



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

May 7, 2019

The Honorable Richard C. Shelby  
Chairman  
Committee on Appropriations  
United States Senate  
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2017) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

Item 3 of the House Report, under the heading of *Central Artery/Third Harbor Tunnel Project, Boston, Massachusetts*, requested an annual summary of reports issued by the Federal Highway Administration's Major Projects Team, including a summary of highway projects that cost over \$1 billion. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users reduced the cost threshold of major projects from \$1 billion to \$500 million. The enclosed summary includes major projects that meet this threshold.

Similar letters have been sent to the Vice Chairman of the Senate Committee on Appropriations; the Chairman and Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; and the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

Sincerely,

A handwritten signature in blue ink that reads "Elaine L. Chao".

Elaine L. Chao

Enclosure



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

May 7, 2019

The Honorable Patrick J. Leahy  
Vice Chairman  
Committee on Appropriations  
United States Senate  
Washington, DC 20510

Dear Senator Leahy:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2017) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

Item 3 of the House Report, under the heading of *Central Artery/Third Harbor Tunnel Project, Boston, Massachusetts*, requested an annual summary of reports issued by the Federal Highway Administration's Major Projects Team, including a summary of highway projects that cost over \$1 billion. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users reduced the cost threshold of major projects from \$1 billion to \$500 million. The enclosed summary includes major projects that meet this threshold.

Similar letters have been sent to the Chairman of the Senate Committee on Appropriations; the Chairman and Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; and the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

Sincerely,

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Elaine L. Chao

Enclosure



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

May 7, 2019

The Honorable Susan Collins  
Chairman  
Subcommittee on Transportation, Housing  
and Urban Development, and Related Agencies  
Committee on Appropriations  
United States Senate  
Washington, DC 20510

Dear Madam Chairman:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2017) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

Item 3 of the House Report, under the heading of *Central Artery/Third Harbor Tunnel Project, Boston, Massachusetts*, requested an annual summary of reports issued by the Federal Highway Administration's Major Projects Team, including a summary of highway projects that cost over \$1 billion. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users reduced the cost threshold of major projects from \$1 billion to \$500 million. The enclosed summary includes major projects that meet this threshold.

Similar letters have been sent to the Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Vice Chairman of the Senate Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; and the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

May 7, 2019

The Honorable Jack Reed  
Ranking Member  
Subcommittee on Transportation, Housing  
and Urban Development, and Related Agencies  
Committee on Appropriations  
United States Senate  
Washington, DC 20510

Dear Senator Reed:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2017) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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Similar letters have been sent to the Chairman of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Vice Chairman of the Senate Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; and the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

May 7, 2019

The Honorable Nita Lowey  
Chairman  
Committee on Appropriations  
U.S. House of Representatives  
Washington, DC 20515

Dear Madam Chairwoman:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2017) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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Similar letters have been sent to the Ranking Member of the House Committee on Appropriations; the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Vice Chairman of the Senate Committee on Appropriations; and the Chairman and Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

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Elaine L. Chao

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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

May 7, 2019

The Honorable Kay Granger  
Ranking Member  
Committee on Appropriations  
U.S. House of Representatives  
Washington, DC 20515

Dear Congresswoman Granger:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2017) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

May 7, 2019

The Honorable David Price  
Chairman  
Subcommittee on Transportation, Housing  
and Urban Development, and Related Agencies  
Committee on Appropriations  
U.S. House of Representatives  
Washington, DC 20515

Dear Mr. Chairman:

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Enclosure



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

May 7, 2019

The Honorable Mario Diaz-Balart  
Ranking Member  
Subcommittee on Transportation, Housing  
and Urban Development, and Related Agencies  
Committee on Appropriations  
U.S. House of Representatives  
Washington, DC 20515

Dear Congressman Diaz-Balart:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2017) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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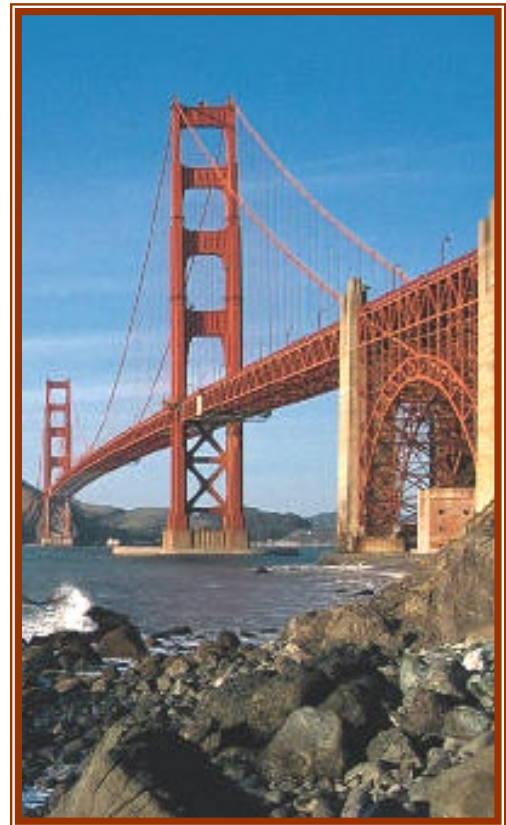
Enclosure



Report to the House and Senate Committees on Appropriations

As requested by the House of Representatives Report 106-622  
Department of Transportation and Related Agencies Appropriations Bill, 2001

## **Annual Summary of Major Projects (Fiscal Year 2017)**



*Prepared by the US-Department of Transportation*  
Federal Highway Administration

**Federal Highway Administration  
Office of Infrastructure  
Office of Stewardship, Oversight and Management  
Major Projects Team**

This annual summary reports the activities of the Federal Highway Administration (FHWA) as related to major projects for Fiscal Year (FY) 2017, as of October 1, 2017. The FHWA takes an active leadership role in advancing transportation initiatives through the stewardship and oversight of major projects, which are defined as those with a total cost of \$500 million or more. In FY 2017, there were 100 active major projects. This annual summary documents the performance of these major projects and what actions FHWA has taken to improve their performance.

Active major projects are those that have completed National Environmental Policy Act decision documents, have begun the next stage of project development, and are actively advancing in design or construction. Since FHWA started to track such projects in 2001, 38 major projects have been completed. Eight of these projects, which are in addition to the 100 active projects, were completed in FY 2017:

- Connector – I-4 to Lee Roy Selmon Expressway (Hillsborough County, FL)
- Miami Intermodal Center (Miami, FL)
- State Route (SR) 826/SR 836 Interchange Reconstruction (Palmetto 5) (Miami, FL)
- Tampa Interstate System (Tampa, FL)
- I-69 – SIU 3 (Segment of Independent Utility), Section 4 (Greene and Monroe Counties, IN)
- US-31 Hamilton County (Indianapolis, IN)
- I-95 High Occupancy Toll/High Occupancy Vehicle (HOV) Lanes, Northern Segment (Fairfax, Prince William, and Stafford Counties, VA)
- SR 520 – Pontoon Construction Project (Grays Harbor, WA)

The attached list shows the status of all active major projects. It also includes all 38 completed major projects.

The FHWA tracks cost estimates and scheduled completion dates for projects with approved financial plans. In FY 2017, FHWA evaluated the cost and schedule performance for 81 financial plans that were submitted and approved for 75 projects.<sup>1</sup> Based on information reported in financial plans, the estimated total project costs were within 2 percent of the previous year's estimate of project costs for 84 percent of the active projects in FY 2017. Similarly, the estimated project completion date was within 2 percent of the previous year's scheduled completion dates for 70 percent of the active projects in FY 2017. Of the eight projects completed in FY 2017, four were completed under budget (baseline budget included in Initial

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<sup>1</sup> For six of the 75 projects, two financial plans were reviewed and approved in FY 2017.

Finance Plan). Two of the eight projects completed in FY 2017 were completed ahead of schedule (baseline completion date included in Initial Finance Plan).

After analyzing the schedule and cost performance data, FHWA's Major Projects Team works with the FHWA State division offices to respond to schedule delays and cost increases for specific major projects. In addition, the FHWA division offices work very closely with the project sponsors to monitor cost, schedule, and other project related issues. Enhanced stewardship and oversight (S&O) strategies are then developed for these projects that allow FHWA to focus on reducing major project schedule delays and cost increases. In FY 2017, the Major Projects Team conducted two workshops to help division offices with the development of Major Project S&O Plans to be used by division offices to develop plans for the most complex and high-risk major projects.

In FY 2017, the Major Projects Team updated the Project Management Plan Guidance. The FHWA uses project management plans to help ensure successful project delivery and the maintenance of public trust, support, and confidence throughout the life of the project. The project management plan is a tool to help project sponsors maintain focus towards effectively and efficiently delivering a quality product through construction closeout.

## **Financial Plans**

The Initial Financial Plans for the following major projects were reviewed and approved:

1. Birmingham Northern Beltline – BNB (Corridor X-1, AHS) (Birmingham, AL)
2. Centennial Corridor Project – SR-58 (City of Bakersfield, Kern County, CA)
3. I-5 North Coast Corridor Project (San Diego, CA)
4. I-805 Managed Lanes North Project, District 11 (San Diego, CA)
5. Pinellas County Gateway Expressway Project (Pinellas County, FL)
6. I-285/GA-400 Interchange Project (Fulton and DeKalb Counties, GA)
7. I-35E/US-67 – “Southern Gateway Managed Lanes” Project (Dallas, TX)
8. State Highway 288 (Brazoria and Harris Counties, TX)
9. US-281 HOV Expansion Project (San Antonio, TX)
10. Thimble Shoal Parallel Tunnel Project (Virginia Beach, VA)
11. SR-520, I-5 to Medina – Bridge Replacement and HOV Project (Seattle, WA)
12. Corridor H-Section 2 – Kerens to Parsons Project (Randolph and Tucker Counties, WV)

The annual updates of the financial plans for the following major projects were reviewed and approved:

1. SR-202L – South Maintain Freeway (Maricopa County, AZ)
2. SR-303 – I-10 to US-60 (Phoenix, AZ)
3. Bay Area Rapid Transit Seismic Retrofit System Wide (San Francisco, CA)
4. Doyle Drive/Presidio Parkway Project (City and County of San Francisco, CA)
5. I-405 – Sepulveda Pass Widening and High Occupancy Vehicle Improvements (Los Angeles County, CA)
6. I-5 HOV North – SR-134 to SR-118 (Los Angeles County, CA)

