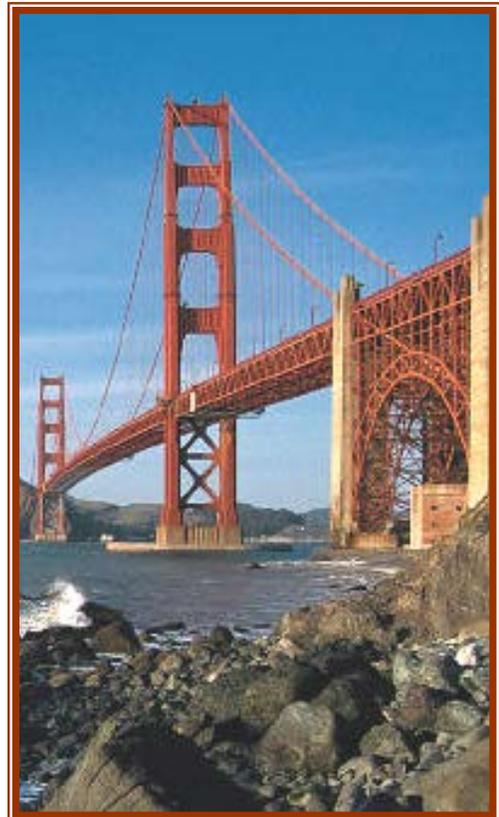


Report to the House and Senate Committees on Appropriations

**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 2013)



**Prepared by the U.S. Department of Transportation
Federal Highway Administration**

**Federal Highway Administration
Office of Innovative Program Delivery
Project Delivery Team**

This annual summary reports the activities of the Federal Highway Administration (FHWA) as related to major projects for Fiscal Year (FY) 2013, as of October 1, 2013. 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 greater than \$500 million. In FY 2013, there were 103 active major projects. This annual summary documents the performance of these major projects and what actions the FHWA has taken to improve their performance.

Active major projects are those that have completed National Environmental Policy Act decision documents and have begun the next stage of project development such as design or construction. In addition, 14 major projects have been completed since the FHWA first started to track such projects in 2001. One of these projects, the SH 130 Segments 5 & 6 in Texas, was completed in FY 2013.

A list showing the status of the 103 active major projects is attached. This list also includes all 14 completed major projects.

The FHWA tracks cost estimates and scheduled completion dates for projects with approved Financial Plans. In FY 2013, the FHWA evaluated the cost and schedule performance from 58 financial plan annual updates. Eighty-nine percent of the projects had total costs within 2 percent of the previous year's costs and 83 percent had completion dates within 2 percent of the previous year's scheduled completion dates.

After analyzing the schedule and cost performance data, the Project Delivery Team works with the FHWA Division Offices to respond to specific major project schedule delays and cost increases. The FHWA uses this performance data to assist in the identification of agency Projects of Corporate Interest and Projects of Division Interest. Enhanced stewardship and oversight strategies are then developed for these projects and allows the FHWA to focus its efforts to reduce major project schedule delays and cost increases. For example, to help ensure that a major project will remain on schedule, a division office is conducting an independent quality review to evaluate the effectiveness of the State department of transportation and contractor project oversight. The FHWA also uses the cost and schedule data to improve the quality of the risk assumptions made during future cost and schedule estimate reviews for major projects.

Financial Plans

The Initial Financial Plans for the following major projects were reviewed for acceptance concurrently with the applicable FHWA Division Offices.

- I-80/I-680/SR-12 Interchange Project (Fairfield, CA)
- Moving 4 Ward (I-4), from SR 435 (Kirkman Rd) to SR 434 (Orlando, FL)
- I-75/SR 826 Managed Lanes (Broward and Miami Dade Counties, FL)

- Circle Interchange (Chicago, IL)
- Route 347 (Suffolk County, NY)
- IH 35E Managed Lanes (Dallas and Denton), Phase I (Dallas and Denton, TX)
- Project Horseshoe IH-30/IH-35E (Dallas, TX)
- Midtown Tunnel/Downtown Tunnel/Martin Luther King Extension Project (Hampton Roads, VA)
- Route 460 Corridor Improvement Project (Petersburg-Suffolk, VA)
- Zoo Interchange (I-94/I-894/US-45) (Milwaukee, WI)

The financial plan annual updates for the following major projects were reviewed for acceptance concurrently with the applicable FHWA Division Offices.

- SR 303: I-10 to US 60 (Phoenix, AZ)
- San Francisco Bay Area Rapid Transit District (BART) Seismic Retrofit Project (San Francisco and Oakland, CA)
- Doyle Drive/Presidio Parkway (San Francisco, CA)
- I-215 San Bernardino North Corridor Project (from I-10 to I-210) (San Bernardino, CA)
- I-405 Sepulveda Pass Widening and HOV Improvements (Los Angeles, CA)
- I-5 HOV North (SR 134 to SR 118) (Los Angeles, CA)
- I-805 Managed Lanes North Project, District 11 (San Diego, CA)
- Marin-Sonoma Narrows (Marin and Sonoma Counties, CA)
- SR 905, from I-805 to Otay Mesa Port of Entry (POE) (San Diego County, CA)
- SR 4 (East) Widening Project (Contra Costa County, CA)
- I-95/New Haven Harbor Crossing (New Haven, CT)
- I-4 to Lee Roy Selmon Expressway, Connector (Hillsborough County, FL)
- I-595 Corridor Improvements (Ft. Lauderdale, FL)
- Miami Intermodal Center (Miami, FL)
- Port of Miami Tunnel & Access Improvement Project (Miami, FL)
- SR 826/SR 836 Interchange Reconstruction (Palmetto 5) (Miami, FL)
- Tampa Interstate System (Tampa, FL)
- US 31 Hamilton County (Indianapolis, IN)
- Council Bluffs, IA I-29 & I-80 Interstate System (Council Bluffs, IA)
- I-10 Twin Span Structures (Slidell, LA)
- Intercounty Connector (Montgomery and Prince George's Counties, MD)
- I-95/Woodrow Wilson Bridge (MD/VA/DC)
- I-269 (DeSoto and Marshall Counties, MS)
- New Mississippi River Bridge (St. Louis, MO & IL)
- US 95 Northwest Corridor (Las Vegas, NV)
- I-93 Reconstruction, (Salem to Manchester, NH)
- Brooklyn Bridge Contract 6 (New York, NY)
- Willis Avenue Bridge (Manhattan & Bronx Counties, NY)
- Triangle Expressway, Western Wake Freeway (Raleigh, NC)
- Cleveland Innerbelt (Cleveland, OH)
- I-70/71 Columbus Crossroads Phases 1-5 (Columbus, OH)
- I-75 (HAM-75-2.30), City of Cincinnati (Mill Creek Expressway) (Cincinnati, OH)
- Portsmouth Bypass (Portsmouth, OH)

- I-40 Crosstown (Oklahoma City, OK)
- DFW Connector (Grapevine, TX)
- Eastern Extension of the President George Bush Turnpike (SH 190) (Dallas County, TX)
- LBJ Freeway (Dallas, TX)
- Loop 12/IH-35E Corridor (Dallas, TX)
- North Tarrant Express (Fort Worth, TX)
- SH 161 - President George Bush Turnpike Western Extension (Dallas County, TX)
- SH 130 Segments 5 & 6 (Central Texas/Austin and San Antonio, TX)
- Southwest Parkway (SH 121) (Fort Worth, TX)
- Capital Beltway High Occupancy Toll (HOT) Lanes (Fairfax County, VA)
- I-95 HOT/HOV Lanes, Northern Segment (Fairfax, Prince William and Stafford Counties, VA)
- SR 99: Alaskan Way Viaduct Replacement Project (Seattle, WA)
- I-94 North-South (Milwaukee, Racine, and Kenosha Counties, WI)
- US 41 Reconstruction (Winnebago and Brown Counties, WI)

Cost Estimate Reviews

Risk-based cost estimate reviews were conducted for the following active major projects.

