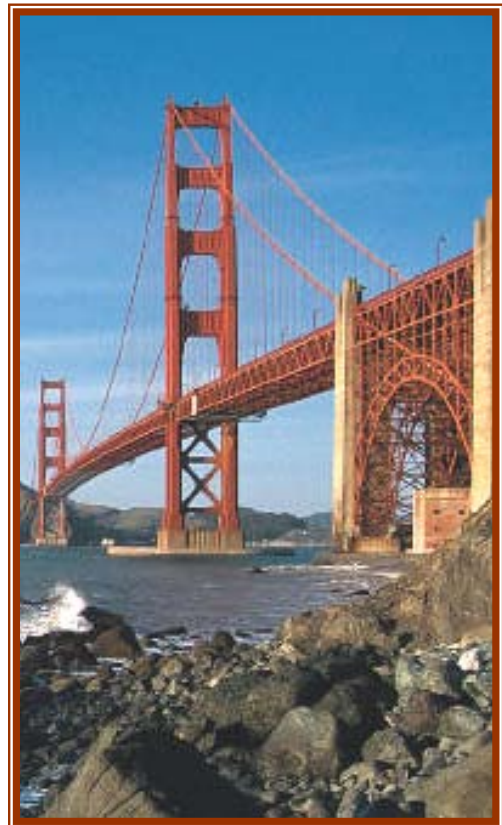


Report to: House and Senate Committees on Appropriations

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

Annual Summary of Major Projects (FY 2009)



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

Federal Highway Administration (FHWA)
Project Delivery Team
Reports and Assessments for Fiscal Year (FY) 2009, as of October 1, 2009

The Project Delivery Team is assisting the FHWA Divisions with stewardship and oversight activities for 69 major projects (each with a total cost greater than \$500 million) and 3 Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) projects (each with a total cost less than \$500 million).

The following major projects were completed in FY 2009:

- I-35W St. Anthony Falls Bridge, Minneapolis, MN
- Central Texas Turnpike, Austin, TX
- I-43/I-94/I-794 Marquette Interchange, Milwaukee, WI

The Project Delivery Team continued to track cost estimates and scheduled completion dates for 39 major projects that have Financial Plans. Currently 86 percent of the projects are within 2 percent of the previous year's budgets and 79 percent of the projects are within 2 percent of the previous year's scheduled completion dates.

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

- I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements, Los Angeles, CA
- Doyle Drive, Route 101, San Francisco, CA
- New Mississippi River Bridge, St. Louis, MO
- US 95 Northwest Corridor, Las Vegas, NV
- Capital Beltway High Occupancy Toll (HOT) Lanes, Fairfax, VA
- Pocahontas Parkway, Richmond, VA
- Loop 12/State Highway 35E Corridor, Dallas, TX
- I-94 North-South, Milwaukee, Racine and Kenosha Counties, WI

The Financial Plan Annual Updates for the following major projects were reviewed for acceptance concurrently with the applicable FHWA Division Offices.

- I-15 Managed Lanes, San Diego, CA
- I-215 San Bernardino North Corridor Project, San Bernardino, CA
- I-80/San Francisco-Oakland Bay Bridge (East Span), San Francisco-Oakland, CA
- I-75 Design/Build/Finance (iROX75), Lee and Collier Counties, FL
- Tampa Interstate System (TIS), Tampa, FL
- Council Bluffs Interstate System Improvements Segments 1, 2, and 3, Council Bluffs, IA
- I-10 Twin Span Structures, Slidell, LA
- LA 1, Golden Meadow to Port Fourchon, LA
- Central Artery/Ted Williams Tunnel, Boston, MA
- Intercounty Connector, Montgomery and Prince George's Counties, MD

- I-95/Woodrow Wilson Bridge, MD/VA/ DC
- I-64 from Spoede Road to Sarah Street, St. Louis County and St. Louis, MO
- I-93 Reconstruction, Salem to Manchester, NH
- Montgomery IR-75 Reconstruction, Dayton, OH
- I-40 Crosstown, Oklahoma City, OK
- 183-A Turnpike, Austin, TX
- Central Texas Turnpike, Austin, TX
- I-10/Katy Freeway, Houston, TX
- I-43/I-94/I-74 Marquette Interchange, Milwaukee, WI

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 2009, 76 FHWA employees have received their Associate Certificates.

The Project Delivery Team staffed an exhibit booth at the Transportation Research Board's annual meeting in Washington, DC. Displays of existing major projects and the latest guidance for the management of major projects were available.

The Project Delivery Team and the National Highway Institute completed the development of a 2-day National Highway Institute Course called "Addressing Uncertainty in Cost Estimating" in 2008 and continued presentation of this course in 2009.

The Project Delivery Team in conjunction with the Resource Center continued to provide software to the Division Offices for use in risk-based cost reviews for major projects.