7. I-5 South Los Angeles County Widening Project (Los Angeles County, CA)
8. I-80/I-680/SR-12 Interchange Project (Solano County, CA)
9. I-80/San Francisco-Oakland Bay Bridge – East Span (San Francisco/Oakland, CA)
10. Marin-Sonoma Narrows (Marin and Sonoma Counties, CA)
11. SR-4 (East) Widening Project (Contra Costa County, CA)
12. SR-91 Corridor Improvement Project/HOT Lanes – Initial Project (Riverside County, CA)
13. SR-905 – from I-805 to Otay Mesa Port of Entry (POE) (San Diego County, CA)
14. North I-25 (Denver to Fort Collins, CO)
15. US-36 Managed Lanes Phases 1 and 2 (Boulder, CO)
16. I-95 New Haven Harbor Crossing (New Haven, CT)
17. US-301 Project – DE/MD Line to SR-1 (New Castle County, DE)
18. I-395 Reconstruction (Miami, FL)
19. Connector – I-4 to Lee Roy Selmon Expressway (Hillsborough County, FL)
20. I-4 Ultimate W/Managed (Tolled) Lanes – Moving 4-Ward (Orlando and Seminole Counties, FL)
21. I-75/SR-826 Managed Lanes (Broward and Miami-Dade Counties, FL)
22. I-95 Express – Phase 3 (Broward and Palm Beach Counties, FL)
23. Miami Intermodal Center (Miami, FL)
24. SR-429 – Wekiva Parkway (Orange, Lake and Seminole Counties, FL)
25. SR-826/SR-836 Interchange Reconstruction – Palmetto 5 (Miami, FL)
26. Tampa Interstate System (Tampa, FL)
27. Three Mile Pensacola Bay Bridge (Escambia and Santa Rosa Counties, FL)
28. Northwest Corridor Project – I-75/I-575 (Cherokee and Cobb Counties, GA)
29. Circle Interchange (Chicago, IL)
30. Elgin-O’Hare Western Access (Chicago, IL)
31. O’Hare Con-RAC (Chicago, IL)
32. I-69 SIU 3 Section 4 (Greene and Monroe Counties, IN)
33. US-31 Hamilton County (Indianapolis, IN)
34. Council Bluffs Interstate System Improvements – Segments 1, 2 and 3 (Council Bluffs, IA)
35. I-74 Quad Cities Corridor Study (Davenport and Bettendorf, IA, and Moline, IL)
36. Louisville-Southern Indiana Ohio River Bridge Project (Louisville, KY)
37. US-68/KY-80 – Land Between the Lakes, West of Cadiz, KY (Trigg and Marshall Counties, KY)
38. I-81 Improvement Project (Washington County, MD)
39. St. Croix River Crossing (Stillwater, MN, and St. Joseph Township, WI)
40. I-269 Corridor (DeSoto and Marshall, MS)
41. I-15 South (Las Vegas, NV)
42. I-15/Project NEON (Las Vegas, NV)
43. US-95 Northwest Corridor (Las Vegas, NV)
44. Rt. I-295 and SR-42/I-76 Direct Connection (Camden County, NJ)
45. Kosciuszko Bridge Replacement, I-278 over Newton Creek (Brooklyn/Queens, NY)
46. Route 347 (Smithtown, Islip and Brookhaven, NY)
47. Tappan Zee Hudson River Crossing/New NY Bridge Project (South Nyack, Rockland, Tarrytown and Westchester Counties, NY)

48. I-77 Express Lanes from Exit 11 (I-277 Brookshire Freeway) to Exit 36 (NC-150) (Mecklenburg and Iredell Counties, NC)
49. Monroe Expressway (Mecklenburg and Union Counties, NC)
50. Cleveland Innerbelt (Cleveland, OH)
51. I-70/I-71 Columbus Crossroads – Phases 1-6 (Columbus, OH)
52. I-75 (HAM-75-2.30), City of Cincinnati (Mill Creek Expressway) (Cincinnati, OH)
53. Portsmouth Bypass (Portsmouth, OH)
54. I-40 Crosstown (Oklahoma City, OK)
55. Central Susquehanna Valley Transportation (North-Central Pennsylvania, PA)
56. Commonwealth of PA Rapid Bridge Replacement Project (Statewide, PA)
57. I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction (Philadelphia, PA)
58. Bergstrom Expressway – US-183 from US-290 to SH-71 (Austin, TX)
59. DFW Connector (Grapevine, TX)
60. IH-35 E Managed Lanes (Dallas and Denton), Phase 1 (Dallas and Denton, TX)
61. Midtown Express – SH-183 Managed Lanes Project (Dallas, TX)
62. North Tarrant Express 3A, 3B and 3C – NTE 3A, 3B, and 3C (Tarrant County, TX)
63. Project Horseshoe I-30/I-35E (Dallas, TX)
64. SH-99 Grand Parkway – Segments D, F, F-1, F-2, and G (Houston, TX)
65. US-181 Harbor Bridge Project (City of Corpus Christi, TX)
66. US-290 (Houston, TX)
67. I-95 HOV/HOT Lanes, Northern Segment (Fairfax, Prince William and Stafford Counties, VA)
68. Midtown Tunnel/Downtown Tunnel/Martin Luther King Extension (Hampton Roads, VA)
69. SR-520 – Pontoon Construction Project (Grays Harbor, WA)
70. SR-520, Medina to SR-202 – Eastside Transit and HOV Project (Seattle, WA)
71. SR-99: Alaskan Way Viaduct Replacement Project (Seattle, WA)
72. I-94 North-South (Milwaukee, Racine, and Kenosha Counties, WI)
73. Tri-County Freeway, US-10/441 (Appleton, WI)
74. US-41 Reconstruction (Winnebago and Brown Counties, WI)
75. Zoo Interchange – I-94/I-894/US-45 (Milwaukee, WI)

### Cost Estimate Reviews

The risk-based cost estimate reviews for major projects began in 2005. The risk-based estimating process is used to determine the baseline budget that is used in the Initial Finance Plan for each FHWA major project. This estimating process considers all known risks in determining the potential range of the project's total cost. A 70-percent confidence value from that range is used to determine the baseline budget amount. This means that 70 percent of the time the final project cost should be less than or equal to the baseline budget amount.

In FY 2016, the Major Projects Team began tracking the effectiveness of using the risk-based estimating process in setting a major project's baseline budget amount. In all, 17 major projects that used the risk-based estimating process have now been completed and the final finance plans approved. Of these 17 projects, 12 (71 percent) had final costs that were less than the baseline

budget amounts. This result indicates that the risk-based cost estimate review process is working as intended to set reasonable baseline budgets for major projects.

In FY 2017, risk-based cost estimate reviews were conducted for the following active major projects:

- I-10 Corridor Project (San Bernardino, CA)
- SR-11 and Otay Mesa 'East' Port of Entry – OME-POE (San Diego, CA)
- Central 70 – formally I-70 East (Denver, CO)
- North I-25 (Denver to Fort Collins, CO)
- I-35 Waco: Section 4A, 4B, 4C (McLennan County, TX)
- North Tarrant Express, 3A, 3B and 3C (Tarrant County, TX)
- SH-99 Grand Parkway Segment H and I-1 (Montgomery, Harris, Liberty, and Chambers Counties, TX)
- SH-249 Extension (Montgomery and Grimes Counties, TX)
- I-64 Southside Widening and High-Rise Bridge Project (Chesapeake, VA)
- I-66, Outside the Beltway (Fairfax and Prince William Counties, VA)

Additionally, in FY 2017, risk-based cost estimate reviews were conducted for the following projects expected to be added to the active major project list in the future:

- I-69 SIU 3 Section 6 (Martinsville and Indianapolis, IN)
- I-270 North (Bridgeton, MO)
- East I-10/I-410 Interchange Reconstruction (San Antonio, TX)
- I-635 LBJ East (Cities of Dallas and Mesquite, TX)
- SH-99 Grand Parkway – Segment B (Brazoria and Galveston Counties, TX)

## **Project Management Plans**

As previously described, FHWA uses project management plans to help ensure successful project delivery and the maintenance of public trust, support, and confidence throughout the life of the project.

The Project Management Plans for the following major projects were reviewed and approved:

1. North I-25 (Denver to Fort Collins, CO)
2. I-81 Improvement Project (Washington County, MD)
3. I-269 Corridor (DeSoto and Marshall Counties, MS)
4. Bergstrom Expressway – US-183 from US-290 to SH-71 (Austin, TX)
5. SH-130 Segments 5 and 6 (Central Texas/Austin and San Antonio, TX)
6. Southern Gateway Managed Lanes Project (Dallas, TX)
7. US-281 HOV Expansion Project (San Antonio, TX)
8. US-290 (Houston, TX)
9. Thimble Shoal Parallel Tunnel Project (Virginia Beach, VA)
10. Corridor H – Section 2, Kerens to Parsons Project (Randolph and Tucker Counties, WV)

## **Awareness and Capacity Building**

The Major Projects Team participated in the following activities with FHWA's partners and division office staff to promote the stewardship and oversight of major projects:

- Quarterly in FY 2017 – The Major Projects Team continued delivering quarterly webinars for FHWA Project Oversight Managers. These were held in November of 2016 and February, May and August in 2017. Topics included Major Projects Team Lessons Learned Program, environmental issues, evaluating toll-revenue financing, roll out of the Major Project Requirements Standard Operating Procedure and updated Major Project Timeline, financial plan best practices, major project requirements for Transportation Infrastructure Finance and Innovation Act (TIFIA) funded projects, and roll out of the updated Major Project Management Plan Guidance. Presentations were also delivered on the lessons learned on the SR 520 Floating Bridge major project in Washington State and on the Southern Indiana-Louisville Ohio River major project in Indiana and Kentucky. Two additional presentations were given on project management tools for delivering large projects in the Los Angeles Metropolitan area in California and delivering I-15/Project NEON in Nevada. Two of these webinars included presenters and participants from State departments of transportation and other transportation agencies.
- February/March 2017 – The Major Projects Team facilitated the annual risk assessment of all major projects to provide a national outlook of major project delivery. The risk assessment is used to prioritize FHWA involvement in all active major projects, identify and designate resources that would be dedicated to the top priority major projects, and identify potential major projects for the near future.
- May 2017 – The Major Projects Team completed the update of the Project Management Plan Guidance. A notice was published in the *Federal Register* on May 22, 2017 (82 FR 23485).
- July 26-27, 2017 – The Major Projects Team held a workshop for FHWA's specially designated Project Oversight Managers (SdPOM) to provide updates and gather input about the SdPOM management model and discuss issues and lessons learned regarding the stewardship and oversight of major projects.
- August 2017 – The Major Projects Team developed a Major Projects Requirements Standard Operating Procedure and updated the Major Projects Timeline to facilitate and assist major project staff and the major projects discipline with the implementation of the major project requirements.
- Ongoing in FY 2017 – The Major Projects Team began developing a Major Projects Lessons Learned Program. The purpose of the Lessons Learned Program is to describe and document FHWA's effort to collect, analyze, and share lessons learned and best practices on major projects. The FHWA's goal of the Lessons Learned Program is to improve the stewardship and oversight of FHWA major projects.

- Ongoing in FY 2017 – The Major Projects Team sponsored two regional workshops for division office staff with responsibilities in major projects. During the workshops, participants discussed topics related to the stewardship and oversight of major projects. The first workshop was held in March 2017 in Sacramento, California. The second workshop was held in Austin, Texas, in June 2017.