- Gerald Desmond Bridge Replacement (Long Beach, CA)
- Goethals Bridge Replacement (Staten Island, NY)
- SR 11 and Otay Mesa 'East' Port of Entry (OME-POE) (San Diego County, CA)
- IH 35E Managed Lanes (Dallas and Denton), Phase I (Dallas and Denton, TX)
- I-80/I-680/SR-12 Interchange Project (Fairfield, CA)
- Route 347 (Suffolk County, NY)
- I-39/90 (Rock and Dane Counties, WI)
- SH 288 (Brazoria and Harris Counties, TX)
- North Tarrant Express 3A & 3B (NTE 3A & 3B) (Fort Worth, TX)
- I-69 SIU 3, Section 5 (Bloomington and Martinsville, IN)
- Portsmouth Bypass (Portsmouth, OH)

Additionally, risk-based cost reviews were conducted on the following projects expected to be added to the active major project list in the future.

- Illiana Corridor (Will and Kankakee Counties, IL and Lake County, IN)
- MD 4 Thomas Johnson Bridge (St. Mary's and Calvert Counties, MD)
- I-395 (Miami, FL)
- US 50 over Sinepuxent Bay (Ocean City, MD)
- O'Hare Con-RAC (Chicago, IL)
- I-5 North Coast Corridor Project (I-5 Express Lanes) (San Diego County, CA)
- Circle Interchange (Chicago, IL)
- I-77 HOT Lanes (Charlotte, NC)

Project Management Plans

The Project Management Plans for the following major projects were reviewed for acceptance concurrently with the applicable FHWA Division Offices.

- I-80/I-680/SR-12 Interchange Project (Fairfield, CA)

- I-75/SR 826 Managed Lanes (Broward and Miami Dade Counties, FL)
- Northwest Corridor Project (I-75/I-575) (Cherokee and Cobb Counties, GA)
- O'Hare Con-RAC (Chicago, IL)
- Circle Interchange (Chicago, IL)
- Tappan Zee Hudson River Crossing/New NY Bridge Project (South Nyack, Rockland, Tarrytown and Westchester Counties, NY)
- Brooklyn Bridge Contract 6 (New York, NY)
- IH 35E Managed Lanes (Dallas and Denton), Phase I (Dallas and Denton, TX)
- Zoo Interchange (I-94/I-894/US-45) (Milwaukee, WI)

Awareness and Capacity Building

The Project Delivery Team participated in the following activities to promote the oversight and stewardship of major projects to the FHWA partners and Division Office staff.

- Ongoing in FY 2013 – The Project Delivery Team and the National Highway Institute offered a 2-day National Highway Institute Course called “Addressing Uncertainty in Cost Estimating.”
- October 9-12, 2012 – The Project Delivery Team participated in the American Association of State Highway and Transportation Officials Technical Committee on Cost Estimating and Transportation Estimators Association Annual Meetings in Columbus, Ohio.
- January 13-17, 2013 – The Project Delivery Team staffed an exhibit booth at the Transportation Research Board’s annual meeting in Washington, DC. The current status and the latest guidance for the management of major projects were available.
- March/August 2013 – The Project Delivery Team continued coordinating the project management certificate program with the FHWA Human Resources Office to train current and potential major project oversight managers in the FHWA Division Offices. As of the end of FY 2013, 209 FHWA employees have received their Associate Certificates in Project Management and 51 FHWA employees have received their Masters Certificates. In FY 2013, 37 FHWA employees received their Associates Certificates and 16 received their Master Certificates in Project Management.
- June 20, 2013 – The Project Delivery Team gave a major projects presentation at the FHWA Construction and Project Management Technical Services Team Annual Meeting in Baltimore, Maryland.
- Ongoing in FY 2013 – The Project Delivery Team continued a series of quarterly Webinars for the FHWA Project Oversight Managers on November 1, February 7, May 1, and August 6. Topics have included information on changes to major project oversight due to the passage of the Moving Ahead for Progress in the 21st Century Act, current issues related to the development and delivery of major projects, and upcoming training opportunities.

- August 1-2, 2013 – The Project Delivery Team delivered major project management training to the California Division Office in Sacramento, California. Representatives from the Nevada and Texas Divisions were also present for portions of this training.
- Ongoing in FY 2013 – The Project Delivery Team developed and implemented a new risk-based deployment and management model for the FHWA’s 18 Specially Designated Project Oversight Managers (sdPOMs) for major projects. The model included developing an annual risk assessment for all major projects that will help prioritize sdPOM placement.
- August 13-14, 2013 – The Project Delivery Team held a workshop for the Specially Designated Project Oversight Managers (sdPOMs). The purpose was to provide advanced major project training and introduce the new sdPOM management model.
- September 6, 2013 – The Project Delivery Team published updated Major Project Financial Plan Guidance in the Federal Register for public comment.
- September 23-27, 2013 – A member of the Project Delivery Team participated in AASHTO’s Technical Committee on Cost Estimating and Transportation Estimators Association Annual Meetings in Oklahoma City, Oklahoma. The member gave a presentation on market conditions in cost estimating, and participated on a panel for incorporating risk into estimates.

Key to Acronyms:

ARRA=American Recovery and Reinvestment Act

DOT=Department of Transportation

EIS=Environmental Impact Statement

FONSI=Finding of No Significant Impact

GARVEE=Grant Anticipation Revenue Vehicles

HOV=High Occupancy Vehicle

HOT=High Occupancy Toll

RABA=Revenue Aligned Budget Authority

RFP=Request for Proposals

ROD=Record of Decision

TIFIA=Transportation Infrastructure Finance and Innovation Act

TIGER= Transportation Investment Generating Economic Recovery

TBD=To Be Determined

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Birmingham Northern Beltline – BNB (Corridor X-1, AHS).	Birmingham, AL.	\$5.5 Baseline = \$5.5 in Initial Financial Plan 4/2012.	Final EIS approved 6/1997. Baseline completion = 12/2048.	Construction of 52 miles of freeway on new location from I-59/20 west of Birmingham to I-59 east of Birmingham.	Total project cost remained constant at \$5.5 billion.	Alabama DOT.	Federal and State funds.	None.
Knik Arm Crossing.	Anchorage, AK.	\$1.6 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD issued 12/2010.	Construction of toll bridge and associated road connections across the Knik Arm between the Municipality of Anchorage and the Matanuska-Susitna Borough.	Total project cost remained constant at \$1.6 billion.	Knik Arm Bridge and Toll Authority and Alaska Department of Transportation and Public Facilities.	TBD.	None.
SR 303: I-10 to US 60.	Phoenix, AZ.	\$0.87 Baseline = \$1.2 in Initial Financial Plan 10/2010.	Under construction. Current completion date is 10/2015. Baseline completion = 10/2015.	Construction of 21-miles of new freeway.	Total project cost decreased from \$0.95 billion based on Financial Plan Annual Update.	Arizona DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Alameda Corridor. PROJECT COMPLETED.	Los Angeles, CA.	Completed cost = \$2.4 Baseline = \$2.1 4/1997. Final cost overrun of 14%.	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.	None.
Gerald Desmond Bridge Replacement.	Long Beach, CA.	\$0.96 Baseline = \$0.96 in Initial Financial Plan 7/2012.	Under Construction. Current completion date is 2/2018. Baseline completion = 2/2018.	Replacement of existing bridge structure in the Port of Long Beach.	Total project cost remained constant at \$0.96 billion.	Port of Long Beach.	Federal, State, and local funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
San Francisco Bay Area Rapid Transit District (BART) Seismic Retrofit Project.	San Francisco and Oakland, CA.	\$1.2 Baseline = \$1.3 in Initial Financial Plan 3/2008.	Under construction. Current completion date is 2/2018. Baseline completion = 6/2013.	Retrofitting and strengthening of the BART system.	Total project cost remained constant at \$1.2 billion.	BART.	Additional BART Passenger Revenues, Caltrans local Seismic Retrofit Program, Bay Area Regional Measure 2, General Obligation Bonds, and FHWA Bridge Rehabilitation and Replacement Program.	None.
I-15 Managed Lanes, SR-163 to SR-78.	San Diego County, CA.	\$1.0 Baseline = \$1.1 in Initial Financial Plan 3/2008.	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.	Total project cost remained constant at \$1.0 billion.	Caltrans.	Federal, State, and local funds.	Financial Plan to close out Major Project requirements expected shortly.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
I-215 San Bernardino North Corridor Project (from I-10 to I-210).	San Bernardino, CA.	\$0.59 Baseline = \$ 0.69 in Initial Financial Plan 11/2007.	Under construction. Current completion date is 1/2014. Baseline completion = 6/2013.	Addition of one HOV lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements.	Total project decreased from \$0.60 billion based on Financial Plan Annual Update.	Caltrans and San Bernardino Association of Governments (SANBAG).	Federal, State and local funds.	None.
I-405 Sepulveda Pass Widening and HOV Improvements (EA 07-120300).	Los Angeles, CA.	\$1.0 Baseline = \$0.95 in Initial Financial Plan 4/2009.	Under construction. Current completion date is 9/2014. Baseline completion = 4/2013.	Addition of one HOV lane in the northbound direction and interchange improvements.	Total project increased from \$0.95 billion based on Financial Plan Annual Update.	Caltrans and Los Angeles County Metropolitan Transportation Authority (LA Metro).	Federal and State funds. ARRA Project.	None.
I-5 HOV North (SR 134 to SR 118).	Los Angeles County, CA.	\$0.79 Baseline = \$0.97 in Initial Finance Plan 12/2008.	Under construction. Current completion date is 12/2017. Baseline completion = 12/2013.	Addition of one HOV lane from SR 134 to SR 118.	Total project cost decreased from \$0.98 billion based on Financial Plan Annual Update.	Caltrans and LA Metro.	Federal and State funds. ARRA Project.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
I-5 LA County South Carpool Lane and Widening.	Los Angeles County, CA.	\$1.3 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 12/2007.	Addition of one HOV lane and modification of interchanges from Artesia Avenue to Florence Avenue.	Total project cost remained constant at \$1.3 billion.	Caltrans, LA Metro, I-5 Joint Powers Association, and Orange County Transportation Authority.	TBD.	None.
I-80/I-680/SR 12 Interchange Project.	Solano County, CA.	\$0.69 Baseline = \$0.69 in Initial Finance Plan 8/2013.	ROD issued 12/2012. 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.	The Initial Finance Plan has established a baseline cost of \$0.69 billion.	Solano Transportation Authority.	Federal, State, and local funds.	None.
I-80/San Francisco-Oakland Bay Bridge (East Span).	San Francisco/Oakland, CA.	\$6.5 Baseline = \$2.6 in Initial Financial Plan 12/2001.	Under Construction. Current completion date is 12/2015. Baseline completion = 1/2010.	Seismic retrofit of the replacement of the San Francisco-Oakland Bay Bridge East Span.	Total project cost remained constant at \$6.5 billion.	Caltrans.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
I-805 Managed Lanes North Project, District 11.	San Diego, CA.	\$0.55 Baseline = \$0.55 in Initial Financial Plan 3/2012.	Under Construction. Current completion date is 4/2019. Baseline completion = 6/2020.	Construction of 4.4 miles of managed lanes on I-805 from SR 52 to Mira Mesa Blvd.	Total project cost remained constant at \$0.55 billion.	Caltrans.	Federal, State, and local funds.	None.
Marin-Sonoma Narrows.	Marin and Sonoma Counties, CA.	\$0.69 Baseline = \$0.67 in Initial Financial Plan 5/2012.	Under Construction. Current completion date is 7/2021. Baseline completion = 7/2021.	Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one HOV lane and replacing bridges.	Total project cost increased from \$0.67 billion based on the Financial Plan Annual Update.	Caltrans.	Federal, State and local funds.	None.
Doyle Drive/Presidio Parkway.	San Francisco, CA.	\$0.85 Baseline = \$0.88 in Initial Financial Plan 5/2009.	Under construction. Current completion date is 9/2016. Baseline completion = 6/2013.	Reconstruction and widening of existing Doyle Drive on new alignment with two tunnels and several bridges.	Total project cost decreased from \$0.88 billion based on Financial Plan Annual Update.	Caltrans.	Federal (TIFIA), State, and local funds. ARRA project and TIGER Grant recipient.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
SR 52 Extension. PROJECT COMPLETED.	City of Santee in San Diego County, CA.	\$0.52 Baseline = \$0.6 in Initial Financial Plan 4/2008. Final cost was 13% under budget.	Project completed 11/2011. 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.	None.