Risk-based cost reviews were conducted for the following projects that are on the attached list of current active major projects:

- Doyle Drive, Route 101, San Francisco, CA
- I-5 Corridor Project (Artesia Avenue to Florence Avenue)
Los Angeles County, CA
- I-5 HOV (SR-134 to SR-118), Los Angeles County, CA
- Tampa Interstate Study I-4 Crosstown Connector, Tampa, FL
- I-595 Corridor Improvements, Ft. Lauderdale, FL
- I-465 Northeast Leg, Indianapolis, IN
- New Mississippi River Bridge, St. Louis, MO
- US95 Northwest Corridor, Las Vegas , NV
- Montgomery IR-75 Reconstruction Project, Dayton, OH
- SH161, Dallas County, TX
- North Tarrant Express (I-820/SH121/SG183), Fort Worth, TX
- Southwest Parkway (SH121), Fort Worth, TX
- Grand Parkway SH99 Segment E, Houston, TX
- US 290, Houston, TX
- DFW Connector (SH121/SH114), Grapevine, TX
- I-94 North-South, Milwaukee, Racine and Kenosha Counties, WI
- US41 Reconstruction, Winnebago and Brown Counties, WI

Additionally, risk-based cost reviews were conducted on the following projects that are to be added to the active major project list in FY 2010.

- Knik Arm Crossing Project, Anchorage, AK
- Northern Parkway, El Mirage, Glendale and Peoria, AZ
- SR303L/Estrella Freeway, Goodyear to Surprise, AZ
- I-5 South Carpool Lane and Widening, Los Angeles County, CA
- Route 24 Caldecott Tunnel, Oakland, CA
- SR4 Widening from Loveridge Road to SR160, Contra Costa County, CA
- US36 Corridor, Denver to Boulder, CO (2 cost estimates were performed)
- I-95 over the Housatonic River (Moses Wheeler Bridge), Stratford and Milford, CT
- South Capitol Street Corridor, Washington, DC
- I-57/I-294 Interchange, Chicago, IL
- Detroit Intermodal Freight Terminal, Detroit, MI
- Detroit River International Crossing, Detroit, MI
- Blue Water Bridge Plaza Expansion and I-94/I-69 Corridor Improvements, Port Huron, MI
- I-15 South, Las Vegas, NV
- I-295 & I-76/Route 42 Direct Connect Project, Camden County, NJ
- Route 7 Hackensack River Wittpenn Bridge Replacement, Jersey City and Kearny Town, NJ
- Peace Bridge, Buffalo, NY
- Cleveland Innerbelt I-90/I-71/I-77, Cleveland, OH
- Zoo Interchange (I-94/I-894/US-45), Milwaukee, WI

The Project Delivery Team conducted a process review of the Washington Department of Transportation's Cost Estimation Validation Process.

The Project Delivery Team delivered Financial Plan and Project Management Plan training to the Arizona Division Office and Arizona Department of Transportation.

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

- SR4 Widening from Loveridge Road to SR160, Contra Costa County, CA
- I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements, Los Angeles, CA
- I-75 Design/Build/Finance (iROX75), Lee and Collier Counties, FL
- SR-826/SR-836 Interchange, Miami-Dade County, FL
- Blue Water Bridge Plaza Expansion and I-94/I-69 Corridor Improvements, Port Huron, MI
- Detroit River International Crossing, Detroit, MI
- New Mississippi River Bridge, St. Louis, MO
- I-15 South, Las Vegas, NV
- US95 Northwest Corridor, Las Vegas, NV
- Willis Avenue Bridge, New York City, NY

- I-70/I-71 South Innerbelt, Columbus, OH
- Montgomery IR-75 Reconstruction Project, Dayton, OH

A listing of the status of all current active major projects is attached.

