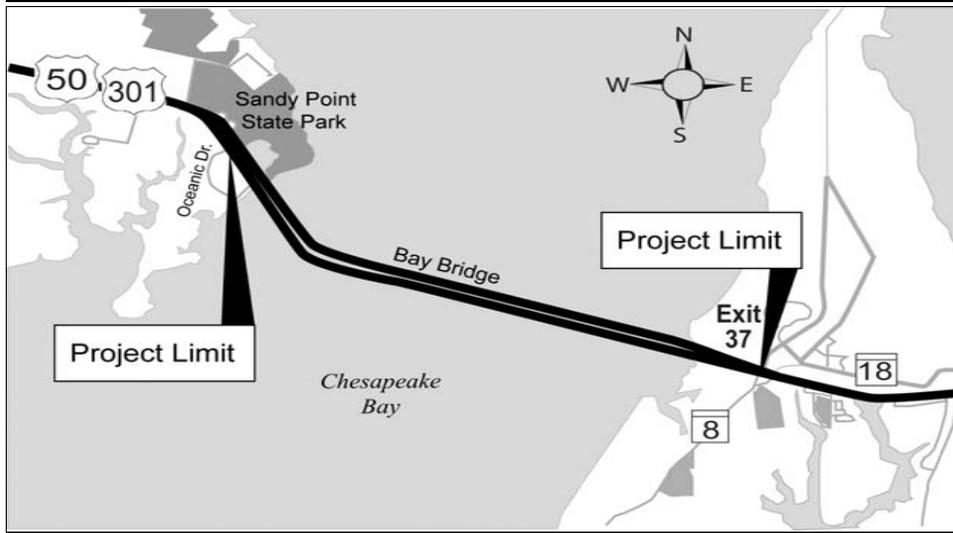
ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Aging sign structures along the John F. Kennedy Memorial Highway and the Thomas J. Hatem Memorial Bridge will be updated or replaced.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Cost decreased by \$5.6 million based on refined cost estimate.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	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	600	588	12	0	0	0	0	0	12	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,455	2	4,959	7,206	2,288	0	0	0	14,453	0
Total	15,055	590	4,971	7,206	2,288	0	0	0	14,465	0
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 - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
- US 50/301 Bay Bridge - Structural Repairs and Misc. Modifications - Constr. Program (Line 23)

STATUS: Engineering is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016			YEAR	YEAR	FOR PLANNING PURPOSES ONLY			
			2017	2018	.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,900	2,730	3,500	4,462	208	0	0	0	8,170	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
Total	10,900	2,730	3,500	4,462	208	0	0	0	8,170	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: US 50/301 Bay Bridge - Tier 1 NEPA Study

DESCRIPTION: Complete traffic, engineering, and environmental analyses. Fully engage regulatory agencies, elected officials, and public. Develop cost per mile estimates. Evaluate alternative project delivery approaches and develop preliminary financial plan. Prepare economic and land use study. This study is financed in the MDTA Operating budget.