SR 210/Foothill Freeway. PROJECT COMPLETED.	Los Angeles, CA.	\$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.	Caltrans, SANBAG, and LA Metro.	Federal, State and local funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
SR 11 and Otay Mesa 'East' Port of Entry (OME-POE).	San Diego County, CA.	\$0.77 (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 remained constant at \$0.77 billion.	Caltrans, SANBAG.	TBD.	None.
SR 905, from I-805 to Otay Mesa Port of Entry (POE).	San Diego County, CA.	\$0.61 Baseline = \$0.62 in Initial Financial Plan 1/2008.	Under construction. Current completion date is 12/2017. Baseline completion = 7/2012.	Construction of the connection between I-805 and Otay Mesa POE.	Total project cost increased from \$0.55 billion based on the Financial Plan Annual Update.	SANDAG.	Federal, State and local funds.	None.
SR 91 Corridor Improvement Project/HOT Lanes (Initial Project).	Riverside County, CA.	\$1.15 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 10/2012.	Construction of managed lanes on SR 91 from SR 24 to Pierce Street and on 1-15 from Hidden Valley Parkway to Cajalco Road.	Total project cost decreased from \$1.6 billion based on updated project estimates.	Caltrans, Riverside County Transportation Commission.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
SR 4 (East) Widening Project.	Contra Costa County, CA.	\$0.52 Baseline = \$0.60 in Initial Financial Plan 8/2009.	Under construction. Current completion date is 11/2015. Baseline completion = 7/2014.	Reconstruction and widening of SR 4 from Loveridge Road to SR 160.	Total project cost decreased from \$0.56 billion based on Financial Plan Annual Update.	Caltrans, Contra Costa Transportation Authority.	Federal, State and local funds.	None.
I-25/I-225 Southeast Corridor. PROJECT COMPLETED.	Denver, CO.	Completed cost = \$1.8 Baseline = \$1.7 in Initial Financial Plan 5/2001. Final cost overrun of 6%.	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.	None.
Central Powers Boulevard (SH 21).	El Paso County, CO.	\$1.4 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI issued 1/2011.	Reconstruction of 11 miles of SH 21 from Woodmen Road to SH 6.	Total project cost remained constant at \$1.4 billion.	Colorado DOT, city of Colorado Springs and El Paso County.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
North I-25 Phase I ROD.	Denver and Fort Collins, CO.	\$1.3 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 12/2011.	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 remained constant at \$1.3 billion.	Colorado DOT.	Federal, State, and local funds.	None.
I-95/New Haven Harbor Crossing.	New Haven, CT.	\$2.0 Baseline = \$0.8 in Initial Financial Plan 12/2000.	Under construction. Current completion date is 11/2016. 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 \$2.0 billion.	Connecticut DOT.	Federal and State funds.	None.
US 301 Project DE/MD Line to SR 1.	Middletown, DE.	\$0.7 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 4/2008.	Realignment of 12.5 miles of US Route 301 and construction of a new spur road to Summit Bridge.	Total project cost remained constant at \$0.7 billion.	Delaware DOT.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
(iROX75) I-75, from Golden Gate Parkway to SR 80, Design/Build/Finance. PROJECT COMPLETED.	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.	None.
I-4 to Lee Roy Selmon Expressway, Connector.	Hillsborough County, FL.	\$0.65 Baseline = \$0.65 in Initial Financial Plan 10/2009.	Under construction. Current completion date is 2/2014. Baseline completion = 7/2013.	Construct a new north-south elevated toll road, which will connect I-4 with the Selmon Expressway.	Total project cost increased from \$0.63 billion based on Financial Plan Annual Update.	Florida DOT and Florida's Turnpike Enterprise.	Federal, State, and local funds.	None.
I-595 Corridor Improvements.	Ft. Lauderdale, FL.	\$1.4 Baseline = \$1.9 in Initial Financial Plan 4/2008.	Under construction. Current completion date is 6/2014. Baseline completion = 6/2012.	Widening, adding reversible lanes, and major interchange improvements between I-75 and I-95.	Total project cost remained constant at \$1.4 billion.	Florida DOT.	Federal (TIFIA), State, and private funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
I-75 (From SR 78 in Lee County to Kings Highway (CR 769)).	Lee and Charlotte Counties, FL.	\$1.1 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	Environmental document completed 11/2006.	Widening of existing I-75 to eight lanes.	Total project cost remained constant at \$1.1 billion.	Florida DOT, Lee County, Charlotte County, and Punta Gorda Metropolitan Planning Organization.	TBD.	None.
I-75 (Pasco & Hernando) 411014-1/411011-2/411012-2.	Pasco, Hernando, and Sumter Counties, FL.	\$0.6 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	Environmental document completed 3/2007.	Widening of 20 miles from north of SR 52 to south of CR 467B.	Total project cost remained constant at \$0.6 billion.	Florida DOT.	TBD.	None.
I-75/SR 826 Managed Lanes.	Broward and Miami Dade Counties, FL.	\$0.85 Baseline = \$0.85 in Initial Financial Plan 8/2013.	Environment document completed 3/2012. Baseline Completion = 1/2018.	Widening, addition of two managed lanes in median of I-75 from SR 826 to I-595.	New major project. The Initial Finance Plan established the baseline cost at \$0.85 billion.	Florida DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Miami Intermodal Center.	Miami, FL.	\$2.0 Baseline = \$1.3 in Initial Financial Plan 7/1999.	Under Construction. Current completion date is 12/2013. Baseline completion = 7/2005.	Construction of multimodal center for MIA, including rental car garage, intermodal center, people mover, and roadways.	Total project cost remained constant at \$2.0 billion.	Florida DOT, Miami-Dade Aviation Dept. (MDAD). Also, Miami-Dade Expressway (MDX), Miami-Dade County, and Tri-County Commuter Rail Authority.	Federal (TIFIA), MDAD airport capital improvement, MDX tolling, State Infrastructure Bank loan, and Ancillary revenues.	None.
Port of Miami Tunnel & Access Improvement Project.	Miami, FL.	\$0.91 Baseline = \$0.92 in Initial Financial Plan 11/2010.	Under construction. Current completion date is 9/2014. 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.	Total project cost remained constant at \$0.91 billion.	Florida DOT, Miami-Dade County, and the city of Miami.	Federal (TIFIA), State, Miami-Dade County, and the city of Miami funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
SR 826/SR 836 Interchange Reconstruction (Palmetto 5).	Miami, FL.	\$0.82 Baseline = \$0.84 in Initial Financial Plan 9/2009.	Under construction. Current completion date is 8/2015. Baseline completion = 12/2016.	Interchange upgrade. Reconstruction and widening of SR 826 and SR 836.	Total project cost remained constant at \$0.82 billion.	Florida DOT and Miami-Dade Expressway Authority.	Federal, State, and Miami-Dade Expressway Authority funds. ARRA project.	None.
Tampa Interstate System.	Tampa, FL.	\$1.2 Baseline = \$1.0 in Initial Financial Plan 3/2003.	Under construction. Current completion date is 7/2016. 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.	Total project cost remained constant at \$1.2 billion.	Florida DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Moving 4 Ward (I-4), from SR 435 (Kirkman Rd) to SR 434.	Orlando, FL (Orange and Seminole Counties).	\$2.8 Baseline = \$2.8 in Initial Financial Plan 9/2013.	Initial ROD signed in 12/2002 and subsequent ROD signed 12/2005. Current completion date is 3/2021. Baseline completion = 3/2021.	Reconstruction of 18 miles of I-4 in Orange and Seminole Counties.	The Initial Finance Plan established the baseline cost at \$2.8 billion.	Florida DOT, and the Orlando-Orange County Expressway Authority.	Federal and State funds.	None.