FHWA Annual Summary of Major Projects

October 1, 2009

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
Birmingham Northern Beltline – BNB (Corridor X-1, AHS)	Birmingham, AL	\$3.3 Baseline = TBD when Initial Financial Plan is prepared.	The Final Environmental Impact Statement (EIS) was approved on June 12, 1997. NEPA re-evaluations are underway for several sections.	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 \$3.3 billion.	Alabama DOT	Federal earmarks and future Appalachian Development Highway System funds.	None
I-69, Section of Independent Utility 12	McGehee, AR	\$1.0 Baseline = TBD during preparation of Initial Financial Plan	Final EIS approved on March 12, 2004. Record of Decision (ROD) approved on June 23, 2004. Under design. Right-of-way acquisition has begun.	Construction of 20 miles of freeway on new location between Benoit, MS and McGehee, AR, including a new bridge over the Mississippi River.	Total project cost remained constant at \$1.0 billion.	Arkansas DOT (lead) and Mississippi DOT	TBD	The I-69 Steering Committee member States are seeking funding for an Innovative Financing Study for the Corridor as a whole.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
Alameda Corridor PROJECT COMPLETED	Los Angeles, CA	Completed cost = \$2.4 Baseline = \$2.1 4/1997	Construction began in April 1997. Project opened for revenue service April 2002.	20-mile express lane corridor linking Los Angeles and Long Beach ports with rail network in downtown Los Angeles.	Project completed	California Department of Transportation (Caltrans) and Alameda Corridor Transportation Authority	Project completed	Project completed on schedule. Completed cost was 14% over baseline (0% growth from June 1999 budget).
San Francisco Bay Area Rapid Transit District (BART) Seismic Retrofit Project	San Francisco and Oakland, CA	\$1.3 Baseline = \$1.3 in Initial Financial Plan 3/2008	Finding of No Significant Impact (FONSI) approved in September 2006. Categorical Exclusion approved August 2007. Under design.	Retrofitting and strengthening of the BART system.	Total project cost remained constant at \$1.3 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
Doyle Drive, Route 101	San Francisco, CA	\$0.828 Baseline = \$0.828 in	ROD issued in December 2008.	Reconstruction and widening of existing Doyle Drive on new alignment with two tunnels and several	Total project cost updated as reflected in May 2009 Initial	Caltrans	Federal, State, and local funds.	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
		Initial Financial Plan 5/2009		bridges.	Financial Plan.			
I-10 HOV Project	Los Angeles County, CA	\$0.6 Baseline = TBD during preparation of Initial Financial Plan	Design work has begun and construction is expected to be completed in 2011.	Widening of I- 10 from I- 605 to State Route 57/71 interchange to add one High Occupancy Vehicle (HOV) lane.	Total project cost remained constant at \$0.6 billion.	Caltrans	Federal funds, State Transportation Congestions Relief Program funds, and local funds.	None
I-15 Managed Lanes	San Diego County, CA	\$0.998 Baseline = \$1.1 in 4/2008 Initial Financial Plan	FONSI approved in March 2003. Construction has begun and the anticipated completion date is 2012.	Construction of 20 miles of managed lanes in three segments on I-15, from State Route 163 to State Route 78.	Total project cost decreased based on September 2009 Financial Plan Annual Update.	Caltrans	TBD	None
SR 210/Foothill Freeway PROJECT COMPLETED	Los Angeles, CA	\$1.2 Baseline = \$1.2 At the beginning of construction in late 1997	Construction began in late 1997. All 28.2 miles opened in July 2007. Final acceptance on July 1, 2008.	28.2 miles of eight-lane freeway construction, including two HOV lanes, from Foothill Boulevard in L.A. County to I-215 in San Bernardino County.	Project completed	Caltrans	Federal funds \$751 million; remainder State and local funding.	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
I-215 San Bernardino North Corridor Project	San Bernardino, CA	\$0.687 Baseline = \$ 0.687 in 11/2007 Initial Financial Plan	ROD issued in 2001. Environmental Re-evaluation approved in 2005. Under construction. Final completion expected in April 2013.	Addition of one HOV lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements.	Total project cost increased to \$0.699 billion based on 9/2009 Financial Plan Annual Update.	Caltrans	Federal, State and local funds.	None
I-405 Sepulveda Pass Widening and HOV Improvements (EA 07-120300)	Los Angeles, CA	\$0.950 Baseline = \$0.905 in 2/2009 Initial Financial Plan	ROD issued on April 25, 2008. Award of Design-Build contract awarded April 2009. Final completion expected spring 2013.	Addition of one HOV lane in the northbound direction and interchange improvements.	Total project cost updated to reflect cost reported in February 2009 Initial Financial Plan.	Caltrans and Los Angeles County Metropolitan Transportation Authority (LA Metro)	Federal and State funds.	None
I-5 Corridor Project	Los Angeles County, CA	\$1.2 Baseline = TBD during preparation of Initial Financial Plan	ROD issued on December 31, 2007.	Addition of one HOV lane from Artesia Avenue to Florence Avenue.	Total project cost remained constant at \$1.2 billion.	Caltrans and LA Metro	TBD	None
I-5 HOV (SR-134 to SR-118)	Los Angeles County, CA	\$0.9 Baseline = TBD during preparation of Initial	FONSI issued December 19, 2000. Construction is anticipated to begin June 2010.	Addition of one HOV lane from State Route 134 to State Route 118.	Total project cost remained constant at \$0.9 billion.	Caltrans and LA Metro	TBD	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
		Financial Plan.	Final completion expected July 2014.					
I-5 HOV and Truck Lanes	Los Angeles County, CA	\$0.597 Baseline = TBD during preparation of Initial Financial Plan	FONSI issued July 2009 Construction is anticipated to begin December 2012. Final completion expected December 2015.	Extension of existing HOV lanes from SR-14 to Parker Road.	Total project cost remained constant at \$0.597 billion.	Caltrans and LA Metro	TBD	None
SR 905	San Diego County, CA	\$0.62 Baseline = \$0.68 Initial Financial Plan 1/2008	ROD issued in 2004. Construction has begun.	Construction of the connection between I-805 and Otay Mesa Port of Entry.	Total project cost updated to reflect 2008 Initial Financial Plan	Caltrans	TBD	None
I-80/San Francisco-Oakland Bay Bridge (East Span)	San Francisco/Oakland, CA	\$5.7 Baseline = \$2.6 Initial Financial Plan 12/2001	Construction began in January 2002. Skyway under construction. Completion date is now estimated at 2015.	The Toll Bridge Seismic Retrofit Program consists of the seismic retrofit of seven of the nine State-owned toll bridges in California. One of these projects is the Replacement of San Francisco-Oakland Bay Bridge East Span.	Total project cost increased based on the January 2009 Financial Plan Annual Update.	Caltrans	\$242 million in Advance Construction (AC) Federal-aid BR/IM funds. All AC is on the Skyway contract. Remaining funds are from an extended toll surcharge on this bridge and other State-owned toll bridges and commercial bonds.	Project was re-scoped and additional funds were provided by the Legislature after it was determined through the bidding process that the cost estimate was too low.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
Marin-Sonoma Narrows	Marin and Sonoma Counties, CA	\$1.0 Baseline = TBD during preparation of Initial Financial Plan	FEIS approved July 2009. Construction is expected to begin 2010.	Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one HOV lane and replacing bridges.	Total project cost remained constant at \$1.0 billion.	Caltrans	TBD	None
State Route 52	City of Santee in San Diego County, CA	\$0.6 Baseline = \$0.6 Initial Financial Plan 4/2008	Under construction. The project is approximately 85% complete.	Construction of 4 miles of a four lane freeway including interchanges.	Total project cost remained constant at \$0.6 billion.	San Diego Association of Governments	Federal, State and local funds.	None
I-25/I-225 Southeast Corridor PROJECT COMPLETED	Denver, CO	Completed cost = \$1.75 Baseline = \$1.66 Initial Financial Plan 5/2001	Design-build contract awarded June 2001. Substantial completion of the highway work was August 2006. The light rail transit opening was November 2006.	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	Project completed	A total of \$74 million in additional work scope was added to project, which was funded by third parties and project sponsors.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
Powers Boulevard Corridor	El Paso County, CO	\$0.816 Baseline = TBD during preparation of Initial Financial Plan	The Environmental Assessment (EA) is scheduled to be complete by spring 2010.	Reconstruction of 11 miles of SH 21 from Woodmen Road to SH 6.	New Project.	Colorado DOT, city of Colorado Springs and El Paso County	TBD	None