JUSTIFICATION: The purpose of this study is to evaluate the feasibility of alternative project delivery approaches and to select a preferred alternative. In the course of this study MDTA will solicit input from elected officials, regulatory agencies, and multiple stakeholders which will help gain consensus on the approach and allow MDTA to quickly move into Tier II NEPA. It will include detailed technical analyses for the chosen location and would secure formal agency agreement on the NEPA preview process and on the proposed Purpose and Need.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Added to the Development and Evaluation 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				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2016			YEAR 2017	YEAR 2018	FOR PLANNING PURPOSES ONLY	FOR PLANNING PURPOSES ONLY			FOR PLANNING PURPOSES ONLY
Planning	5,000	0	500	1,000	1,500	1,500	500	0	5,000	0	
Engineering	0	0	0	0	0	0	0	0	0	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	
Total	5,000	0	500	1,000	1,500	1,500	500	0	5,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 34

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2016 Completions</u>			
<u>F.S.KEY BRIDGE</u>			
1	Replace HVAC at Campus and OEC Building Roof (Engineering only) (2319)	634	Complete
<u>FORT MCHENRY TUNNEL</u>			
2	Replace HVAC at Administration Building, Maintenance Building and Emergency Garages (2285)	2,689	Complete
<u>HATEM BRIDGE</u>			
3	Replace HVAC at Administration Building and Scale Houses (2303)	1,004	Complete
<u>KENNEDY HIGHWAY</u>			
4	Rehabilitate Corrugated Pipe Culverts (2359)	1,017	Complete
5	Zone Paint Various Bridges - Phase III (2281)	3,924	Complete
<u>MULTI-AREA</u>			
6	On-Call Furnishing and Installation of Camera and Compressor-Decompressor (CODEC) Equipment (2014)	4,451	Complete
7	On-Call Structural Repairs and Miscellaneous Modifications (2291)	16,011	Complete
<u>POINT BREEZE</u>			
8	Point Breeze Renovations Final Phase (2356)	4,040	Complete
9	Rehabilitate Parking Lots (2365)	588	Complete
<u>W. P. LANE BRIDGE</u>			
10	Replace Acoustic Monitoring on Eastbound Span (2341)	1,494	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 and 2018</u>			
<u>BALTIMORE HARBOR TUNNEL</u>			
11	Establish Authority Operations Center (AOC) at BHT (2434)	678	Spring, 2017
12	Administration Building Roof Replacement and Envelope Rehabilitation (Engineering only) (2439)	500	Underway
13	Canton & Fairfield Vent Building Envelope Repairs (Engineering only) (2306)	530	Underway
14	Mill and Overlay Bridge Decks for BCY081, BCY082, HOY013 and HOY014 (Engineering only) (2437)	200	Underway
15	Rehabilitate K-Truss Approach Spans (2334)	798	Underway
16	Rehabilitate Three Pipe Culverts (2454)	150	Underway
17	Rehabilitate Tunnel Deck (Engineering only) (2389)	234	Underway
18	Repaint Switchgear Enclosures (2330)	246	Underway
19	Repair Slopes and Drainage (2380)	3,845	Underway
20	Replace 15KV Feeders (Engineering only) (2447)	400	Underway
21	Replace Fuel Tank at BHT Administration Facility (Engineering only) (2443)	400	Underway
22	Replace HVAC at Administration Building (2308)	99	Underway
23	Replacement of Concrete Median Barrier along I-895 (Engineering only) (2423)	155	Underway
24	Slope Stabilization of Various Locations on I-895 BHT Thruway (Engineering only) (2427)	415	Underway
<u>F.S.KEY BRIDGE</u>			
25	Deck Rehabilitation (Engineering only) (2425)	534	Underway
26	Drainage Improvements on I-695 at Quarantine Road (Engineering only) (2451)	500	Underway
27	I-695 Subgrade Improvements at Bear Creek (Engineering only) (2450)	500	Underway
28	Maintenance & Repair of Curtis Creek Drawbridges (2420)	1,349	Underway
29	Overlay Bridge Decks over Dock Road and CSXT (4 Bridges) (2327)	716	Underway