**Key to Acronyms:**

DOT=U.S. Department of Transportation

EIS=Environmental Impact Statement

FONSI=Finding of No Significant Impact

GARVEE=Grant Anticipation Revenue Vehicles

HOT=High Occupancy Toll

HOV=High Occupancy Vehicle

ROD=Record of Decision

TIFIA=Transportation Infrastructure Finance and Innovation Act

TBD=To Be Determined

## FHWA Annual Summary of Major Projects

October 1, 2017

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Birmingham Northern Beltline – (Corridor X-1, AHS).	Birmingham, AL.	\$1.9 Baseline = \$1.9 in Initial Financial Plan 2/2017.	Under construction. Current completion date is 9/2047. Baseline completion = 9/2047.	Construction of new 52-mile freeway from I-59/I-20 west of Birmingham, AL to I-59 on the east of Birmingham.	The Initial Finance Plan established the baseline cost at \$1.9 billion.	Alabama DOT.	Federal and State funds.
CBD I-59/I-20 Bridge Replacement.	Birmingham, AL.	\$0.81 Baseline = \$0.81 in Initial Financial Plan 7/2016.	Under construction. Current completion date is 3/2020. Baseline completion = 3/2020.	The project replaces the existing I-59/I-20 viaduct bridge through the Birmingham Central Business District (CBD) as well as rehabilitating pavement. This Project also modifies access to and from I-59/I-20 in the CBD.	The Initial Finance Plan established the baseline cost at \$0.81 billion.	Alabama DOT.	Federal, State and GARVEE funds.

## FHWA Annual Summary of Major Projects

October 1, 2017

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SR-202L South Mountain Freeway.	Maricopa County, AZ.	\$1.7  Baseline = \$1.7 in Initial Financial Plan 3/2016.	Under construction. Current completion date is 5/2020.  Baseline completion = 4/2020.	Construction of 22 miles to complete the Loop 202 and 101 Freeway systems in the southwestern quadrant of the Phoenix metropolitan area.	Total project cost remained constant at \$1.7 billion.	Arizona DOT and Maricopa Association of Governments (MAG).	Federal, State and local funds.
State Route 303: I-10 to US-60.  <b>PROJECT COMPLETED.</b>	Phoenix, AZ.	\$0.89  Baseline = \$1.2 in Initial Financial Plan 10/2010.  Final cost was 25.8% under budget.	Project completed 04/2017.  Baseline completion = 10/2015.	Construction of 21 miles of new freeway.	Total project cost remained constant at \$0.89 billion.	Arizona DOT.	61% Federal and 39% Non-Federal funds. (\$546 million TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Alameda Corridor. <b><i>PROJECT COMPLETED.</i></b>	Los Angeles, CA.	Completed cost = \$2.4  Baseline = \$2.1 4/1997.  Final cost was 14.3% over budget.	Project completed 4/2002.  Baseline completion = 3/2001.	20-mile express lane corridor linking Los Angeles and Long Beach ports with rail network in downtown Los Angeles.	Project completed.	California DOT (Caltrans) and Alameda Corridor Transportation Authority.	21% Federal and 79% Non-Federal funding.
BART Seismic Retrofit System Wide.	San Francisco, CA.	\$1.3  Baseline = \$1.3 in Initial Financial Plan 3/2008.	Under construction. Current completion date is 2/2023.  Baseline completion = 6/2013.	Retrofitting and strengthening of the San Francisco Bay Area Rapid Transit District (BART) system.	Total project cost remained constant at \$1.3 billion.	BART.	Federal, State and Local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Centennial Corridor Project.	Kern County, CA.	\$0.62  Baseline = \$0.62 in Initial Financial Plan 6/2017.	Under construction.  ROD issued 2/2016.  Baseline Completion Date is 3/2022.	Construction of an extension of SR-58 from SR-99 to Westside Parkway.	The Initial Financial Plan established the baseline cost at \$0.62 billion.	California DOT (Caltrans) and the City of Bakersfield.	Federal, State and Local funds.
Doyle Drive/Presidio Parkway Project.	San Francisco, CA.	\$0.99  Baseline = \$0.93 in Initial Financial Plan 5/2009.	Project opened to traffic 7/2015.  Baseline completion = 6/2013.	Reconstruction and widening of existing Doyle Drive on new alignment with two tunnels and several bridges.	Total project cost increased from \$0.85 billion based on Financial Plan Annual Update.	California DOT (Caltrans).	Federal, State and local funds.
Gerald Desmond Bridge Replacement.	Long Beach, CA.	\$1.4  Baseline = \$0.96 in Initial Financial Plan 7/2012.	Under construction.  Current completion date is 8/2020.  Baseline completion = 2/2018.	Replacement of existing bridge structure in the Port of Long Beach.	Total project cost increased from \$1.3 billion based on Financial Plan Annual Update.	Port of Long Beach.	Federal, State and local funds. ((\$325 million TIFIA loan)

## FHWA Annual Summary of Major Projects

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-10 Corridor project	San Bernardino County, CA.	\$1.7 (preliminary )  Baseline = TBD during preparation of Initial Financial Plan.	Final EIS approved 7/2017.	Widening of 25 to 35 miles on I-10 from 8 to 10 lanes to provide one HOV or two HOT lanes and auxiliary lanes.	Total project cost remained constant at \$1.7 billion.	San Bernardino County Transportation Authority.	Federal and local funding. (\$212 million TIFIA loan)
I-15 Managed Lanes, SR-163 to SR-78.  <b>PROJECT COMPLETED.</b>	San Diego County, CA.	Completed cost = \$1.0  Baseline = \$1.1 in Initial Financial Plan 3/2008.  Final cost was 9.1% under budget.	Project completed 1/2013.  Baseline completion = 12/2012.	Construction of 20 miles of managed lanes in three segments on I-15, from SR-163 to SR-78.	Project completed.	California DOT (Caltrans).	31% Federal and 69% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-215 San Bernardino North Corridor Project (from I-10 to I-210).  <b>PROJECT COMPLETED.</b>	San Bernardino, CA.	Completed cost = \$0.59  Baseline = \$0.69 in Initial Financial Plan 11/2007.  Final cost was 14.5% under budget.	Project completed 5/2014.  Baseline completion = 6/2013.	Addition of one HOV lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements.	Project completed.	California DOT (Caltrans) and San Bernardino Association of Governments (SANBAG).	55% Federal and 45% Non-Federal funding.
I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements. <b>PROJECT COMPLETED.</b>	Los Angeles, CA.	\$1.2  Baseline = \$0.95 in Initial Financial Plan 4/2009.	Project completed 4/2017  Baseline completion = 4/2013.	Addition of one HOV lane in the northbound direction and interchange improvements.	Total project cost increased from \$1.1 billion based on Financial Plan Annual Update.	California DOT (Caltrans) and Los Angeles County Metropolitan Transportation Authority (LA Metro).	26% Federal and 74% Non-Federal funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-405, SR-73 to I-605.	Orange County, CA.	\$1.9  Baseline = \$1.9 in Initial Financial Plan 9/2016.	Under construction. Current completion date is 8/2023.  Baseline completion = 8/2023.	Adding one HOV lane and one general purpose lane in each direction between Orange County and Los Angeles County, approximately 14 miles. Converting both HOV lanes into HOT lanes.	Total Project cost remained constant at \$1.9 billion.	Orange County Transportation Authority (OCTA), Caltrans.	Federal, State and local funds.
I-5 HOV North (SR-134 to SR-118).	Los Angeles County, CA.	\$0.88  Baseline = \$0.97 in Initial Finance Plan 12/2008.	Under construction. Current completion date is 5/2020.  Baseline completion = 12/2013.	Addition of one HOV lane from SR-134 to SR-118.	Total project cost remained constant at \$0.88 billion.	California DOT (Caltrans) and LA Metro.	Federal, State and local funds.