I-95/New Haven Harbor Crossing	New Haven, CT	\$1.9 Baseline = \$0.8 Initial Financial Plan 12/2000	Under construction. Work is scheduled to be completed by November 2011.	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 increased based on the 2008 Financial Plan Annual Update.	Connecticut DOT	Federal Highway Administration (FHWA)/State normal funding. Federal funding estimated to be approximately 88% of total cost.	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
US 301 Project DE/MD Line to SR 1	Middletown, DE	\$0.7 Baseline = TBD during preparation of Initial Financial Plan	The ROD was issued on April 30, 2008. Construction is anticipated to begin July 2010 with completion expected in 2016.	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	Federal, State and toll revenues.	None
I-75 Design-Build/Finance (iROX75)	Lee and Collier Counties, FL	\$0.5 Baseline = \$0.5 Initial Financial Plan 4/2006	NEPA completed in December 2002. Under construction. The completion date is November 2010.	Widening of I-75 from four to six lanes and reconstruction of one interchange from Colonial Boulevard to Golden Gate Parkway.	Total project cost remained constant at \$0.5 billion.	Florida DOT	FHWA/State normal funding, Florida's "Pay as you grow" Growth Management Plan, and Public-Private Partnership funds to advance the project.	None
Miami Intermodal Center (MIC)	Miami, FL	\$1.6 Baseline = \$1.28 Initial Financial Plan 7/1999	Major roadway construction was completed in May 2008. Rental Car Facility is scheduled to be opened in spring 2010. MIC	Construction of multimodal center for Miami International Airport, including rental car garage, intermodal center, people mover, and roadways.	Total project cost increased based on the 2009 Financial Plan Annual Update.	Florida DOT, Miami-Dade Aviation Dept. (MDAD). Also, Miami-Dade Expressway (MDX), Miami-Dade	TIFIA loans \$540 million; Federal-aid \$35 million; MDAD airport capital improvement \$232 million; MDX tolling	The Florida DOT TIFIA loan was amended for an additional \$100 million.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
			Central Station construction is scheduled to be completed by fall 2010. People mover construction is scheduled to be complete by September 2011.			County, and Tri-County Commuter Rail	\$87 million; State Infrastructure Bank loan \$25 million; other revenues \$25 million. The Customer Facility Charge Collections for the Rental Car Facility will be used to repay the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.	
Tampa Interstate System (I-4/I-275)	Tampa, FL	\$2.0 Baseline = \$1.0 Initial Financial Plan 3/2003	Construction began on three of four programmed contracts. The fourth contract is expected to begin in 2010. Pending availability of funds, completion date is December 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 increased based on the 2008 Financial Plan Annual Update.	Florida DOT	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
I-4	Orlando, FL	\$1.7 Baseline = TBD when Initial Financial Plan is prepared.	ROD issued December 2005. 18-mile section from Kirkman Road to north of State Route 434 is under design. Construction of the 18-mile section anticipated to begin in 2010 or 2011 under a design-build project.	Reconstruction of 43 miles of I-4. Currently under design is an 18-mile section from Kirkman Road to north of State Route 434.	Total project cost remained at \$1.7 billion.	Florida DOT, and the Orlando-Orange County Expressway Authority	FHWA/State normal funding (90/10 for Interstate). Florida's "Pay as you grow" Growth Management Plan, will provide \$300 million for right-of-way acquisition.	None
I-595 Corridor Improvements	Ft. Lauderdale, FL	\$1.3 Baseline = TBD when Initial Financial Plan is prepared.	Type II Categorical Exclusion approved June 2006. Construction expected to begin 2011.	Widening, adding reversible lanes, and major interchange improvements between I-75 and I-95.	Total project cost remained at \$1.3 billion.	Florida DOT and possibly Public-Private Partnerships	TBD	TIFIA loan closed in March 2009.
I-75 (From SR 78 in Lee County to Kings Highway (CR 769))	Charlotte County, FL	\$1.1 Baseline = TBD when Initial Financial Plan is prepared.	Under design.	Widening of existing I-75 to eight lanes.	Total project cost remained at \$1.1 billion.	Florida DOT, Lee County, Charlotte County, and Punta Gorda Metropolitan Planning Organization.	Federal and State funds.	None
I-75 (Pasco & Hernando) 411014-1	Pasco, Hernando, and Sumter Counties, FL	\$0.6 Baseline = TBD when Initial	Under design. Right-of-way acquisition activities have begun.	Widening of 20 miles from north of SR 52 to south of CR 467B.	Total project cost remained at \$0.6 billion.	Florida DOT	Federal and State funds.	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
		Financial Plan is prepared.						
Port of Miami Tunnel & Access Improvement Project	Miami, FL	\$0.810 Baseline = TBD when Initial Financial Plan is prepared.	Under design. Construction is anticipated to be complete by 2012.	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 at \$0.810 billion	Florida DOT	Federal and State funds.	This is a Public-Private Partnership project. The project is being procured through a design, build, finance, operate and maintain contract. TIFIA loan closed in June 2009.
New Mississippi River Bridge	IL/MO (St. Louis, MO)	\$2.0 Baseline = \$0.66 for Phase 1 based on 7/2009 Initial Financial Plan	EIS completed March 2001. ROD issued June 2001. ROD reevaluation was approved in November 2008. Construction is anticipated to begin 2010 and to be completed in 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 baseline reflects cost reported in 2009 Initial Financial Plan.	Illinois DOT and Missouri DOT (lead)	\$239 million in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) earmarks. A mix of Federal-aid, State funding and possibly tolling is planned to provide the additional required funding.	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
I-465 Northeast Leg	Indianapolis, IN	\$1.0 Baseline = TBD when Initial Financial Plan is prepared.	ROD issued February 2004. Construction is expected to begin 2012 and be completed in 2019.	Reconstruction and 10 miles of widening from east of US 31 to Fall Creek Road. Also, reconstruction and widening on I-69.	Total project cost remained constant at \$1.0 billion.	Indiana DOT	Federal and Major Moves State funds.	None
I-465 West Leg Reconstruction (Accelerate 465)	Indianapolis, IN	\$0.7 Baseline = \$0.7 Initial Financial Plan 6/2008	Under construction. Estimated completion date is 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 \$0.7 billion.	Indiana DOT	Federal and Major Moves State funds.	None
Council Bluffs Interstate System Improvements, Segments 1, 2, and 3	Council Bluffs, IA	\$0.83 Baseline = \$0.76 Initial Financial Plan 1/2008	Construction began in 2008 and is scheduled to be completed in 2021.	Upgrading 18 miles of Interstates 29, 80, and 480, including 16 interchanges.	Total project cost increased based on 2009 Financial Plan Annual Update.	Iowa DOT and Nebraska Department of Roads	Federal and State funds.	Tier 2 NEPA documents are underway for the Segments 2 and 3.
Louisville Southern Indiana Ohio River Bridges Project	KY/IN (Louisville, KY)	\$4.1 Baseline = \$4.1 Initial Financial Plan 1/2008	EIS completed April 2003. ROD issued September 2003. Design began in 2004 and construction is scheduled to begin in 2012 and is estimated to be completed in 2024.	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 \$4.1 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT	Federal-aid and State funding is planned.	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
I-10 Twin Span Structures	Slidell, LA	\$0.8 Baseline = \$0.8 Initial Financial Plan 3/2006	This is an Emergency Relief (ER) Program project. Phases 1 and 2 are under construction. Phase 3 work is the removal of the old structure and will be let in 2010.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Total project cost remained at \$0.8 billion.	Louisiana Department of Transportation and Development	Federal ER Program funding.	None
I-49 Northern Extension	Shreveport, LA	\$0.7 Baseline = TBD during preparation of Initial Financial Plan	Under construction.	Construction of new I-49 from I-220 in Shreveport, LA to the Arkansas State line.	Total project cost remained at \$0.7 billion.	Louisiana Department of Transportation and Development	\$200 million from SAFETEA-LU earmark. Federal discretionary, Federal-aid, and State funds.	None
Intercounty Connector	Prince George's and Montgomery Counties, MD	\$2.6 Baseline = \$2.4 Initial Financial Plan 6/2006	ROD issued May 2006. Under construction.	Construction of an east-west limited access highway between the I-270 and I-95/US 1 corridors.	Total project cost increased to reflect cost reported in 2009 Financial Plan Annual Update.	Maryland State Highway Administration and Maryland Transportation Authority	\$750 million in Grant Anticipation Revenue Vehicles (GARVEE) Bonds; \$18.5 million SAFETEA-LU and 2004 DOT Appropriation Act Funds; \$1.232 billion Maryland Toll Authority Bonds; \$264.9 million Maryland General Fund; and \$180 million Maryland	TIFIA loan closed in December 2008.