30	Police Headquarters Building Envelope and Interior Renovations (Engineering only) (2438)	600	Underway
31	Rehabilitate Curtis Creek Bridges (2375)	1,163	Underway
32	Renovate Second Floor of Administration Building 303 (2406)	7,283	Underway
33	Replace Underground Storage Tanks (2202)	1,770	Underway
34	Resurface Approach Roadways (Engineering only) (2277)	350	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 and 2018 (cont'd)</u>			
<u>FORT MCHENRY TUNNEL</u>			
35	Fatigue Retrofits on I-95 (Engineering only) (2449)	500	Underway
36	Install Fresh Air Duct Lighting (2367)	3,003	Underway
37	Pavement Rehabilitation along Moravia Road from I-895 to US 40 (Engineering only) (2419)	133	Underway
38	Rehab of Holding Tank and Construction of Flood Wall at FMT West Vent Building (Engineering only) (2435)	485	Underway
39	Rehab Substructure and Superstructure of Various Bridges (Engineering Only) (2397)	1,155	Underway
40	Rehabilitate Four Bridges on I-95 over Herring Run and CSX (2333)	261	Underway
41	Renovate 1st and 5th Floors at East Vent Building (2364)	8,606	Underway
42	Replace Generator at Maintenance Building (2348)	10	Underway
43	Replace Underground Storage Tanks at Administration Building (2381)	854	Underway
44	Salt Barn Replacement, Debris Dewatering Pad and Civil Site Construction (2299)	5,644	Underway
<u>HATEM BRIDGE</u>			
45	Rehabilitate Substructure and Superstructure (2368)	4,341	Underway
<u>KENNEDY HIGHWAY</u>			
46	Deck Rehabilitation to Various Bridges on I-95 in Cecil County (Engineering only) (2429)	492	Underway
47	Deck Replacement of I-95 Bridge over Little Northeast Creek (Engineering only) (2428)	569	Underway
48	Deck Sealing & Miscellaneous Rehabilitation to Bridges on I-95 (2430)	7,201	Underway
49	I-95 Northern Transition - Express Toll Lanes to MD 152 (Engineering only) (2453)	750	Underway
50	JFK Maintenance Facility 2 Building Renovations (Engineering only) (2440)	400	Underway
51	Prepare Travel Plaza Redevelopment Specification Design/Construction Prep & Management Documents (2055)	299	Underway
52	Rehab Slope and Construct Retaining Wall at I-695 WB and I-95 NB (2384)	754	Underway
53	Rehabilitate Parking Lots and Access Roads at Administration Building (2379)	1,966	Underway
54	Replace Bridge on I-95 over CSXT (Engineering only) (2436)	200	Underway
55	Replace Generator at Police Barracks (2410)	426	Underway
56	Replace Light Poles North of ETL into Cecil County (2323)	1,875	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 and 2018 (cont'd)</u>			
<u>KENNEDY HIGHWAY (cont'd)</u>			
57	Replace Navigational Lighting on the Tydings Bridge (2332)	517	Underway
58	Substructure and Superstructure Rehabilitation to Various Bridges on I-95 - JFK (Engineering only) (2452)	400	Underway
<u>MULTI-AREA</u>			
59	Allocated Reserve - System Preservation Projects (2325)	48,020	Ongoing
60	Equipment Budget (1702)	17,696	Ongoing
61	On-Call Signs, Sign Lights and Sign Structures (2426)	1,912	Spring, 2017
62	Update Phone System to NECSV9500 (2433)	1,524	Summer, 2017
63	Bay TMDL Stormwater Retrofits - Phase IV (2404)	1,657	Underway
64	Bay TMDL Stormwater Retrofits - Phase VI (Engineering only) (2444)	700	Underway
65	Deck Sealing and Miscellaneous Repairs to Bridges on FMT and FSK Approaches (2326)	2,387	Underway
66	DYNAC Traffic Control System Software and Hardware Upgrade (2455)	485	Underway
67	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	574	Underway
68	Facility-Wide Culvert and Pipe Rehabilitation - Phase I (2390)	2,389	Underway
69	Facility-Wide Culvert and Pipe Rehabilitation - Phase II (2441)	240	Underway
70	Furnish & Install Fiber Optic Cable from FSK to Point Breeze (2386)	200	Underway
71	Furnish and Install License Plate Recognition Systems (2360)	1,514	Underway
72	Install E-ZPass Back-Up Site (2225)	638	Underway