Northwest Corridor Project (I-75/I-575).	Cherokee and Cobb Counties, GA.	\$0.95 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD issued 5/2013.	Construct 29 miles of reversible managed lanes on I-75 and I-575.	New major project.	Georgia DOT and State Road and Tollway Authority.	TBD.	None.
I-465 West Leg Reconstruction (Accelerate 465).	Indianapolis, IN.	\$0.56 Baseline = \$0.74 in Initial Financial Plan 6/2008.	Under Construction. Current completion date is 12/2013. Baseline completion = 12/2012.	Pavement replacement and widening from three to four lanes between SR 67 and 56 th Street. Also, seven interchanges will be reconstructed.	Total project cost remained constant at \$0.56 billion.	Indiana DOT.	Federal and Major Moves State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
I-69 SIU 3, Section 4.	Bloomington, IN.	\$0.6 Baseline = \$0.6 in Initial Financial Plan 9/2011.	Under Construction. Current completion date is 11/2015. Baseline completion = 11/2015.	Construction of 27 miles of new freeway.	Total project cost remained constant at \$0.6 billion.	Indiana DOT.	Federal and State funds.	None.
I-69 SIU 3, Section 5.	Bloomington and Martinsville, IN.	\$0.5 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 8/2013.	Upgrade existing 21 mile four lane highway SR 37 to I-69 from Victor Pike to SR 39.	New major project.	Indiana DOT and Indiana Finance Authority.	TBD.	None.
US 31 Hamilton County.	Indianapolis, IN.	\$0.53 Baseline = \$0.6 in Initial Financial Plan 12/2010.	Under construction. Current completion date is 11/2016. Baseline completion = 8/2017.	Reconstruction of 12.5 miles of divided signalized expressway from I-465 north to SR 38.	Total project cost decreased from \$0.6 billion based on Financial Plan Annual Update.	Indiana DOT.	Federal and Major Moves State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Council Bluffs Interstate System Improvements, Segments 1, 2, and 3.	Council Bluffs, IA.	\$0.92 Baseline = \$0.76 in Initial Financial Plan 1/2008.	Under Construction. Current completion date is 6/2020. Baseline completion = 12/2018.	Reconstruction of 18 miles of Interstates 29, 80, and 480, including 16 interchanges.	Total project cost decreased from \$1.03 billion based on Financial Plan Annual Update.	Iowa DOT and Nebraska Department of Roads.	Federal and State funds.	None.
I-74 Quad Cities Corridor Study.	Davenport and Bettendorf, IA; and Moline, IL.	\$1.4 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD issued 4/2009.	Reconstruction of the I-74 corridor from the Avenue of the Cities Interchange in Moline, IL to 1 mile north of the 53 rd Street Interchange in Davenport, IA.	Total project cost remained constant at \$1.4 billion.	Iowa DOT (lead) and Illinois DOT.	TBD.	None.
US 68/KY 80, Land Between the Lakes, West of Cadiz, KY.	Trigg and Marshall Counties, KY.	\$0.58 Baseline = \$0.58 in Initial Financial Plan 9/2012.	Under Construction. Current completion date is 4/2017. 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 remained constant at \$0.58 billion.	Kentucky Transportation Cabinet.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Louisville Southern Indiana Ohio River Bridges Project.	KY/IN (Louisville, KY).	\$2.6 Baseline = \$2.6 in Initial Financial Plan 8/2012.	Under construction. Current completion date is 12/2018. 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 \$2.6 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT.	Federal and State funds.	None.
I-10 Twin Span Structures.	Slidell, LA.	\$0.73 Baseline = \$0.80 in Initial Financial Plan 3/2006.	Project completed 10/2012. Baseline completion = 3/2011.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Total project cost remained constant at \$0.73 billion.	Louisiana Department of Transportation and Development.	Federal ER Program funding.	Financial Plan to close out Major Project requirements expected shortly.
Intercounty Connector.	Prince George's and Montgomery Counties, MD.	\$2.4 Baseline = \$2.4 in Initial Financial Plan 6/2006.	Under construction. Current completion date is 4/2014. Baseline completion = 12/2012.	Construction of an east-west limited access highway between the I-270 and I-95/ US 1 corridors.	Total project cost remained constant at \$2.4 billion.	Maryland State Highway Administration and Maryland Transportation Authority.	Federal (TIFIA) and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Central Artery/Ted Williams Tunnel. PROJECT COMPLETED.	Boston, MA.	Completed cost=\$14.8 Year 2000 Baseline = \$13.5 in Financial Plan Update 6/2000. Final cost overrun of 9.6%.	Project completed 10/2007. Baseline completion = 12/2004.	Replacement of existing I-93 viaduct in downtown Boston with eight- to ten-lane tunnels and 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.	None.
I-75.	Oakland County, MI.	\$0.6 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 1/2006.	Addition of capacity to I-75.	Total project cost remained constant at \$0.6 billion.	Michigan DOT.	TBD.	None.
I-94/Edsel Ford Freeway.	Detroit, MI.	\$2.8 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 12/2005.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost remained constant at \$2.8 billion.	Michigan DOT.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
New International Trade Crossing formerly known as Detroit River International Crossing.	Detroit, MI.	\$1.8 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 2/2009.	New international border crossing including a bridge, custom plaza, and interchange.	Total project cost remained constant at \$1.8 billion.	Michigan DOT.	TBD.	None.
I-35W St. Anthony Falls Bridge. PROJECT COMPLETED.	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 and 2% Non-Federal funding. (ER Program funding)	None.
St. Croix River Crossing.	Stillwater, MN.	\$0.68 Baseline = \$0.68 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 11/2017. 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 \$0.68 billion.	Minnesota DOT and Wisconsin DOT.	Federal and state funding.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
I-269.	DeSoto and Marshall Counties, MS.	\$0.67 Baseline = \$0.67 in Initial Financial Plan 2/2011.	Under construction. Current completion date is 1/2018. Baseline completion = 6/2018.	Construction of 26 miles of a new four-lane facility.	Total project cost remained constant at \$0.67 billion.	Mississippi DOT.	Federal and State funds.	None.
I-64, from Spoede Road to Sarah Street. PROJECT COMPLETED.	St. Louis County and St. Louis City, MO.	\$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.	None.
New Mississippi River Bridge.	Illinois/Missouri (St. Louis, MO).	\$0.69 Baseline = \$0.66 in Initial Financial Plan 9/2009.	Under construction. Current completion date is 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.	Total project cost decreased from \$0.70 billion based on Financial Plan Annual Update.	Missouri DOT (lead) and Illinois DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Boulder City Bypass.	Boulder City, NV.	\$0.4 to \$0.9 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 12/2005.	Construction of 10 miles of four-lane freeway around the southern edge of Boulder City, from I-515 in Henderson to the Hoover Dam Bypass.	Total project cost remained between \$0.4 billion to \$0.9 billion.	Nevada DOT.	TBD.	None.