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
							Transportation Trust Fund.	
Central Artery/Ted Williams Tunnel	Boston, MA	\$14.798 Baseline = \$13.512 Financial Plan Update 6/2000	Construction is 99.1% complete, with substantial completion, as defined in the Financial Plan, reached December 2005.	Replace existing I-93 viaduct in downtown Boston with 8-10 lane tunnels and new cable-stayed bridge over the Charles River, and construct an I-90 extension with a four-lane tunnel to Logan Airport (7.5 miles total).	Total project cost increased to reflect cost reported in 2009 Financial Plan Annual Update.	Massachusetts Turnpike Authority	FHWA funds capped at \$8.549 billion; remainder State and local funding.	The project office is now closed and all issues will be managed by the Massachusetts Turnpike Authority.
I-75	Oakland County, MI	\$0.6 Baseline = TBD when Initial Financial Plan is prepared.	ROD issued January 2006. Pre-design engineering is underway.	Addition of capacity to urban Interstate.	Total project cost remained constant at \$0.6 billion.	Michigan DOT	TBD	Design and construction are currently deferred by Governor's decree.
I-94/Edsel Ford Freeway	Detroit, MI	\$1.2 Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued December 2005. Construction anticipated to begin in 2010.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost remained constant at \$1.2 billion.	Michigan DOT	TBD. A Financial Plan is expected to be completed in late 2009.	Construction is currently deferred by Governor's decree.
I-35W St. Anthony Falls Bridge PROJECT COMPLETED	Minneapolis, MN	\$0.3 Baseline = \$0.3 Initial Financial Plan 9/2007	The bridge opened to traffic on September 2008.	Rebuilding the I-35W bridge over the Mississippi River that collapsed on August 1, 2007.	Project completed	Minnesota DOT	FHWA ER Program Funds and other Federal, State, and local funding.	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
St. Croix River Crossing	Stillwater, MN	\$0.6 Baseline = TBD when Initial Financial Plan is prepared.	ROD was signed on November 20, 2006. A final design contract is in the Request for Proposal process. Construction is expected to begin no earlier than 2010 and is expected to be completed no earlier than 2013.	Construction of a new river crossing on Trunk Highway 36 over the St. Croix River.	Total project cost remained constant at \$0.6 billion.	Minnesota DOT and Wisconsin DOT	TBD	St. Croix River is a designated Wild and Scenic River.
I-64, from Spoede Road to Sarah Street	St. Louis County and St. Louis City, MO	\$0.542 Baseline = \$0.53 Initial Financial Plan 6/2006.	ROD was issued in July 2005. Design-Build contract under construction.	Reconstruction of 12 miles of I-64, including interchanges at I-170 and other locations.	Total project cost increased based on cost reflected in 2008 Financial Plan Annual Update.	Missouri DOT	GARVEE Bonds = \$136.7 million; Federal funds = \$337 million; State funds = \$38 million.	None
Boulder City Bypass	Boulder City, NV	\$0.4 to \$0.9 Baseline = TBD during preparation of Initial Financial Plan.	The project will be split into two phases. Design has begun on both phases.	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 constant.	Nevada DOT	Federal earmarks and Public-Private Partnerships are being considered.	None