73	Install Ten Virtual Weigh Stations at JFK, TJH, FMT, BHT and FSK (2073)	6,473	Underway
74	Law Enforcement Computer-Aided Dispatch/Records Mgmt/Auto Field Report/Auto Veh Locator System Plan (2324)	2,600	Underway
75	Mainline Small Drainage System Preservation (Engineering only) (2421)	333	Underway
76	Modifications to Toll Plaza Signing at All Facilities (2405)	1,639	Underway
77	On-Call Drainage and Stormwater Remediation (2366)	427	Underway
78	On-Call Drainage and Stormwater Remediation (2422)	414	Underway
79	On-Call Electrical and ITS - #3 (2418)	4,574	Underway
80	On-Call Electrical and ITS (2345)	3,861	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 and 2018 (cont'd)</u>			
<u>MULTI-AREA (cont'd)</u>			
81	On-Call Facility/Building Repairs (2240)	594	Underway
82	On-Call Facility/Building Repairs (2411)	2,496	Underway
83	On-Call Miscellaneous Electrical Repairs (2236)	356	Underway
84	On-Call Miscellaneous Paving Repairs (2335)	851	Underway
85	On-Call Miscellaneous Paving Repairs (2417)	4,425	Underway
86	On-Call Shotcrete Repairs and Miscellaneous Modifications (2297)	379	Underway
87	On-Call Sign Structures (2298)	1,242	Underway
88	On-Call Structural & Concrete Repairs and Misc. Modifications (2385)	2,800	Underway
89	On-Call Structural Repairs and Miscellaneous Modifications (2254)	1,967	Underway
90	On-Call Structural Repairs and Miscellaneous Modifications (2296)	54	Underway
91	On-Call Structural Repairs and Miscellaneous Modifications (2387)	3,513	Underway
92	On-Call Structural Repairs and Miscellaneous Modifications (2388)	6,559	Underway
93	On-Call Structural Repairs and Miscellaneous Modifications (2415)	8,768	Underway
94	On-Call Structural Repairs and Miscellaneous Modifications (2416)	8,308	Underway
95	On-Call Total Maximum Daily Load (TMDL) Storm Water Retrofits on JFK and BHT (2290)	340	Underway
96	Program Management Services for System Preservation (Engineering only) (2235)	6,000	Underway
97	Replace Generators at JFK, WPL, BHT and FSK (2265)	79	Underway
98	Replace Toll Booths at Bay Bridge and Fort McHenry Tunnel (2276)	8	Underway
99	Replace Uninterruptible Power Supplies (2413)	436	Underway
100	Total Maximum Daily Load (TMDL) Storm Water Retrofits - Phase III (2346)	1,616	Underway
101	Total Maximum Daily Load (TMDL) Storm Water Retrofits (2300)	1,784	Underway
102	Upgrade Fire Alarm and Security Systems (2358)	2,480	Underway
<u>NICE BRIDGE</u>			
103	Install Communications Tower (2424)	1,307	Underway
104	Rehabilitate Substructure and Superstructure (2395)	4,160	Underway
105	Replace Underground Storage Tanks with Aboveground Storage Tanks (2200)	122	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 34 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	FY17 + FY18 PROJECT COST (\$000's)	CONSTRUCTION START
<u>Fiscal Year 2017 and 2018 (cont'd)</u>			
<u>POINT BREEZE</u>			
106	Demolition of Power Plant Building (Engineering only) (2398)	171	Underway
107	On-Call Facility and Building Repairs (2400)	737	Underway
108	Replace Rooftop HVAC at Headquarters Building (2399)	101	Underway
<u>W. P. LANE BRIDGE</u>			
109	Furnish and Install Uninterruptible Power Supply (UPS) (2268)	4	Underway
110	Modify Lane Use System (2340)	924	Underway
111	Rehabilitate Metal Northrop/Grumman Building for Operations (2322)	356	Underway
112	Renovate Conduit Hangers - Westbound Span (2267)	149	Underway
113	Repair Toll Plaza Concrete Paving (2318)	678	Underway
114	Replace 5KV Feeder on EB Span and Add Redundant Cable to EB & WB Spans (Engineering only) (2329)	276	Underway
115	Replace Bay Bridge Staging Dock (2392)	1,136	Underway
116	Replace HVAC at Campus Buildings (2362)	5,455	Underway
117	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	30	Underway
118	Seal Deck of Westbound Span (Engineering only) (2369)	470	Underway