I-15 South.	Las Vegas, NV.	\$1.4 Baseline = \$1.4 in Initial Financial Plan 9/2009.	Under construction. Current completion date is 12/2030. Baseline completion = 12/2030.	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 \$1.4 billion.	Nevada DOT; Clark County; city of Henderson.	Federal, State, and local (Las Vegas Convention and Visitor Authority, gas tax, developers) funds.	None.
I-15/Project NEON.	Las Vegas, NV.	\$1.5 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 10/2010.	Widening of I-15 from 6 to 14 lanes.	Total project cost remained constant at \$1.5 billion.	Nevada DOT, Regional Transportation Commission of Southern Nevada.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
US 95 Northwest Corridor.	Las Vegas, NV.	\$0.48 Baseline = \$0.71 in Initial Financial Plan 5/2009.	Under construction. Current completion date is 11/2027. Baseline completion = 9/2028.	Widening of US 95 from six to eight lanes between Washington Avenue and Durango Road (including HOV lanes). Widening of US 95 from four to six lanes from Durango Road to Kyle Canyon Road. Complete the system interchange at US 95/CC 215 Northern Beltway. Add a new interchange at US 95/ Horse Drive.	Total project cost decreased from \$0.71 billion based on Financial Plan Annual Update.	Nevada DOT, Clark County Public Works, city of Las Vegas, and Regional Transportation Commission of Southern Nevada.	Federal, State, local and private developer funds.	None.
I-93 Reconstruction.	Salem to Manchester, NH.	\$0.77 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 decreased from \$0.79 billion based on Financial Plan Annual Update.	New Hampshire DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Rt. I-295 & 42/ I-76 Direct Connection.	Camden County, New Jersey.	\$0.87 Baseline = \$0.87 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 11/2021. 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 remained constant at \$0.87 billion.	New Jersey DOT.	Federal funds.	None.
Brooklyn Bridge Contract 6.	New York and Kings Counties, New York City, NY.	\$0.62 Baseline = \$0.45 in Initial Financial Plan 11/2008.	Under construction. Current completion date is 4/2014. Baseline completion = 9/2013.	Rehabilitation of existing bridge structure, including painting of entire bridge and reconstruction of approach spans and ramps.	Total project cost increased from \$0.45 billion based on Financial Plan Annual Update.	New York City DOT.	Federal, State, and local funds.	None.
Goethals Bridge Replacement.	Elizabeth City, NJ to Staten Island, NY, New York.	\$1.1 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 1/2011.	Replacement of the Goethals Bridge over the Arthur Kill Channel between Elizabeth City, NJ and Staten Island, NY.	New major project.	Port Authority of New York and New Jersey.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Kozciusko Bridge Replacement, I-278 over Newtown Creek.	Brooklyn/Queens, NY, New York.	\$0.97 Baseline = \$0.97 in Initial Financial Plan 9/2012.	ROD signed 3/2009. 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 remained constant at \$0.97 billion.	New York State DOT.	Federal and State funds.	None.
Route 347.	Smithtown, Islip, Brookhaven, NY, New York.	\$1.0 Baseline = \$1.0 in Initial Finance Plan 4/2013.	Under Construction. Baseline completion = 11/2033.	Improve safety and mobility for 15 miles between the Northern State Parkway and NY Rt. 25A.	The Initial Finance Plan established the baseline cost at \$1.0 billion.	New York State DOT.	Federal and State funds.	None.
Tappan Zee Hudson River Crossing/New NY Bridge Project.	South Nyack, Rockland, Tarrytown and Westchester Counties, NY.	\$5.4 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 9/2012.	Bridge Replacement for existing Tappan Zee Toll Bridge carrying Interstates 87 and 287 over the Hudson River.	New major project.	New York State Thruway Authority.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Willis Avenue Bridge.	Manhattan and Bronx Counties, NY.	\$0.74 Baseline = \$0.50 in Initial Financial Plan 1/2007.	Under construction. Current completion date is 12/2013. Baseline completion = 11/2012.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	Total project cost remained constant at \$0.74 billion.	New York State DOT and New York City DOT.	Federal, State, and local funds.	None.
Monroe Connector-Bypass.	Mecklenburg and Union Counties, NC.	\$0.72 Baseline = \$0.72 in Initial Financial Plan 9/2011.	ROD rescinded 7/2012. Current completion date is 11/2016. Baseline completion = 11/2016.	Construction of 19.7 miles of high-speed, controlled access facility.	Total project cost remained constant at \$0.72 billion.	North Carolina DOT.	Federal and State funds.	None.
Triangle Expressway, Western Wake Freeway.	Raleigh, NC.	\$0.98 Baseline = \$1.03 in Initial Financial Plan 9/2009.	Under construction. Current completion date is 7/2013. 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.	Total project cost increased from \$0.97 billion based on the Financial Plan Annual Update.	North Carolina Turnpike Authority.	Federal (TIFIA), State funds, and toll revenue bonds.	Financial Plan to close out Major Project requirements expected shortly.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Cleveland Innerbelt.	Cleveland, OH.	\$3.0 Baseline = \$3.2 in Initial Financial Plan 9/2010.	Under construction. Current completion date is 6/2033. Baseline completion = 11/2033.	Major reconstruction and reconfiguration of the Interstates 71, 77, and 90, and connecting radial freeways and local roadways, known as the Cleveland Innerbelt.	Total project cost decreased from \$3.2 billion based on the Financial Plan Annual Update.	Ohio DOT.	Federal and State funds.	None.
Hamilton IR 75 (Thru the Valley).	Cincinnati, OH.	\$0.62 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	FONSI approved 3/2011.	Reconstruction, widening, and modernization of 6.5 miles of I-75.	Total project cost remained constant at \$0.62 billion.	Ohio DOT.	TBD.	None.
I-70/71 Columbus Crossroads Phases 1-5.	Columbus, OH.	\$1.1 Baseline = \$1.1 in Initial Financial Plan 3/2011.	Under construction. Current completion date is 10/2025. Baseline completion = 10/2018.	Reconstruction, widening, and modernization of I-70/71.	Total project cost remained constant at \$1.1 billion.	Ohio DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
I-75 (HAM-75-2.30), city of Cincinnati (Mill Creek Expressway).	Cincinnati, OH.	\$0.75 Baseline = \$0.80 in Initial Financial Plan 12/2009.	Under construction. Current completion date is in 8/2027. Baseline completion = 5/2020.	Reconstruction, widening, and modernization of 7.80 miles of I-75 (eight construction contracts).	Total project cost decreased from \$0.80 billion based on the Financial Plan Annual Update.	Ohio DOT.	Federal and State funds.	None.
Portsmouth Bypass.	Portsmouth, OH.	\$0.58 Baseline = \$0.58 in Initial Financial Plan 1/2012.	ROD was issued in 6/2006. Current completion date is 12/2019. Baseline completion = 5/2025.	Construction of a new four-lane limited access bypass of Portsmouth.	Total project cost remained constant at \$0.58 billion.	Ohio DOT.	Federal and State Funds.	None.
I-40 Crosstown.	Oklahoma City, OK.	\$0.69 Baseline = \$0.58 in Initial Financial Plan 8/2007.	Under Construction. Current completion date is 12/2013. Baseline completion = 9/2015.	Realignment of 4.5 miles of I-40 from just east of I-44 to I-35/I-235 and reconstruction of existing I-40 to a boulevard access to downtown Oklahoma City.	Total project cost remained constant at \$0.69 billion.	Oklahoma DOT and Oklahoma City.	Federal and State Funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