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US 95 Northwest Corridor	Las Vegas, NV	\$0.765 Baseline = \$0.765 Initial Financial Plan 4/2009	The project is under design. All five phases of the project are scheduled to be implemented between 2010 and 2015.	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 updated to reflect cost reported in 2009 Initial Financial Plan	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	\$0.79 Baseline = \$0.78 Initial Financial Plan 7/2007	ROD issued in June 2005. Work on a Supplemental EIS is underway.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	Total project cost increased to reflect cost reported in the 2008 Financial Plan Annual Update	New Hampshire DOT	Federal and State funds.	None
Willis Avenue Bridge	Manhattan and Bronx Counties, NY	\$0.495 Baseline = \$0.495 Initial Financial Plan 1/2007	Construction has begun and is expected to be completed in 2013.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	Total project cost remained constant.	New York State DOT and New York City DOT	Federal, State, and city funds.	None
Western Wake Freeway	Raleigh, NC	\$0.7 Baseline = TBD during preparation of Initial Financial Plan.	The ROD was signed on April 30, 2004 and the Environmental Reevaluation was approved on September 7, 2007. Construction is expected to begin soon and be completed in 2012.	Construction of a new 12.6 mile freeway from NC 55 at State Route 1172 to NC 55 near State Route 1630 on the west side of Raleigh.	Total project cost remained constant.	North Carolina Turnpike Authority	State funds, toll revenue bonds, and a TIFIA loan.	TIFIA loan closed in July 2009.