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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-5 North Coast Corridor (NCC) Project, San Diego County.	San Diego County, CA.	\$0.86  Baseline = \$0.86 in Initial Financial Plan 8/2016.	Under construction.  Current and Baseline Completion date is 8/2021.	Addition of HOV and general-purpose lanes from Solana Beach, Encinitas, Carlsbad, and Oceanside from the Del Mar Heights Overcrossing to north of Camp Pendleton. Also, double tracking existing rail line.	The Initial Financial Plan established the baseline project cost at \$0.86 billion.	California DOT (Caltrans) and San Diego Association of Governments.	Federal, State and Local funds.
I-5 South Los Angeles County Widening Project.	Los Angeles County, CA.	\$1.5  Baseline = \$1.6 in Initial Finance Plan 4/2014.	Under construction. Current completion date is 8/2022.  Baseline completion = 1/2019.	Addition of one HOV lane and modification of interchanges from Artesia Avenue to Florence Avenue.	Total project cost remained constant at \$1.5 billion.	California DOT (Caltrans), LA Metro, I-5 Joint Powers Association and Orange County Transportation Authority.	Federal, State and local funds.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-80/I-680/SR-12 Interchange Project.	Solano County, CA.	\$0.73  Baseline = \$0.69 in Initial Finance Plan 8/2013.	Under construction. Current completion date is 12/2022.  Baseline completion = 12/2018.	Reconstruction of a 6-mile segment of I-80 between Red Top Road and Abernathy Road, a 3-mile segment between Gold Hill road and I-80, and a 1-mile segment of SR-12 West between Red Top Road and I-80.	Total project cost increased from \$0.71 billion based on Financial Plan Annual Update.	Solano Transportation Authority.	Federal, State and local funds.
I-80/San Francisco-Oakland Bay Bridge (East Span).	San Francisco/Oakland, CA.	\$6.6  Baseline = \$2.6 in Initial Financial Plan 12/2001.	Under construction. Current completion date is 12/2019.  Baseline completion = 1/2010.	Seismic retrofit of the San Francisco-Oakland Bay Bridge East Span.	Total project cost remained constant at \$6.6 billion.	California DOT (Caltrans).	Federal, State and local funds.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
Marin-Sonoma Narrows.	Marin and Sonoma County, CA.	\$0.70 Baseline = \$0.67 in Initial Financial Plan 5/2012.	Under construction. Current completion date is 1/2027.  Baseline completion = 7/2021.	Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one HOV lane and replacing bridges.	Total project cost decreased from \$0.72 billion based on Financial Plan Annual Update.	California DOT (Caltrans).	Federal, State and local funds.
SR-11 and Otay Mesa 'East' Port of Entry (OME-POE).	San Diego County, CA.	\$0.81 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 9/2012.	2.7 miles of new four-lane toll highway construction, from the future SR-905/SR-125 interchange east to the United States /Mexico Border in Otay Mesa.	Total project cost increased from \$0.77 billion based on 9/2017 Cost Estimate Review.	California DOT (Caltrans), San Bernardino Associated Governments (SANBAG).	TBD during preparation of Initial Financial Plan. Federal financial assistance is anticipated for construction.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SR-4 (East) Widening Project.	Contra Costa County, CA.	\$0.53  Baseline = \$0.60 in Initial Financial Plan 8/2009.	Project opened to traffic 12/2016.  Baseline completion = 7/2014.	Reconstruction and widening of SR-4 from Loveridge Road to SR-160.	Total project cost remained constant at \$0.53 billion.	California DOT (Caltrans) and Contra Costa Transportation Authority.	Federal, State and local funds.
SR-52 Extension.  <b>PROJECT COMPLETED.</b>	City of Santee in San Diego County, CA.	Completed cost = \$0.52  Baseline = \$0.6 in Initial Financial Plan 4/2008.  Final cost was 13.3% under budget.	Project completed 3/2011.  Baseline completion = 12/2010.	Construction of 4 miles of a four-lane freeway including interchanges.	Project completed.	San Diego Association of Governments.	22% Federal and 78% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SR-210 / Foothill Freeway.  <b>PROJECT COMPLETED.</b>	Los Angeles, CA.	Completed cost = \$1.2  Baseline = \$1.2 At the beginning of construction in late 1997.  Final cost on budget.	Project completed 7/2008.	28.2 miles of eight-lane freeway construction, including two HOV lanes, from Foothill Boulevard in LA County to I-215 in San Bernardino County.	Project completed.	California DOT (Caltrans), San Bernardino Associated Governments (SANBAG), and Los Angeles Metro.	64% Federal and 36% Non-Federal funding.
SR-905, from I-805 to Otay Mesa Port of Entry (POE).	San Diego County, CA.	\$0.53  Baseline = \$0.62 in Initial Financial Plan 1/2008.	Under construction. Current completion date is 6/2023.  Baseline completion = 7/2012.	Construction of the connection between I-805 and Otay Mesa POE.	Total project cost decreased from \$0.65 billion based on Financial Plan Annual Update.	San Diego Association of Governments (SANDAG).	Federal, State and local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SR-91 Corridor Improvement Project/HOT Lanes (Initial Project).	Riverside County, CA.	\$1.2  Baseline = \$1.14 in Initial Finance Plan 10/2013.	Under construction. Current completion date is 9/2017.  Baseline completion = 9/2017.	Construction of managed lanes on SR-91 from SR-24 to Pierce Street and on I-15 from Hidden Valley Parkway to Cajalco Road.	Total project cost remained constant at \$1.2 billion.	California DOT (Caltrans) and Riverside County Transportation Commission.	State and local funds. (\$421 million TIFIA loan)
I-25/I-225 Southeast Corridor.  <b>PROJECT COMPLETED.</b>	Denver, CO.	Completed cost = \$1.8  Baseline = \$1.7 in Initial Financial Plan 5/2001.  Final cost was 5.9% over budget.	Project completed 11/2006.  Baseline completion = 11/2007.	Reconstruction of 18 miles of I-25 and I-225, construction of 19 miles of light-rail transit line with 13 new rail stations.	Project completed.	Colorado DOT and Denver Area Regional Transportation District. Also, local cities, counties and associations.	53% Federal and 47% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Central 70 (formerly I-70 East)	Denver, CO.	\$2.0 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 1/2017.	Improve capacity and safety to 12 miles of I-70 from I-25 to Tower Road (Denver International Airport).	Total project cost increased from \$1.8 billion based on 5/2016 Cost Estimate Review.	Colorado DOT.	TBD during preparation of Initial Financial Plan. Federal financial assistance is anticipated for construction.
North I-25.	Denver and Fort Collins, CO.	\$8.2  Baseline = \$8.6 in Initial Financial Plan 3/2016.	Under construction. Current completion date is 6/2060.  Baseline completion = 6/2060.	Reconstruction and widening of I-25 between Colorado 14 and Colorado 392 including tolled express lanes and several interchanges. Project also includes express/commuter bus service.	Total project cost decreased from \$8.6 billion based on Financial Plan Annual Update.	Colorado DOT.	Federal, State and local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-95/New Haven Harbor Crossing.	New Haven, CT.	\$1.9  Baseline = \$0.8 in Initial Financial Plan 12/2000.	Under construction. Current completion date is 6/2018.  Baseline completion = 5/2012.	Reconstruction of 7.2 miles of I-95, including a new 10-lane Pearl Harbor Memorial Bridge over New Haven Harbor, and Interchanges 46 through 54.	Total project cost remained constant at \$1.9 billion.	Connecticut DOT.	Federal and State funds.
US-301 Project DE/MD Line to SR-1.	Middletown, DE.	\$0.77  Baseline = \$0.77 in Initial Financial Plan 12/2015.	Under construction. Current completion date is 7/2029.  Baseline completion = 7/2029.	Realignment of 12.5 miles of US-301 and construction of a new spur road to Summit Bridge.	Total project cost remained constant at \$0.77 billion.	Delaware DOT.	Federal and State funds.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
South Capitol Street Corridor Project	Washington, DC	\$0.86  Baseline = \$0.86 in Initial Financial Plan 2/2016.	ROD issued 8/2015.  Current Completion Date is 9/2024.  Baseline completion = 3/2024.	Reconstruction of South Capitol Street Corridor and the Frederick Douglas Memorial Bridge.	Total project cost remained constant at \$0.86 billion.	District of Columbia DOT.	Federal and local funds.
(iROX75) I-75, from Golden Gate Parkway to SR-80, Design/Build/Finance.  <b>PROJECT COMPLETED.</b>	Lee and Collier Counties, FL.	Completed cost = \$0.5  Baseline = \$0.5 in Initial Financial Plan 4/2006.  Final cost on budget.	Project completed 9/2010.  Baseline completion = 8/2010.	Widening of I-75 from four to six lanes and reconstruction of one interchange from Colonial Boulevard to Golden Gate Parkway.	Project completed.	Florida DOT.	67% Federal and 33% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Connector - I-4 to Lee Roy Selmon Expressway.  <b>PROJECT COMPLETED</b>	Hillsborough County, FL.	Completed cost = \$0.70  Baseline = \$0.65 in Initial Financial Plan 10/2009.  Final cost was 7.7% over budget.	Project completed 10/2014.  Baseline completion = 7/2013.	Constructed a new north-south elevated toll road connecting I-4 with the Lee Roy Selmon Expressway.	Project completed.	Florida DOT and Florida's Turnpike Enterprise.	67% Federal, and 33% Non-Federal funding.
I-395 Reconstruction.	Miami, FL	\$0.89  Baseline = \$0.85 in Initial Financial Plan 5/2016.	Under Procurement. Current completion date is 7/2022.  Baseline completion = 4/2022.	Reconstruction of the existing I-395 corridor from I-95/Midtown Interchange to the West Channel Bridges of US-41/MacArthur Causeway.	Total project cost increased from \$0.85 billion based on Financial Plan Annual Update.	Florida DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-595 Corridor Improvements.  <b>PROJECT COMPLETED.</b>	Ft. Lauderdale, FL.	Completed cost = \$1.4  Baseline = \$1.9 in Initial Financial Plan 4/2008.  Final cost was 26.3% under budget.	Project completed 9/2014.  Baseline completion = 6/2012.	Widening, adding reversible lanes and major interchange improvements between I-75 and I-95.	Project completed.	Florida DOT.	17% Federal and 83% Non-Federal funding (\$603 million TIFIA loan).
I-4 Ultimate w/Managed (Tolled) Lanes (Moving-4 Ward).	Orlando, FL (Orange and Seminole Counties).	\$3.5  Baseline = \$2.8 in Initial Financial Plan 9/2013.	Under Construction. Current completion date is 3/2021.  Baseline completion = 3/2021.	Reconstruction of 18 miles of I-4 in Orange and Seminole Counties.	Total project cost remained constant at \$3.5 billion.	Florida DOT and the Orlando-Orange County Expressway Authority.	Federal and State funds. (\$990 million TIFIA loan)