Central Susquehanna Valley Transportation.	Snyder, Union, and Northumberland Counties, PA.	\$0.60 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	Environmental evaluation approved in 2006. Design and right-of-way (ROW) acquisition are underway.	Construction of 12 miles of new limited access highway.	Total project cost remained constant at \$0.60 billion.	Pennsylvania DOT.	TBD.	None.
I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction.	Philadelphia, PA.	\$0.95 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	Environmental clearance issued 7/2011.	Reconstruction of the I-95/Betsy Ross Bridge Interchange and Bridge Street Ramps.	Total project cost remained constant at \$0.95 billion.	Pennsylvania DOT.	TBD.	None.
Central Texas Turnpike. PROJECT COMPLETED.	Austin, TX.	Completed cost = \$2.7 Baseline = \$2.9 in Initial Financial Plan 9/2002. Final cost underrun of 7%.	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. Also, local cities, counties, and associations.	19% Federal and 81% Non-Federal funding (\$900 million TIFIA loan).	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
DFW Connector.	Grapevine, TX.	\$1.1 Baseline = \$1.1 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 5/2014. Baseline completion = 5/2014.	Reconstruction of SH 121 and SH 114, including additional toll managed lanes on SH 114.	Total project cost remained constant at \$1.1 billion.	Texas DOT.	Federal, State, and developer funds.	None.
Eastern Extension of the President George Bush Turnpike (SH 190).	Dallas County, TX.	\$0.80 Baseline = \$1.0 in Initial Financial Plan 7/2008.	Under construction. Current completion date is 3/2015. Baseline completion = 6/2012.	Construction of a new six-lane toll road from SH 78 to IH-30, including frontage roads and an interchange at IH-30.	Total project cost decreased from \$0.84 billion based on the Financial Plan Annual Update.	Texas DOT and the North Texas Tollway Authority.	Toll Bonds, Federal, and State funds.	None.
I-10/Katy Freeway. PROJECT COMPLETED.	Houston, TX.	Completed cost = \$2.8 Year 2004 Baseline = \$2.5 Adjusted in Financial Plan Update 12/2004. Final cost overrun of 12%.	Project completed 11/2010. Baseline completion = 11/2008.	Reconstruction of 38 miles of I-10 from Houston to Katy. Also, reconstruction of 2.6 miles of I-610.	Project completed.	Texas DOT.	49% Federal and 51% Non-Federal funding.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
IH-35E Managed Lanes (Dallas and Denton), Phase I.	Dallas and Denton, TX.	\$7.1 Baseline = \$7.1 in Initial Financial Plan 9/2013.	RFP issued 7/2012. Baseline completion = 12/2034.	Reconstruction and expansion of general purpose lanes and frontage road of IH-35E from IH-635 to US 380. Includes construction of tolled managed lanes.	The Initial Finance Plan established the baseline cost at \$7.1 billion.	Texas DOT.	Federal, State, and local funds.	None.
LBJ Freeway.	Dallas, TX.	\$2.2 Baseline = \$2.2 in Initial Financial Plan 12/2011.	Under construction. Current completion date is 3/2016. Baseline completion = 7/2016.	Reconstruction of IH-635 from IH-35E to US Route 75. Project includes free main lanes, toll managed lanes, and frontage roads.	Total project cost remained constant at \$2.2 billion.	Texas DOT.	Federal (TIFIA), State, and developer funds.	None.
Loop 12/ IH-35E Corridor.	Dallas, TX.	\$0.64 Baseline = \$1.3 in Initial Financial Plan 2/2009.	Under construction. Current completion date is 5/2018. Baseline completion = 9/2015.	Reconstruction and widening of Loop 12 and IH-35E. Project includes free main lanes, reversible managed lanes, and frontage roads.	Total project cost decreased from \$1.2 billion based on the Financial Plan Annual Update.	Texas DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
North Tarrant Express.	Fort Worth, TX.	\$1.9 Baseline = \$1.9 in Initial Financial Plan 5/2012.	Under construction. Current completion date is 9/2015. Baseline completion = 9/2015.	Reconstruction of IH-820 and opportunity to develop and reconstruct SH 183 and IH-35W. Project includes free main lanes, interconnected toll managed lanes, and frontage roads.	Total project cost remained constant at \$1.9 billion.	Texas DOT.	Federal (TIFIA), State, and developer funds.	None.
North Tarrant Express 3A & 3B (NTE 3A & 3B).	Fort Worth, TX.	\$4.1 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	FONSI issued 8/2012.	Reconstruction and addition of tolled managed lanes.	New major project.	Texas DOT.	TBD.	None.
Project Horseshoe IH-30/IH-35E.	Dallas, TX	\$0.84 Baseline = \$0.84 in Initial Financial Plan 9/2013.	FONSI issued 9/2012. Baseline completion = 3/2017.	Reconstruction of the IH-30/IH-35E Interchange over the Trinity River Floodway.	The Initial Finance Plan established the baseline cost at \$0.84 billion.	Texas DOT and city of Dallas.	Federal, State, and local funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
SH 161 – President George Bush Turnpike Western Extension.	Grand Prairie and Irving in Dallas County, TX.	\$1.1 Baseline = \$1.1 in Initial Financial Plan 3/2012.	Project completed 12/2012. Baseline completion = 10/2012.	Construction of a new four and six-lane toll road with frontage roads from IH-20 to SH 183.	Total project cost remained constant at \$1.1 billion.	Texas DOT, North Texas Tollway Authority, and the cities of Grand Prairie and Irving.	Federal (TIFIA), State, and local funds. TIGER Grant recipient.	Financial Plan to close out Major Project requirements expected shortly.
SH 288.	Brazoria and Harris Counties, TX.	\$1.9 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	FONSI issued 5/2013.	Construction of 37 miles of toll and general purpose lanes between US 59 N and I-10E.	New major project.	Texas DOT.	TBD.	None.
Southwest Parkway (SH 121).	Fort Worth, TX.	\$1.2 Baseline = \$1.5 in Initial Financial Plan 2/2010.	Under Construction. Current completion date is 8/2014. Baseline completion = 12/2012.	Construction of 15 miles of a controlled access divided toll facility from IH-30 near downtown Fort Worth to Farm to Market (FM) Road 1187 in Tarrant County.	Total project cost remained constant at \$1.2 billion.	Texas DOT, North Texas Tollway Authority, and the city of Fort Worth.	Federal, State, North Texas Tollway Authority, and the city of Fort Worth funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '13	Project Sponsor (State)	Funding Sources	Remarks
SH 130 Segments 5 & 6. PROJECT COMPLETED.	Central Texas/Austin and San Antonio, TX.	\$1.1 Baseline = \$1.1 in Initial Financial Plan 3/2008. Final cost on budget.	Project completed 5/2013. Baseline completion = 11/2012.	Construction of a new 40-mile toll road connecting the completion portions of SH 130 (Central Texas Turnpike system) to Seguin, Texas, near San Antonio.	Project completed.	Texas DOT.	0.3% Federal and 99.7% Non-Federal funding (\$430 million TIFIA loan).	None.
SH 99, 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.	Final EIS under review.	Construction of a new 37-mile four lane toll road from US 59 to IH-10E. This segment is one of 10 segments that make up the 188 miles of SH 99 project that encircles the Greater Houston region.	New major project.	Texas DOT.	TBD.	None.
SH 99, The Grand Parkway (Segments F-1, F-2, and G).	Houston, TX.	\$1.2 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	RODs issued for each segment in 2009 and 2010.	Constructs segments F-1, F-2, and G of the Grand Parkway, a 180-mile limited access, tolled facility around the Houston metropolitan area.	Total project cost remained constant at \$1.2 billion.	Texas DOT.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