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Montgomery IR 75 Reconstruction Project	Dayton, OH	\$0.591 Baseline = \$0.67 Initial Financial Plan 7/2007.	Under construction.	Three miles of reconstruction and modernization of I-75 between US 35 and SR 4.	Total project cost decreased to reflect cost reported in the 2008 Financial Plan Annual Update.	Ohio DOT	Federal and State funds.	None
I-40 Crosstown	Oklahoma City, OK	\$0.624 Baseline = \$0.575 Initial Financial Plan 8/2007.	ROD was issued on May 1, 2002. A NEPA re-evaluation was completed on August 21, 2007. Construction, utility relocations, and right-of-way acquisition have begun. Construction of the interstate mainline is expected to be completed in 2012.	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 increased to reflect cost reported in 2009 Financial Plan Annual Update.	Oklahoma DOT and the City of Oklahoma City	\$243.7 million from the Transportation Equity Act for the 21 st Century (TEA-21) and SAFETEA-LU authorizations; remainder from Federal discretionary, Federal-aid, and State funding.	None
I-95 Section GIR (Girard Avenue)	Philadelphia, PA	\$1.0 Baseline = TBD when Initial Financial Plan is prepared.	Design is underway.	Widening and interchange improvements for 3 miles between I-676 and the Allegheny Avenue ramps.	Total project cost remained constant at \$1.0 billion.	Pennsylvania DOT	Federal and State funds.	None
Mon/Fayette Expressway Toll Facility	Pittsburgh, PA	\$4.0 Baseline = TBD when Initial Financial Plan is	ROD issued December 2004. Construction is expected to begin 2010. Construction is expected to be	Construction of 24 miles of new toll road facility from State Route 51 to Pittsburgh (I-376).	Total project cost remained constant at \$4 billion.	Pennsylvania DOT, and Pennsylvania Turnpike Commission	Currently all non-Federal sources, including toll revenue. Public-Private Partnership	If this project will not receive Federal financial assistance during the construction phase, Pennsylvania DOT may be released from the

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
		prepared.	completed 2015.				funding may be considered. Funding for construction has not been identified.	requirement to submit a Financial Plan by notifying the Division Office in writing.
Penn. Turnpike I-95 Interchange	Bucks County, PA	\$0.8 Baseline = TBD during preparation of Initial Financial Plan	ROD issued December 31, 2003.	Construction of a direct interchange between the Pennsylvania Turnpike (I-276) and I-95, along with new toll facilities and capacity expansion of I-95 and the Delaware River bridge to six lanes.	Total project cost remained constant at \$0.8 billion.	Pennsylvania DOT, and Pennsylvania Turnpike Commission	Federal-aid funding, Pennsylvania Turnpike Commission, and Federal discretionary funding. Acton on the Financial Plan is on hold pending a decision concerning the possible leasing of the Pennsylvania Turnpike.	None
Southern Beltway (State Route 22 to I-79)	Pittsburgh, PA	\$0.6 Baseline = TBD during preparation of Initial Financial Plan	ROD issued September 2008. Construction is expected to begin in 2011 and be completed in 2013.	Construction of 12 miles of a new limited access toll facility connecting State Route 22 to I-79.	Total project cost remained constant at \$0.6 billion.	Pennsylvania Turnpike Commission with oversight by Pennsylvania DOT	Federal earmarks and Pennsylvania Turnpike Commission funds.	None

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Central Texas Turnpike PROJECT COMPLETED	Austin, TX	\$2.7 Baseline = \$2.94 Initial Financial Plan 9/2002	Project open to traffic in April 2008 and completed in fall 2008.	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	TIFIA loan \$917 million; Texas DOT construction equity of \$700 million; remainder State and local funding, including toll revenue bonds and local right-of-way contributions.	None
Dallas – Fort Worth Connector	Grapevine, TX	\$0.8 Baseline = TBD during preparation of Initial Financial Plan	Design-Build Public-Private Partnership proposals were received on July 16, 2008, from three Developers. NEPA is underway and must be completed before contract award.	Reconstruction of State Highway 121 and State Highway 114, including additional toll managed lanes on State Highway 114.	Total project cost remained constant at \$1.0 billion.	Texas DOT	Federal, State, and Developer.	None
Eastern Extension of the President George Bush Turnpike (SH 190)	Garland, Sachse, Rowlett, and Dallas Counties, TX	\$1.0 Baseline = \$1.0 Initial Financial Plan 7/2008	The Final EIS reevaluation was approved on July 1, 2008.	Construction of a new six-lane toll road from State Highway 78 to Interstate Highway 30, including frontage roads and an interchange at Interstate Highway 30.	Total project cost remained constant at \$1.0 billion.	Texas DOT and the North Texas Tollway Authority	Toll Bonds, Federal, and State funds.	None

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I-10/Katy Freeway	Houston, TX	\$2.8 Baseline = \$2.49 Adjusted in Financial Plan Update 12/2004	Final EIS complete. ROD reissued August 2002. Ribbon cutting ceremony for substantial completion was held October 2008.	Reconstruction of 38 miles of I-10 from Houston to Katy. Also, reconstruction of 2.6 miles of I-610.	Total project cost remained constant at \$2.8 billion.	Texas DOT	FHWA/State normal funding. Federal funding estimated to be approx. 72% of total cost. \$250 million from Harris County Toll Authority.	None
LBJ Freeway	Dallas, TX	\$2.0 Baseline = TBD during preparation of Initial Financial Plan	Design-Build Public-Private Partnership developer has been selected by Texas DOT.	Reconstruction of Interstate Highway 635 from Interstate Highway 35E to US Route 75. Project includes free main lanes, toll managed lanes, and frontage roads.	Total project cost remained constant at \$2.0 billion.	Texas DOT	Federal, State, and Developer.	None
Loop 12/State Highway 35E Corridor	Dallas, TX	\$1.25 Baseline = \$1.25 in 12/08 Initial Financial Plan	FONSI is completed.	Reconstruction and widening of Loop 12 and Interstate Highway 35E. Project includes free main lanes, reversible managed lanes, and frontage roads.	Total project cost updated to reflect cost reported in the 2008 Initial Financial Plan	Texas DOT	Federal and State.	None