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-75/SR-826 Managed Lanes.	Broward and Miami Dade Counties, FL.	\$0.94  Baseline = \$0.85 in Initial Financial Plan 8/2013.	Under construction. Current completion date is 4/2025.  Baseline Completion = 1/2018.	Widening with the addition of two managed lanes in the median of I-75 from SR-826 to I-595.	Total project cost increased from \$0.92 billion based on Financial Plan Annual Update.	Florida DOT.	Federal and State funds.
I-95 Express (Phase 3).	Broward and Palm Beach Counties, FL.	\$1.2  Baseline = \$1.2 in Initial Financial Plan 5/2015.	Under Construction. Current completion date is 1/2024.  Baseline completion = 1/2024.	Widening with the addition of two express lanes in each direction of I-95 in Broward and Palm Beach Counties, FL.	Total project cost remained constant at \$1.2 billion.	Florida DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Miami Intermodal Center (MIC).  <b>PROJECT COMPLETED</b>	Miami, FL.	Completed cost = \$2.0  Baseline = \$1.3 in Initial Financial Plan 7/1999.  Final cost was 53.8% over budget.	Project completed 8/2016.  Baseline completion = 7/2005.	Construction of multimodal center for MIA, including rental car garage, intermodal center, people mover, and roadways.	Project completed.	Florida DOT, Miami-Dade Aviation (MDAD), Miami-Dade Expressway (MDX), Miami-Dade County and Tri-County Commuter Rail Authority.	3% Federal and 97% Non-Federal funding. (\$433 million TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Pinellas County Gateway Expressway Project.	Pinellas County, FL.	\$0.67  Baseline = \$0.67 in Initial Financial Plan 11/2016.	Under construction. Current Completion Date is 12/2021.  Baseline completion is 12/2021.	The project will construct a new four-lane elevated statically tolled expressway connection from US-19 (SR-55) to west of I-275 (SR-93), and from the Bayside Bridge (CR-611) to west of I-275, and a dynamically tolled express lane in each direction in the section of I-275 from south of Gandy Boulevard to north of 4th Street North.	The Initial Financial Plan established a baseline cost of \$0.67 billion.	Florida DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Port of Miami Tunnel & Access Improvement Project (POMT).  <b>PROJECT COMPLETED.</b>	Miami, FL.	\$0.80  Baseline = \$0.92 in Initial Financial Plan 11/2010.  Final cost was 12.4% under budget.	Project completed 8/2014.  Baseline completion = 5/2014.	Improves access to and from the Port of Miami including a dedicated roadway connector linking the Port of Miami with the MacArthur Causeway and I-395.	Project completed.	Florida DOT, Miami-Dade County and the city of Miami.	6% Federal and 94% Non-Federal funding (\$342 million TIFIA loan).
SR-429 – Wekiva Parkway.	Orange, Lake and Seminole Counties, FL.	\$1.9  Baseline = \$1.9 in Initial Financial Plan 7/2015.	Under Construction. Current completion date is 12/2021.  Baseline completion = 9/2021.	Constructs northwest quadrant of beltway around Orlando. This will be a 4 to 6 lane divided limited access highway.	Total project cost remained constant at \$1.9 billion.	Florida DOT and Central Florida Expressway Authority (CFX).	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SR-826/SR-836 Interchange Reconstruction (Palmetto 5).  <b>PROJECT COMPLETED</b>	Miami, FL.	Completed cost = \$0.83  Baseline = \$0.84 in  Initial Financial Plan 9/2009.  Final cost was 1.2% under budget.	Project completed 10/2016.  Baseline completion = 12/2016.	Interchange upgrade. Reconstruction and widening of SR-826 and SR-836.	Project completed.	Florida DOT and Miami-Dade Expressway Authority.	55% Federal and 45% Non-Federal funding.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Tampa Interstate System (TIS).  <b>PROJECT COMPLETED</b>	Tampa, FL.	Completed cost = \$1.2  Baseline = \$1.0 in  Initial Financial Plan 3/2003.  Final cost was 20% over budget.	Project completed  6/2016.  Baseline completion = 12/2013.	Reconstruction and widening of approximately 13 miles of I-4 and I-275, and construction of the Crosstown Connector to improve operation, capacity, and safety.	Project completed.	Florida DOT.	74% Federal and 26% Non-Federal funding.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
Three Mile Pensacola Bay Bridge.	Escambia and Santa Rosa Counties, FL.	\$0.48  Baseline = \$0.53 in Initial Financial Plan 9/2015.	Under construction. Current completion date is 11/2021.  Baseline completion = 11/2021.	Replacement of the Pensacola Bay Bridge with 4-lane bridge connecting downtown Pensacola with the City of Gulf Breeze.	Total project cost decreased from \$0.53 billion based on the Financial Plan Annual Update.	Florida DOT.	Federal and State funds.
I-285/GA-400 Interchange Project.	Fulton County, GA.	\$0.76  Baseline = \$0.76 in Initial Financial Plan 12/2016.	Under Construction.  Current and Baseline completion date is 10/2020.	The I-285/SR-400 Reconstruction Project rebuilds the interchange and makes improvements along I-285 from west of Roswell Road in Sandy Springs to east of Ashford-Dunwoody Road in DeKalb County, a 4.3 mile stretch.	The Initial Financial Plan established a baseline cost of \$0.76 billion.	Georgia DOT and State Road Tollway Authority.	Federal, State and Private funding.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
Northwest Corridor Project (I-75/I-575).	Cherokee and Cobb Counties, GA.	\$0.84  Baseline = \$0.83 in Initial Financial Plan 4/2014.	Under construction. Current completion date is 11/2018.  Baseline completion = 11/2018.	Construct 29 miles of reversible managed lanes on I-75 and I-575.	Total project cost increased from \$0.83 billion based on Financial Plan Annual Update.	Georgia DOT and State Road and Tollway Authority.	Federal, State and Local funds. (\$275 million TIFIA loan)
Circle Interchange.	Chicago, IL.	\$0.66  Baseline = \$0.54 in Initial Financial Plan 9/2013.	Under construction.  Current completion date is 6/2021.  Baseline completion = 6/2018.	I-90/I-94 at I-290 Interchange reconstruction.	Total project cost increased from \$0.61 billion based on Financial Plan Annual Update.	Illinois DOT.	Federal, State and local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Elgin-O'Hare Western Access.	Chicago, IL.	\$3.4  Baseline = \$3.4 in  Initial Financial Plan 9/2014.	Under construction.  Current completion date is 11/2025.  Baseline completion = 11/2025.	Converting existing controlled access to a tolled facility from US-20 to I-290 and constructing a new full access controlled tolled facility from I-90 to I-294.	Total project cost remained constant at \$3.4 billion.	Illinois State Toll Highway Authority and Illinois DOT.	Federal, State and local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
O'Hare Con-RAC.	Chicago, IL.	\$0.79  Baseline = \$0.82 in  Initial Financial Plan 7/2014.	Under construction.  Current completion date is 12/2018.  Baseline completion = 12/2016.	Construction of a parking structure, rental car service center and automated transit facilities in the Chicago O'Hare Airport.	Total project cost decreased from \$0.82 billion based on the Financial Plan Annual Update.	Chicago Department of Aviation.	Federal and local funds.  (\$288 million TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-465 West Leg Reconstruction (Accelerate 465).  <b>PROJECT COMPLETED.</b>	Indianapolis, IN.	Final cost = \$0.55  Baseline = \$0.74 in Initial Financial Plan 6/2008.  Final cost was 25.7% under budget.	Project completed 6/2015.  Baseline completion = 12/2012.	Pavement replacement and widening from three to four lanes between SR-67 and 56th Street including seven reconstructed interchanges.	Project completed.	Indiana DOT.	18% Federal and 82% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-69 SIU 3 Section 4.  <b>PROJECT COMPLETED.</b>	Greene and Monroe Counties, IN.	Completed cost = \$0.61  Baseline = \$0.6 in Initial Financial Plan 9/2011.  Final cost was 1.6% over budget.	Project completed 8/2016.  Baseline completion =6/2015.	Construction of 27 miles of new freeway.	Project completed.	Indiana DOT.	53% Federal and 47% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
US-31 Hamilton County.  <b>PROJECT COMPLETED.</b>	Indianapolis, IN.	Completed cost = \$0.59  Baseline = \$0.6 in Initial Financial Plan 12/2010.  Final cost was 1.7% under budget.	Project completed 10/2016.  Baseline completion = 8/2017.	Reconstruction of 12.5 miles of divided signalized expressway from I-465 north to SR-38.	Project completed.	Indiana DOT.	78 % Federal and 22% Non-Federal funding.
Council Bluffs Interstate System Improvements, Segments 1, 2 and 3.	Council Bluffs, IA.	\$1.4  Baseline = \$0.76 in Initial Financial Plan 12/2007.	Under construction. Current completion date is 5/2024.  Baseline completion = 12/2018.	Reconstruction of 18 miles of Interstates 29, 80 and 480 including 16 interchanges.	Total project cost remained constant at \$1.4 billion.	Iowa DOT (lead) and Nebraska Department of Roads.	Federal and State funds.



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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-74 Quad Cities Corridor Study.	Davenport and Bettendorf, IA; and Moline, IL.	\$1.2  Baseline = \$1.2 in  Initial Financial Plan 7/2014.	Under construction.  Current completion date is 6/2023.  Baseline completion = 6/2023.	Reconstruction of the I-74 corridor from the Avenue of the Cities Interchange in Moline, IL to 1 mile north of the 53rd Street Interchange in Davenport, IA.	Total project cost remained constant at \$1.2 billion.	Iowa DOT (lead) and Illinois DOT.	Federal, State and Local funds.

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October 1, 2017

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Louisville Southern Indiana Ohio River Bridges Project.  <b>PROJECT COMPLETED.</b>	KY/IN (Louisville, KY).	\$2.3  Baseline = \$2.6 in Initial Financial Plan 8/2012  Final cost was 11.5% under budget.	Project completed 9/2017.  Baseline completion = 12/2018.	Construction of two new bridges crossing the Ohio River and construction of the new Kennedy interchange in downtown Louisville.	Total project cost remained constant at \$2.3 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT.	Federal and State funds.  (\$452 million TIFIA loan)
US-68/KY-80, Land Between the Lakes, West of Cadiz, KY.	Trigg and Marshall Counties, KY.	\$0.56  Baseline = \$0.58 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 11/2019.  Baseline completion = 4/2017.	Reconstruction of US-68/KY-80 from Cadiz to Aurora including two new bridges over Kentucky Lake and Lake Barkley.	Total project cost increased from \$0.51 billion based on Financial Plan Annual Update.	Kentucky Transportation Cabinet.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-10 Twin Span Structures.  <b>PROJECT COMPLETED.</b>	Slidell, LA.	Completed cost = \$0.73  Baseline = \$0.80 in Initial Financial Plan 3/2006.  Final cost was 8.8% under budget.	Project completed 10/2012.  Baseline completion = 3/2011.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Project completed.	Louisiana Department of Transportation and Development.	100% Federal Funding (ER Program funding).
Intercounty Connector.  <b>PROJECT COMPLETED.</b>	Prince George's and Montgomery Counties, MD.	Completed cost = \$2.4  Baseline = \$2.4 in Initial Financial Plan 6/2006.  Final cost on budget.	Project completed 11/2014.  Baseline completion = 12/2012.	Construction of an east-west limited access highway between the I-270 and I-95/US-1 corridors.	Project completed.	Maryland State Highway Administration and Maryland Transportation Authority.	22% Federal and 78% Non-Federal funding (\$516 million TIFIA loan).

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-81 Improvement Project.	Washington County, MD.	\$0.80  Baseline = \$0.81 in Initial Financial Plan 7/2016.	Under construction. Current completion date is 6/2034.  Baseline completion = 6/2034.	Improve traffic operations and safety along I-81 from the West  Virginia State Line to the  Pennsylvania State Line.	Total project cost decreased from \$0.81 billion based on Financial Plan Annual Update.	Maryland State Highway Administration.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Central Artery/Ted Williams Tunnel.  <b>PROJECT COMPLETED.</b>	Boston, MA.	Completed cost=\$14.8  Year 2000 Baseline = \$13.5 in Financial Plan Update 6/2000.  Final cost was 9.6% over budget.	Project completed 10/2007.  Baseline completion = 12/2004.	Replacement of existing I-93 viaduct in downtown Boston with eight to ten-lane tunnels, a new cable-stayed bridge over the Charles River and construction of I-90 extension with four-lane tunnel to Logan Airport.	Project completed.	Massachusetts Turnpike Authority.	58% Federal and 42% Non-Federal funding.
I-75.	Oakland County, MI.	\$1.3  Baseline = \$1.3 in Initial Financial Plan 2/2016.	Under construction. Current completion date is 11/2032.  Baseline completion = 11/2032.	Addition of capacity to I-75.	Total project cost remained constant at \$1.3 billion.	Michigan DOT.	Federal, State and Local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-94/Edsel Ford Freeway.	Detroit, MI.	\$2.9  Baseline = \$2.9 in Initial Financial Plan 2/2014.	Under construction. Current completion date is 9/2037.  Baseline completion = 9/2036.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost remained constant at \$2.9 billion.	Michigan DOT.	Federal, State and Local funds.
I-35W St. Anthony Falls Bridge.  <b>PROJECT COMPLETED.</b>	Minneapolis, MN.	Completed cost = \$0.3  Baseline = \$0.3 in Initial Financial Plan 9/2007.  Final cost on budget.	Project completed 11/2008.  Baseline completion = 12/2008.	Rebuilding the I-35W bridge over the Mississippi River that collapsed on 8/1/2007.	Project completed.	Minnesota DOT.	98% Federal (ER Program funding) and 2% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
St. Croix River Crossing.	Stillwater, MN and St. Joseph Township, WI.	\$0.65  Baseline = \$0.68 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 9/2019.  Baseline completion = 11/2017.	Construction of a new river crossing on Trunk Highway 36 over the St. Croix River.	Total project cost remained constant at \$0.65 billion.	Minnesota DOT (lead) and Wisconsin DOT.	Federal and State funding.
I-269 Corridor.	DeSoto and Marshall Counties, MS.	\$0.61  Baseline = \$0.67 in Initial Financial Plan 2/2011.	Under construction. Current completion date is 5/2018.  Baseline completion = 6/2018.	Construction of 26 miles of a new four-lane facility.	Total project decreased from \$0.65 billion based on Financial Plan Annual Update.	Mississippi DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-64 from Spoede Road to Sarah Street.  <b>PROJECT COMPLETED.</b>	St. Louis County and St. Louis City, MO.	Completed cost = \$0.53  Baseline = \$0.53 in Initial Financial Plan 6/2006.  Final cost on budget.	Project completed 12/2011.  Baseline completion = 10/2010.	Reconstruction of 12 miles of I-64 including interchanges at I-170 and other locations.	Project completed.	Missouri DOT.	83% Federal and 17% Non-Federal funding.
New Mississippi River Bridge.  <b>PROJECT COMPLETED.</b>	Illinois/ Missouri (St. Louis, MO).	Completed cost = \$0.68  Baseline = \$0.66 in Initial Financial Plan 9/2009.  Final cost was 3% over budget.	Project completed 2/2014.  Baseline completion = 1/2014.	Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois and associated interchange and local road improvements.	Project completed.	Missouri DOT (lead) and Illinois DOT.	45% Federal and 55% Non-Federal funding.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-15 South.	Las Vegas, NV.	\$1.3  Baseline = \$1.4 in Initial Financial Plan 9/2009.	Under construction. Current completion date is 12/2044.  Baseline completion = 6/2030.	Widening of 11.5 miles of US-95 including one general purpose lane and one HOV lane between Washington Avenue and Kyle Canyon Road.	Total project cost remained constant at \$1.3 billion.	Nevada DOT, Clark County and the City of Henderson.	Federal, State and local funds.
I-15/Project NEON.	Las Vegas, NV.	\$0.95  Baseline = \$0.95 in Initial Financial Plan 7/2016.	Under construction. Current completion date is 9/2020.  Baseline completion = 9/2020.	Widening of I-15 from 6 to 14 lanes.	Total project cost remained constant at \$0.95 billion.	Nevada DOT and the Regional Transportation Commission of Southern Nevada.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
US-95 Northwest Corridor.	Las Vegas, NV.	\$0.55  Baseline = \$0.71 in Initial Financial Plan 5/2009.	Under construction. Current completion date is 10/2031.  Baseline completion = 9/2028.	Widening of US-95 from Washington Avenue to Kyle Canyon Road. Completing the system interchange at US-95/CC-215 Northern Beltway. Adding a new interchange at US-95/Horse Drive.	Total project cost increased from \$0.50 billion based on Financial Plan Annual Update.	Nevada DOT, Clark County Public Works, City of Las Vegas and the Regional Transportation Commission of Southern Nevada.	Federal, State, local and private funds.
I-93 Reconstruction.	Salem to Manchester, NH.	\$0.81  Baseline = \$0.78 in Initial Financial Plan 7/2007.	Under construction. Current completion date is 9/2020.  Baseline completion = 9/2017.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	Total project cost remained constant at \$0.81 billion.	New Hampshire DOT.	Federal and State funds. (\$200 million TIFIA loan)

