

**MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2019-2024 CTP**

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

In total, \$53.9 million worth of projects have been added to the CTP. Of that amount five projects at a cost of \$52.9 million were added to the Construction Program. One project at a cost of \$1.0 million was added to the Development and Evaluation Program (D&E). In addition, one project was moved from the D&E Program to the Construction Program at a cost of \$0.9 million. One project was moved from the Construction Program to the D&E Program at a cost of \$13 million. These projects are listed below by category.

**PROJECTS ADDED TO THE CONSTRUCTION PROGRAM**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>Maryland Transit Administration</b>	
Metro Station Rehabilitation & Lighting Program	5.2
Communications System Upgrade and Replacement	5.0
<b>Maryland Transportation Authority</b>	
MD 695 Francis Scott Key Bridge - Convert to Cashless Tolling	20.7
I-895 Baltimore Harbor Tunnel Thruway - Replace Concrete Median Barrier	11.5
US 40 Thomas J. Hatem Memorial Bridge - Convert to Cashless Tolling	10.5
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<b>Total</b>	<b>52.9</b>

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
Maryland Transit Administration Patapsco Ave Pedestrian/Bicycle Bridge		1.0
		<hr/> <b>Total</b> <b>1.0</b>

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

**PROJECT DESCRIPTION**

**ADDITIONAL COST**  
**(\$ MILLIONS)**

**Maryland Transportation Authority**

US 50/301 Bay Bridge - Rehabilitate Eastbound Bridge Deck

0.9

**Total** .9

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>State Highway Administration</b>		
US 301, Crain Highway; US 301, at MD 5 (Prince George's, Charles)	Expiration of Legislative Mandate	13.0
		<hr/>
		<b>Total            13.0</b>

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

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>Maryland Transit Administration</b> Corridor Cities Transitway (CCT)	PE	Project 30% designed, transferred to Montgomery County.

**CONSTRUCTION SCHEDULE DELAYS**

The start of construction has been postponed from the schedule shown in the FY 2019-2024 CTP, for the following two major projects:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>FISCAL YEAR</u></b>
<b>State Highway Administration</b>		
MD 175, Annapolis Road;MD 175, widen MD 175 and reconstruct MD 295/175 Interchange (Anne Arundel)	Construction delayed from FY 19 to FY 21 due to necessary advanced utility work.	FY 2019 to FY 2021
MD 185, Connecticut Avenue;MD 185, at Jones Bridge (Phase 3) (Montgomery)	Construction delayed from FY 19 to FY 20 due to the need for advanced utility relocations.	FY 2020 to FY 2021

## **COST & SCOPE CHANGES**

In total, one-hundred and sixty-four major construction projects experienced significant changes in project cost or scope, for a net increase of \$663.0 million. One-hundred And Nineteen projects increased in cost by a total of \$858.9 million, while thirty-eight projects experienced decreases totaling \$213.4 million. The scope of six projects changed, which caused a net increase totalling \$28.3 million, while one project experienced a reduction in scope totalling \$10.6 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).