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US 290.	Houston, TX.	\$2.5 Baseline = \$2.5 in Initial Financial Plan 6/2011.	Under construction. Current completion date is 8/2021. Baseline completion = 8/2021.	Improvements to 38 miles of the US 290 corridor from IH-610 to FM 2920.	Total project cost remained constant at \$2.5 billion.	Texas DOT and Harris County Toll Authority.	Federal, State and local funds including Harris County Toll Authority funds.	None.
I-15 Corridor. PROJECT COMPLETED.	Salt Lake City, UT.	Completed cost = \$1.6 Baseline = \$1.4 in Initial Financial Plan 7/1996. Final cost overrun of 14%.	Project completed summer 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.	None.
Capital Beltway HOT Lanes.	Northern Virginia, Fairfax County, VA.	\$1.7 Baseline = \$1.7 in Initial Financial Plan 4/2009.	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.	Total project cost remained constant at \$1.7 billion.	Virginia DOT.	Federal (TIFIA), Private Activity Bonds, Private Sector Equity, and State funds.	Financial Plan to close out Major Project requirements expected shortly.

FHWA Annual Summary of Major Projects

October 1, 2013

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I-95 HOV/HOT Lanes, Northern Segment.	Northern Virginia, Fairfax, Prince William, and Stafford Counties, VA.	\$0.86 Baseline = \$0.86 in Initial Financial Plan 7/2012.	Under Construction. Current completion date is 3/2015. Baseline completion = 3/2015.	Development of 29 miles of HOT lanes, including conversion of HOV lanes to HOT lanes.	Total project cost remained constant at \$0.86 billion.	Virginia DOT.	Federal (TIFIA), GARVEE bonds, Private Sector Equity, and State funds.	None.
I-95/Woodrow Wilson Bridge (WWB).	VA/MD/DC.	\$2.5 Baseline = \$2.4 in Initial Financial Plan 9/2001.	Project completed 6/2013. Baseline completion = 5/2011.	Replacement of existing six-lane bridge with new 12-lane double structure, including auxiliary and HOV lanes. Reconstruction of adjacent interchanges.	Total project cost remained constant at \$2.5 billion.	Maryland State Highway Administration, Virginia DOT, and District of Columbia DOT.	Current ceiling is \$1.543 billion in designated Federal funding from WWB Financing Acts and RABA; remaining sources include Maryland, Virginia, and District of Columbia Federal and State funds.	Financial Plan to close out Major Project requirements expected shortly.

FHWA Annual Summary of Major Projects

October 1, 2013

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I-95/I-495 Springfield Interchange. PROJECT COMPLETED.	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 and direct ramp access.	Project completed.	Virginia DOT.	93% Federal and 7% Non-Federal funding.	None.
Midtown Tunnel/ Downtown Tunnel/ Martin Luther King Extension Project.	Hampton Roads, VA.	\$1.6 Baseline = \$1.6 in Initial Financial Plan 2/2013.	Under Construction. 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.	The Initial Finance Plan established the baseline cost at \$1.6 billion.	Virginia DOT.	Federal (TIFIA), Private Activity Bonds, Private Sector Equity, and State funds.	None.
Route 460 Corridor Improvement Project.	Between Petersburg and Suffolk, VA.	\$1.7 Baseline = \$1.7 in Initial Financial Plan 12/2012.	ROD issued in 2008. Baseline completion = 12/2017.	Construction of 55 miles of four-lane divided limited access tolled highway between Petersburg and Suffolk, VA.	New major project. The Initial Finance Plan established the baseline cost at \$1.7 billion.	Virginia DOT.	Federal, State, GARVEE bonds and Private Equity Bonds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

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North Spokane Freeway.	Spokane, WA.	\$3.3 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Re-evaluation completed 6/2012.	Construction of a limited access highway from I-90 in Spokane to the intersection of US Route 2 and US Route 395.	Total project cost remained constant at \$3.3 billion.	Washington State DOT.	TBD.	None.
SR 167.	Pierce County, WA.	\$2.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Tier 2 ROD approved October 2007.	Construction of a 6-lane freeway from Puyallup to I-5 in Fife, including carpool/transit lanes, and five interchanges.	Total project cost remained constant at \$2.0 billion.	Washington State DOT.	TBD.	None.
SR 509.	Seattle, WA.	\$1.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued in 3/2003. Design and ROW acquisition underway.	Extension of SR 509 from the existing terminus to I-5, south of Seattle-Tacoma Airport.	Total project cost remained constant at \$1.0 billion.	Washington State DOT.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

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SR 520 – Pontoon Construction Project.	Grays Harbor, WA.	\$0.57 Baseline = \$0.61 in Initial Financial Plan 1/2011.	Under construction. Current completion date is 5/2015. Baseline completion = 11/2014.	Construction of casting basin and pontoons that will be used to reconstruct the SR 520 Floating Bridge in Seattle.	Total project cost decreased from \$0.61 billion based on the Financial Plan Annual Update.	Washington State DOT.	Federal and State funds, tolls, GARVEE bonds.	None.
SR 520, I-5 to Medina: Bridge Replacement and HOV Project – Floating Bridge and Landings Stage.	Seattle, WA.	\$1.3 Baseline = \$1.1 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 10/2016. 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 \$1.1 billion based on the Financial Plan Annual Update.	Washington State DOT.	Federal (TIFIA) and State funds.	None.
SR 520, Medina to SR 202: Eastside Transit and HOV Project.	Seattle, WA.	\$0.51 Baseline = \$0.53 in Initial Financial Plan 10/2011.	Under construction. Current completion date is 12/2015. Baseline completion = 6/2017.	Construction of SR 520 from Medina (East side of Lake Washington) to SR 202 to enhance travel time reliability, mobility, access, safety for transit, public, and HOV traffic.	Total project cost decreased from \$0.53 billion based on the Financial Plan Annual Update.	Washington State DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

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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 6/2017. 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 funding.	None.
I-43/I-94/I-794 Marquette Interchange. PROJECT COMPLETED.	Milwaukee, WI.	\$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.	None.
I-39/90.	Rock and Dane Counties, WI.	\$1.5 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI issued in 10/2010.	Reconstruction of 45.5 miles of I-39/90 from the Illinois State line to Madison.	Total project cost increased from \$1.0 billion based on 6/2013 Cost Estimate Review.	Wisconsin DOT.	TBD.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

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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 12/2021. Baseline completion = 12/2016.	Reconstruction of 35 miles of I-94, including interchanges and capacity expansion from six to eight lanes.	Total project cost decreased from \$1.9 billion based on the Financial Plan Annual Update.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.
Tri-County Freeway, USH 10/441.	Appleton, WI.	\$0.59 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI issued 5/2010.	Reconstruction and widening of 5 miles of Tri-County Freeway.	Total project cost decreased from \$0.61 billion based on 9/2012 Cost Estimate Review.	Wisconsin DOT.	TBD.	None.
US 41 Reconstruction.	Winnebago and Brown Counties, WI.	\$1.52 Baseline = \$1.52 in Initial Financial Plan 1/2010.	Under construction. Current completion date is 1/2017. Baseline completion = 1/2018.	Reconstruction of US 41 including all interchanges and capacity expansion of one lane in each direction.	Total project cost remained constant at \$1.52 billion.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.

FHWA Annual Summary of Major Projects

October 1, 2013

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Zoo Interchange (I-94/I-894/US-45).	Milwaukee, WI.	\$1.7 Baseline = \$1.7 in Initial Financial Plan 10/2012.	Under Construction. Baseline completion = 10/2018.	Reconstruction of I-94/I-894/US-45 Interchange with safety and operational improvements.	The Initial Finance Plan established the baseline cost at \$1.7 billion.	Wisconsin DOT.	Federal and State funds.	None.