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
Rt. I-295 & SR-42/ I-76 Direct Connection.	Camden County, New Jersey.	\$0.93  Baseline = \$0.87 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 6/2024.  Baseline completion = 11/2021.	Construction of a direct connection for I-295 traffic through the interchange with I-76 and Route 42.	Total project cost increased from \$0.89 billion based on Financial Plan Annual Update.	New Jersey DOT.	Federal and State funds.
Brooklyn Bridge Contract 6.	New York and Kings Counties, NY.	\$0.68  Baseline = \$0.45 in Initial Financial Plan 11/2008.	Construction complete as of 1/2017. Awaiting final Financial Plan.  Baseline completion = 9/2013.	Rehabilitation of existing bridge structure including painting of entire bridge and reconstruction of approach spans and ramps.	Total project cost remained constant at \$0.68 billion.	New York City DOT.	Federal, State and local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Goethals Bridge Replacement.	Elizabeth City, NJ to Staten Island, NY.	\$1.2  Baseline = \$1.2 in Initial Financial Plan 6/2015.	Under construction. Current completion date is 10/2018.  Baseline completion = 10/2018.	Replacement of the Goethals Bridge over the Arthur Kill Channel between Elizabeth City, NJ and Staten Island, NY.	Total project decreased from \$1.3 billion based on Financial Plan Annual Update.	Port Authority of New York and New Jersey.	State and private funds. (\$474 million TIFIA loan)
Kozciusko Bridge Replacement, I-278 over Newtown Creek.	Brooklyn/Queens, NY.	\$1.0  Baseline = \$0.97 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 6/2020.  Baseline completion = 6/2020.	Reconstruction of bridge to improve Interstate operations, eliminate substandard features and improve safety.	Total project cost increased from \$0.96 billion based on Financial Plan Annual Update.	New York State DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Route 347.	Smithtown, Islip, Brookhaven, NY.	\$0.96  Baseline = \$1.0 in Initial Finance Plan 4/2013.	Under construction. Current completion date is 11/2033.  Baseline completion = 11/2033.	Improve safety and mobility for 15 miles between the Northern State Parkway and NY Rt. 25A.	Total project cost remained constant at \$0.96 billion.	New York State DOT.	Federal and State funds.
Tappan Zee Hudson River Crossing/New NY Bridge Project.	South Nyack, Rockland, Tarrytown and Westchester Counties, NY.	\$4.1  Baseline = \$4.0 in Initial Financial Plan 3/2015.	Under construction. Current completion date is 7/2018.  Baseline completion = 7/2018.	Bridge Replacement for existing Tappan Zee Toll Bridge carrying Interstates 87 and 287 over the Hudson River.	Total project cost remained constant at \$4.1 billion.	New York State Thruway Authority.	Federal, State and local funds. (\$1.6 billion TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Willis Avenue Bridge.	Manhattan and Bronx Counties, NY.	\$0.76 Baseline = \$0.50 in Initial Financial Plan 12/2006.	Project opened to traffic 10/2015. Baseline completion = 11/2012.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	Total project cost remained constant at \$0.76 billion.	New York State DOT and New York City DOT.	Federal, State and local funds.
I-77 Express Lanes from Exit 11 (I-277 Brookshire Freeway) to Exit 36 (NC-150).	Mecklenburg and Iredell Counties, NC.	\$0.62 Baseline = \$0.62 in Initial Financial Plan 8/2015.	Under construction. Current completion date is 5/2019. Baseline completion = 5/2019.	Improvements of 26 miles of I-77 from I-277 to NC-150. Project includes High Occupancy Toll (HOT) managed lanes.	Total project cost remained constant at \$0.62 billion.	North Carolina DOT.	Federal, State and private funds. (\$189 million TIFIA loan)
Monroe Expressway.	Mecklenburg and Union Counties, NC.	\$0.73 Baseline = \$0.72 in Initial Financial Plan 9/2011.	Under Construction. Current completion date is 5/2019. Baseline completion = 11/2016.	Construction of 19.7 miles of high-speed controlled access facility.	Total project decreased from \$0.77 billion based on Financial Plan Annual Update.	North Carolina DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Triangle Expressway, Western Wake Freeway.  <b>PROJECT COMPLETED.</b>	Raleigh, NC.	Completed cost = \$0.98  Baseline = \$1.03 in Initial Financial Plan 9/2010.  Final cost was 4.9% under budget.	Project completed  8/2013.  Baseline completion = 12/2012.	Construction of a new 12.6-mile freeway from NC-55 at SR-1172 to NC-55 near SR-1630 on the west side of Raleigh.	Project completed.	North Carolina Turnpike Authority.	9% Federal and 91%  Non-Federal funding (\$387 million TIFIA loan).
Brent Spence Bridge Corridor Project.	Cincinnati, OH and Kenton, KY.	\$2.7 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 8/2012.	Operational improvements of I-71, I-75 and Brent Spence Bridge by improving safety capacity and geometric deficiencies.	Total project cost remained constant at \$2.7 billion.	Ohio DOT (lead) and Kentucky Transportation Cabinet.	TBD during preparation of Initial Financial Plan. Federal financial assistance is anticipated for construction.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
Cleveland Innerbelt.	Cleveland, OH.	\$2.4  Baseline = \$3.2 in Initial Financial Plan 9/2010.	Under construction. Current completion date is 10/2033.  Baseline completion = 11/2033.	Major reconstruction and reconfiguration of Interstates 71, 77 and 90 and the connecting radial freeways and local roadways known as the Cleveland Innerbelt.	Total project cost remained constant at \$2.4 billion.	Ohio DOT.	Federal and State funds.
I-70/I-71 Columbus Crossroads - Phases 1-6.	Columbus, OH.	\$1.6  Baseline = \$1.1 in Initial Financial Plan 3/2011.	Under construction. Current completion date is 7/2031.  Baseline completion = 10/2018.	Reconstruction, widening and modernization of I-70/I-71.	Total project cost increased from \$1.1 billion based on Financial Plan Annual Update.	Ohio DOT.	Federal and State funds.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-75 (HAM-75-2.30), city of Cincinnati (Mill Creek Expressway).	Cincinnati, OH.	\$0.65  Baseline = \$0.80 in Initial Financial Plan 12/2009.	Under construction. Current completion date is 9/2024.  Baseline completion = 5/2020.	Reconstruction, widening and modernization of 7.80 miles of I-75 (eight construction contracts).	Total project cost decreased from \$0.73 billion based on Financial Plan Annual Update.	Ohio DOT.	Federal and State funds.
Portsmouth Bypass.	Portsmouth, OH.	\$0.59  Baseline = \$0.58 in Initial Financial Plan 1/2012.	Under construction. Current completion date is 4/2019.  Baseline completion = 5/2025.	Construction of a new four-lane limited access bypass of Portsmouth.	Total project cost increased from \$0.58 billion based on Financial Plan Annual Update.	Ohio DOT.	Federal, State and private funds. ((\$212 million TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-40 Crosstown.	Oklahoma City, OK.	\$0.72  Baseline = \$0.58 in Initial Financial Plan 8/2007.	Under construction. Current completion date is 1/2019. Baseline completion = 9/2015.	Realignment of 4.5 miles of I-40 from just east of I-44 to I-35/I-235 and modification of existing I-40 into a boulevard to access downtown Oklahoma City.	Total project cost remained constant at \$0.72 billion.	Oklahoma DOT and Oklahoma City.	Federal and State Funds.
Central Susquehanna Valley Transportation (CSVT).	Snyder, Union, and Northumberland Counties, PA.	\$0.67  Baseline = \$0.67 in Initial Financial Plan 6/2015.	Under construction.  Current completion date is 12/2023.  Baseline completion = 11/2022.	Construction of 12 miles of new limited access highway.	Total project cost remained constant at \$0.67 billion.	Pennsylvania DOT.	Federal and State Funds.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
Commonwealth of PA Rapid Bridge Replacement Project.	Statewide, PA.	\$1.1  Baseline = \$1.1 in Initial Financial Plan 10/2015.	Under construction. Current completion date is 12/2018.  Baseline completion = 12/2018.	Replacement of 558 Bridges across the State of Pennsylvania.	Total project cost remained constant at \$1.1 billion.	Pennsylvania DOT.	Federal and State funds.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction.	Philadelphia, PA.	\$1.6  Baseline = \$1.4 in  Initial Financial Plan 8/2014.	Under construction. Current completion date is 10/2030.  Baseline completion = 9/2026.	Reconstruction of the I-95/Betsy Ross Bridge Interchange and Bridge Street Ramps.	Total project cost increased from \$1.4 billion based on Financial Plan Annual Update.	Pennsylvania DOT.	Federal and State Funds.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
Bergstrom Expressway – US-183 From US-290 to SH-71.	Austin, TX.	\$0.74  Baseline = \$0.74 in Initial Financial Plan 11/2015.	Under construction. Current completion date is 11/2020.  Baseline completion = 11/2020.	Reconstruction of non-tolled and addition of managed (tolled) lanes on US-183 between US-290 and SH-71.	Total project cost remained constant at \$0.74 billion.	Texas DOT and Central Texas Regional Mobility Authority.	Federal and State Funds. (\$282 million TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Central Texas Turnpike.  <b><i>PROJECT COMPLETED.</i></b>	Austin, TX.	Completed cost = \$2.7  Baseline = \$2.9 in Initial Financial Plan 5/2002.  Final cost was 6.9% under budget.	Project completed 4/2008.  Baseline completion = 12/2007.	Construction of 120+ miles of toll facilities to ease congestion on I-35 in Central Texas. This project is the first of three phases.	Project completed.	Texas Turnpike Authority, a Division of Texas DOT, local cities, local counties and associations.	19% Federal and 81% Non-Federal funding (\$900 million TIFIA loan).

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
DFW Connector.	Grapevine, TX.	\$1.3  Baseline = \$1.1 in Initial Financial Plan 8/2011.	Under construction.  Current completion date is 5/2019.  Baseline completion = 5/2014.	Reconstruction of SH-121 and SH-114 including additional toll managed lanes on SH-114.	Total project cost increased from \$1.2 billion based on Financial Plan Annual Update.	Texas DOT.	Federal, State and private funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Eastern Extension of the President George Bush Turnpike (SH-190).  <b>PROJECT COMPLETED.</b>	Dallas County, TX.	Completed cost = \$0.80  Baseline = \$1.0 in Initial Financial Plan 7/2008.  Final cost was 20% under budget.	Project completed 12/2013.  Baseline completion = 6/2012.	Construction of a new six-lane toll road from SH-78 to I-30 including frontage roads and the I-30 interchange.	Project completed.	Texas DOT and the North Texas Tollway Authority.	20% Federal and 80% Non-Federal funding.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-10/Katy Freeway.  <b>PROJECT COMPLETED.</b>	Houston, TX.	Completed cost = \$2.8  Year 2004 Baseline = \$2.5 Adjusted in Financial Plan Update 12/2004.  Final cost was 12% over budget.	Project completed 11/2010.  Baseline completion = 11/2008.	Reconstruction of 38 miles of I-10 from Houston to Katy including the reconstruction of 2.6 miles of I-610.	Project completed.	Texas DOT.	49% Federal and 51% Non-Federal funding.
I-35 (From I-37 to Schertz Parkway).	Bexar County, TX.	\$1.7 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 7/2015.	Construction of managed lanes and interchange modifications on I-35 from I-37 to Schertz Parkway in the San Antonio metro area.	Total project cost remained constant at \$1.7 billion.	Texas DOT and Alamo Regional Mobility Authority.	TBD during preparation of Initial Financial Plan. Federal financial assistance is anticipated for construction.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-35E Managed Lanes (Dallas and Denton).	Dallas and Denton, TX.	\$7.3  Baseline = \$7.1 in Initial Financial Plan 9/2013.	Under construction. Current completion date is 12/2034.  Baseline completion = 12/2034.	Reconstruction and expansion of general purpose lanes and frontage roads of I-35E from I-635 to US-380. Includes construction of tolled managed lanes.	Total project cost increased from \$7.2 billion based on the Financial Plan Annual Update.	Texas DOT.	Federal, State and local funds. ((\$286 M TIFIA loan)
I-35 Waco Sections 4A, 4B, 4C	Waco District, McLennan County, TX.	\$0.79 (preliminary)  Baseline = TBD during preparation of the Initial Financial Plan.	Final EIS approved 7/2012.	Improvements to I-35 between Loop 340 South and Loop 340 North in Waco, McLennan County Texas.	Total project cost remained constant at \$0.79 billion.	Texas DOT.	Federal, State and local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
LBJ Freeway.  <b>PROJECT COMPLETED.</b>	Dallas, TX.	Completed cost = \$2.2  Baseline = \$2.2 in Initial Financial Plan 12/2011.  Final cost on budget.	Project completed 12/2015.  Baseline completion = 7/2016.	Reconstruction of I-635 from I-35E to US-75. Project includes free main lanes, toll managed lanes and frontage roads.	Project completed.	Texas DOT.	16% Federal and 84% Non-Federal funding (\$850 million TIFIA loan).
Loop 12/Interstate Highway 35E Corridor.	Dallas, TX.	\$0.79  Baseline = \$1.3 in Initial Financial Plan 2/2009.	Under construction. Current completion date is 12/2022.  Baseline completion = 9/2015.	Reconstruction and widening of Loop 12 and I-35E. Project includes free main lanes, reversible managed lanes and frontage roads.	Cost reduced by \$97 million due work shifting to another project.	Texas DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Midtown Express (SH-183 Managed Lanes Project).	Dallas, TX.	\$5.3  Baseline = \$5.3 in Initial Financial Plan 9/2014.	Under construction. Current completion date is 12/2040.  Baseline completion = 12/2035.	Improvements of 27.8 miles of managed lanes, general purpose lanes and construction of intersection and interchange connectivity.	Total project cost remained constant at \$5.3 billion.	Texas DOT and the North Texas Tollway Authority.	Federal, State and local funds.
North Tarrant Express.  <b>PROJECT COMPLETED.</b>	Fort Worth, TX.	Completed cost = \$1.9  Baseline = \$1.9 in Initial Financial Plan 5/2012.  Final cost on budget.	Project completed 10/2014.  Baseline completion = 9/2015.	Reconstruction of I-820 from SH-183 to I-35W. Project includes free main lanes, interconnected toll managed lanes and frontage roads.	Project completed.	Texas DOT.	27% Federal and 73% Non-Federal funding (\$650 million TIFIA loan).

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
North Tarrant Express 3A & 3B (NTE 3A & 3B).	Fort Worth, TX.	\$4.2  Baseline = \$4.2 in Initial Financial Plan 12/2014.	Under construction. Current completion date is 12/2029.  Baseline completion = 12/2029.	Reconstruction and addition of tolled managed lanes.	Total project cost remained constant at \$4.2 billion.	Texas DOT.	Federal, State and Local funds. ((\$531 million TIFIA loan)
Project Horseshoe I-30/I-35E.	Dallas, TX.	\$0.84  Baseline = \$0.84 in Initial Financial Plan 2/2013.	Under construction.  Current completion date is 7/2017.  Baseline completion = 3/2017.	Reconstruction of the I-30/I-35E Interchange over the Trinity River Floodway.	Total project increased from \$0.83 billion based on Financial Plan Annual Update.	Texas DOT and City of Dallas.	Federal, State and local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SH-130 Segments 5 & 6.  <b>PROJECT COMPLETED.</b>	Central Texas/Austin and San Antonio, TX.	Completed cost = \$1.1  Baseline = \$1.1 in Initial Financial Plan 8/2011.  Final cost on budget.	Project completed 5/2013.  Baseline completion = 11/2012.	Construction of a new 40-mile toll road connecting the completed portions of SH-130 (Central Texas Turnpike system) to Seguin, Texas.	Project completed.	Texas DOT.	0.3% Federal and 99.7% Non-Federal funding (\$430 million TIFIA loan).

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
SH-161 – President George Bush Turnpike Western Extension.  <b><i>PROJECT COMPLETED.</i></b>	Dallas County, TX.	Completed cost = \$1.1  Baseline = \$1.1 in Initial Financial Plan 3/2012.  Final cost on budget.	Project completed 10/2012.  Baseline completion = 10/2012.	Construction of a new four and six-lane toll road with frontage roads from I-20 to SH-183.	Project completed.	Texas DOT, North Texas Tollway Authority and the Cities of Grand Prairie and Irving.	100%  Non-Federal funding (\$418 million TIFIA loan).

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SH-288.	Brazoria and Harris Counties, TX.	\$1.0  Baseline = \$1.0 in Initial Financial Plan 6/2017.	Under Construction.  Current and Baseline completion date is 11/2019.	Construction of 37 miles of toll and general-purpose lanes between US-59 N and I-10E.	The Initial Finance Plan established a baseline cost of \$1.0 billion.	Texas DOT.	Federal and local funding. (\$357 million TIFIA loan)



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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
SH-249 Extension	Houston, TX.	\$0.80 (preliminary)  Baseline TBD during preparation of Initial Financial Plan.	Final EIS under review.	State Highway 249, the Tomball Parkway, connects the City of Tomball and western Montgomery County to Beltway 8.	Total project cost remained constant at \$0.80 billion.	Texas DOT.	State, Federal, Local and bond proceeds.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
SH-99, The Grand Parkway (Segments F-1, F-2, and G).	Houston, TX.	\$2.4  Baseline = \$2.4 in Initial Financial Plan 11/2014.	Project opened to traffic 3/2016.  Baseline completion = 12/2015.	Constructed segments F-1, F-2 and G of the Grand Parkway; a 180-mile limited access, tolled facility around the Houston metro area.	Total project cost increased from \$2.1 billion based on Financial Plan Annual Update.	Texas DOT.	State and private funds. (\$841 million TIFIA loan)
SH-99, The Grand Parkway (Segment H and I-1).	Montgomery, Harris, Liberty and Chambers Counties, TX.	\$1.2  (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 6/2014.	Construction of a new 37-mile four lane toll road from US-59 to I-10E. This segment is one of 10 segments that make up the 188 miles of the SH-99 loop that encircles the Greater Houston region.	Total project cost remained constant at \$1.2 billion.	Texas DOT.	TBD during preparation of Initial Financial Plan. Federal financial assistance is anticipated for construction.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Southern Gateway Managed Lanes Project.	Dallas County, TX.	\$0.69  Baseline = \$0.69 in Initial Financial Plan 3/2017.	Under Construction.  Current and Baseline completion date is 11/2021.	Reconstruction and widening of approximately 19 miles along the I-35E/US-67 corridor in southern Dallas county.	The Initial Finance Plan established a baseline cost of \$0.69 billion.	Texas DOT.	Federal and State funding.
Southwest Parkway (SH-121) – Chisolm Trail.  <b>PROJECT COMPLETED.</b>	Fort Worth, TX.	\$1.2  Baseline = \$1.5 in Initial Financial Plan 2/2010.  Final cost was 22.3% under budget.	Project completed 5/2016.  Baseline completion = 5/2013.	Construction of 15 miles of a controlled access divided toll facility from I-30 near downtown Fort Worth to Farm to Market (FM) Road 1187 in Tarrant County.	Project completed.	Texas DOT, North Texas Tollway Authority and the city of Fort Worth.	12% Federal and 88% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
US-181 Harbor Bridge Project.	Corpus Christi, TX.	\$1.1  Baseline = \$1.1 in Initial Financial Plan 2/2016.	Under construction. Current completion date is 11/2021.  Baseline completion = 11/2020.	Improvements to US-181 including the replacement of the existing Harbor Bridge in the city of Corpus Christi.	Total project cost remained constant at \$1.1 billion.	Texas DOT.	Federal, State and local funds.
US-281 HOV expansion project.	San Antonio, TX.	\$0.70  Baseline = \$0.70 in Initial Financial Plan 11/2016.	Under Construction.  Current and Baseline completion date is 9/2022.	The project involves the construction of non-toll general purpose lanes, HOV/transit lanes and frontage roads along an 8-mile stretch of US-281 from Loop 1604 to Borgfeld Drive.	The Initial Finance Plan established the baseline cost at \$0.70 billion.	Texas DOT.	Federal and State funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
US-290.	Houston, TX.	\$2.4  Baseline = \$2.5 in Initial Financial Plan 6/2011.	Under construction. Current completion date is 3/2019.  Baseline completion = 8/2021	Improvements to 38 miles of the US-290 corridor from I-610 to FM 2920.	Total project remained constant at \$2.4 billion.	Texas DOT and Harris County Toll Authority.	Federal, State and local funds.
I-15 Corridor.  <b>PROJECT COMPLETED.</b>	Salt Lake City, UT.	Completed cost = \$1.6  Baseline = \$1.4 in Initial Financial Plan 7/1996.  Final cost was 14.3% over budget.	Project completed 7/2001.  Baseline completion = 10/2001.	Reconstruction of 17 miles of I-15 with auxiliary and HOV lanes added.	Project completed.	Utah DOT.	9% Federal and 91% Non-Federal funding.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-64 Southside Widening and High-Rise Bridge Project	Chesapeake, VA.	\$3.1  Baseline TBD during preparation of Initial Financial Plan.	Environmental Assessment approved 8/2016.	Addition of express lanes on I-64 and construction of a new fixed span bridge parallel to the existing movable span bridge.	Total project remained constant at \$3.1 billion.	Virginia DOT.	Federal and State funding.
Capital Beltway High Occupancy Toll (HOT) Lanes.  <b>PROJECT COMPLETED.</b>	Fairfax County, VA.	Completed cost = \$1.7  Baseline = \$1.7 in Initial Financial Plan 4/2009.  Final cost on budget.	Project completed 12/2012.  Baseline completion = 12/2012.	Widening of 14 miles of I-495 (Capital Beltway) from the Springfield Interchange to the Dulles Toll Road to implement four new HOT Lanes and access points.	Project completed.	Virginia DOT.	16% Federal and 84%  Non-Federal funding (\$589 million TIFIA loan).

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-95 HOV/HOT Lanes, Northern Segment.  <b>PROJECT COMPLETED.</b>	Fairfax, Prince William, and Stafford Counties, VA.	Completed cost = \$0.81  Baseline = \$0.86 in Initial Financial Plan 7/2012.  Final cost was 6.1 % under budget.	Project completed 9/2015.  Baseline completion = 3/2015.	Development of 29 miles of HOT lanes including conversion of HOV lanes to HOT lanes.	Project completed.	Virginia DOT.	12% Federal and 88% Non-Federal funds. (\$300 million TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-95/Woodrow Wilson Bridge.  <b>PROJECT COMPLETED.</b>	VA/MD/DC.	Completed cost = \$2.5  Baseline = \$2.4 in Initial Financial Plan 9/2001.  Final cost was 4.2% over budget.	Project completed 6/2013.  Baseline completion = 5/2011.	Replacement of existing 6-lane bridge with a new 12-lane double structure including auxiliary and HOV lanes. The project included the reconstruction of adjacent interchanges.	Project completed.	Maryland State Highway Administration, Virginia DOT and District of Columbia DOT.	86% Federal and 14% Non-Federal funding.
I-95/I-395/I-495 Springfield Interchange.  <b>PROJECT COMPLETED.</b>	Springfield, VA.	Completed cost = \$0.68  Baseline = \$0.68 in Initial Financial Plan 1/2003.  Final cost on budget.	Project completed 7/2007.  Baseline completion = 11/2007.	Reconstruction of I-95/I-495 and I-95/Route 644 interchanges with separation of local, through and HOV traffic with direct ramp access.	Project completed.	Virginia DOT.	93% Federal and 7% Non-Federal funding.



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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
Midtown Tunnel/ Downtown Tunnel/Martin Luther King Extension Project.	Hampton Roads, VA.	\$1.5  Baseline = \$1.6 in Initial Financial Plan 2/2013.	Under construction. Current completion date is 9/2017.  Baseline completion = 8/2018.	Construction of new tunnel under the Elizabeth River parallel to existing Midtown Tunnel, improvements to existing Midtown and Downtown tunnels and extension US-58 to I-264.	Total project cost decreased from \$1.6 billion based Financial Plan Annual Update.	Virginia DOT.	Federal, State and private funds. ((\$422 million TIFIA loan)
Thimble Shoal Parallel Tunnel Project.	Virginia Beach, VA.	\$0.92  Baseline = \$0.92 in Initial Financial Plan 5/2017.	Under Construction. Current and Baseline completion date is 9/2022.	Construction of two-lane immersed tube or bored tunnel beneath Thimble Shoal Channel on an alignment parallel to the west of the existing CBBT Thimble Shoal Channel tunnel.	The Initial Finance Plan established the baseline cost at \$0.92 billion.	Chesapeake Bay Bridge and Tunnel District (CBBT).	Tolls and Private funding. ((\$339 million TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Transform 66, Outside the Beltway.	Prince William and Fairfax Counties, VA.	\$4.0 (preliminary )  Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 6/2016.	The project transforms 25 miles of I-66 from US-15 in Haymarket to the I-495/Capital Beltway into a multimodal corridor that moves traffic and people more efficiently.	New major project.	Virginia DOT.	TBD during preparation of Initial Financial Plan. Federal financial assistance is anticipated for construction.
SR-520 – Pontoon Construction Project.  <b>PROJECT COMPLETED.</b>	Grays Harbor, WA.	Completed cost = \$0.56  Baseline = \$0.61 in Initial Financial Plan 1/2011.  Final cost was 8.2% under budget.	Construction completed on 12/2016  Baseline completion = 11/2014.	Construction of casting basin and pontoons to reconstruct the SR-520 Floating Bridge in Seattle.	Project completed.	Washington State DOT.	52% Federal (GARVEE) and 48% Non-Federal funding. (\$320 million TIFIA loan)

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SR-520, I-5 to Medina: Bridge Replacement and HOV Project – Floating Bridge and Landings Stage.	Seattle, WA.	\$3.2  Baseline = \$1.1 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 12/2029.  Baseline completion = 7/2016.	Replacement of the existing SR-520 Evergreen Floating Bridge and east approach with 6-lane facility that includes 2 HOV lanes.	Total project cost increased from \$1.5 billion based on Financial Plan Annual Update.	Washington State DOT.	Federal, State and tolls. (\$300 million TIFIA loan)
SR-520, Medina to SR-202: Eastside Transit and HOV Project.	Seattle, WA.	\$0.51  Baseline = \$0.53 in Initial Financial Plan 10/2011.	Project opened to traffic 9/2015.  Baseline completion = 12/2014.	Construction of SR-520 from Medina (East side of Lake Washington) to SR-202 to enhance travel time reliability, mobility, access and safety for public, transit and HOV traffic.	Total project cost remained constant at \$0.51 billion.	Washington State DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
SR-99: Alaskan Way Viaduct Replacement Project.	Seattle, WA.	\$2.2  Baseline = \$2.2 in Initial Financial Plan 8/2011.	Under construction.  Current completion date is 10/2018.  Baseline completion = 12/2018.	Replacement of SR-99 from South Royal Brougham Way to Roy Street with a tolled-single bore tunnel. The facility will have 2-lanes in each direction.	Total project cost remained constant at \$2.2 billion.	Washington State DOT.	Federal, State and local funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
WV Corridor H Section 2, Kerens to Parsons Project.	Randolph and Tucker Counties, WV.	\$0.82  Baseline = \$0.82 in Initial Financial Plan 5/2018.	Under Construction.  Current and Baseline completion = 12/2021.	The Kerens to Parsons Project involves the construction of an approximately 15.3-mile new location four-lane divided highway with partial access control between the West Virginia localities of Kerens and Parsons	The Initial Finance Plan established the baseline cost at \$0.82 billion.	West Virginia Division of Highways.	Federal and State funding.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-39/I-90.	Rock and Dane Counties, WI.	\$1.4  Baseline = \$1.4 in Initial Financial Plan 9/2016.	Under construction.  Current completion date is 5/2023.  Baseline completion = 5/2023.	Reconstruction of 45.5 miles of I-39/I-90 from the Illinois State line to Madison.	The Initial Finance Plan established a baseline cost of \$1.4 billion.	Wisconsin DOT.	Federal, State and local funds.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-41 Reconstruction.	Winnebago and Brown Counties, WI.	\$1.5  Baseline = \$1.5 in Initial Financial Plan 1/2010.	Project substantially complete as of 6/2017.  Baseline completion = 1/2018.	Reconstruction of I-41 including all interchanges and capacity expansion of one lane in each direction.	Total project cost remained constant at \$1.5 billion.	Wisconsin DOT.	Federal and State funds.

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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '17</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>
I-43/I-94/I-794 Marquette Interchange.  <b><i>PROJECT COMPLETED.</i></b>	Milwaukee, WI.	Completed cost = \$0.8  Baseline = \$0.8 in Initial Financial Plan 12/2003.  Final cost on budget.	Project completed 12/2008.  Baseline completion = 12/2008.	Reconstruction of the Marquette Interchange and approaches in downtown Milwaukee.	Project completed.	Wisconsin DOT.	58% Federal and 42% Non-Federal funding.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
I-43 North-South (Silver Spring Drive- Wis 60).	Milwaukee and Ozaukee Counties, WI.	\$0.56 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 11/2014.	Reconstruction of 14.1 miles including capacity expansion from 4 to 6 lanes.	Total project cost remained constant at \$0.56 billion.	Wisconsin DOT.	TBD during preparation of Initial Financial Plan. Federal financial assistance is anticipated for construction.
I-94 North-South.	Milwaukee, Racine, and Kenosha Counties, WI.	\$1.7  Baseline = \$1.9 in Initial Financial Plan 3/2009.	Under construction. Current completion date is 12/2032.  Baseline completion = 12/2016.	Reconstruction of 35 miles of I-94, including interchanges and capacity expansion from six to eight lanes.	Total project cost remained constant at \$1.7 billion.	Wisconsin DOT.	Federal and State funds.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '17	Project Sponsor	Funding Sources
Tri-County Freeway, US-10/SR-441.	Appleton, WI.	\$0.55  Baseline = \$0.55 in Initial Financial Plan 7/2014.	Under construction.  Current completion date is 6/2021.  Baseline completion = 11/2019.	Reconstruction and widening of 5 miles of Tri-County Freeway.	Total project cost remained constant at \$0.55 billion.	Wisconsin DOT.	Federal and State funds.
Zoo Interchange (I-94/I-894/US-45).	Milwaukee, WI.	\$1.7  Baseline = \$1.7 in Initial Financial Plan 10/2012.	Under construction.  Current completion date is 9/2020.  Baseline completion = 10/2018.	Reconstruction of I-94/I-894/US-45 Interchange with safety and operational improvements.	Total project cost remained constant at \$1.7 billion.	Wisconsin DOT.	Federal and State funds.