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North Tarrant Express	Fort Worth, TX	\$2.0 Baseline = TBD during preparation of Initial Financial Plan	Developer for Public-Private Partnership has been selected by Texas DOT. Construction is scheduled to begin in 2010.	Reconstruction of Interstate Highway 820 and opportunity to develop and reconstruct State Highway 183 and Interstate Highway 35W. Project includes free main lanes, interconnected toll managed lanes, and frontage roads.	Total project cost remained constant at \$2.0 billion.	Texas DOT	Federal, State, and Developer.	TIFIA loan closed in June 2009.
State Highway 161	Grand Prairie and Irving in Dallas County, TX	\$0.9 Baseline = TBD during preparation of Initial Financial Plan	Under construction with State funding. Mainline construction is expected to be completed in 2011.	Construction of a new four and six-lane toll road with frontage roads from Interstate Highway 20 to State Highway 183.	Total project cost remained constant at \$0.9 billion.	Texas DOT, North Texas Tollway Authority, and the cities of Grand Prairie and Irving	Federal, State, city, and local.	None
Southwest Parkway (SH 121)	Fort Worth, TX	\$0.9 Baseline = TBD during preparation of Initial Financial Plan	ROD issued on June 13, 2005. Expected completion date is 2011.	Construction of 15 miles of a controlled access divided toll facility from I-30 near downtown Fort Worth to Farm to Market Road 1187 in Tarrant County.	Total project cost remained constant at \$0.9 billion.	Texas DOT, North Texas Tollway Authority, and the City of Fort Worth	Federal-aid, State, and North Texas Tollway Authority, and the City of Fort Worth	None

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '09	Project Sponsor (State)	Funding Sources	Remarks
State Highway 130 Segments 5 & 6	Central Texas/Austin and San Antonio, TX	\$1.4 Baseline = \$1.4 Initial Financial Plan 3/2008	Design is underway. Construction began April 2009. Construction is expected to be completed 2012.	Construction of a new 40-mile toll road connecting the completion portions of State Highway 130 (Central Texas Turnpike system) to Seguin, Texas, near San Antonio.	Total project cost remained constant at \$1.4 billion.	Texas DOT	TIFIA loan of \$430 million and Developer financing through tolling and private bonds.	This is a Public-Private Partnership project. Cintra/Zachry is the Developer.
State Highway 99 Grand Parkway (Segment E)	Houston, TX	\$5.4 Baseline = TBD during preparation of Initial Financial Plan	The ROD was issued June 2008. Construction is scheduled to be advertised in March 2010. Construction is expected to be completed 2013.	Construction of a new 15.2-mile toll road from Franz Road to US 290. This segment is one of 10 segments that make up the 188 miles of State Highway 99 project that encircles the Greater Houston region.	New major project.	Texas DOT and Harris County Toll Authority	TBD	None

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Trans Texas Corridor (TTC-35)	From Oklahoma State Line to Mexico Line in TX	\$183.0 (Very preliminary 50-year forecast) Cost is \$32 million per mile.	Comprehensive Development Agreement was executed with CINTRA/Zachry on March 11, 2005. The NEPA process is still underway and is scheduled to be completed late 2009.	Construction of a 600 mile multimodal corridor with a proposed right of way width of 1250 feet. Corridor concept contains truck only lanes, passenger vehicle lanes, high-speed rail, heavy rail, and a utility corridor. Corridor may be constructed on new or existing alignments.	Total project cost remained constant at \$183 billion.	Texas DOT	Comprehensive Developer Agreement with private funding, toll equity, regional mobility authorities funding, Texas Mobility Fund, TIFIA, bonds, and Federal-aid funds may be used.	Texas DOT has changed the vision for the TTC-35. There is the possibility that a No Action Alternative will be recommended in the Final EIS or the project will be dropped completely from consideration.
US 290	Houston, TX	\$4.0 Baseline = TBD during preparation of Initial Financial Plan	The ROD is expected in spring 2010. Construction is anticipated to begin in 2011.	Improvements to 38 miles of the US 290 corridor from I-610 to FM 2920.	Total project cost remained constant at \$4 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 = \$1.59 Baseline = \$1.36 Initial Financial Plan 7/1996	Design-Build contract began 1996. Project completed summer 2001.	Reconstruction of 17 miles of I-15, with auxiliary and HOV lanes added.	Project completed	Utah DOT	Project completed	Design-Build project completed on schedule. Completed cost was 17% over baseline, but 0% growth from the Design-Build negotiated price, shortly after the Request For Proposals stage.

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Capital Beltway High Occupancy Toll (HOT) Lanes	Northern Virginia, Fairfax County, VA	\$2.0 Baseline = \$2.0 in Initial Financial Plan 4/2009	Construction is underway and expected to be completed in 2013. Private sector will operate the lanes until 2087.	Widening of 14 miles of I-495 (Capital Beltway) from the Springfield Interchange to the Dulles Toll Road to implement four new High Occupancy Toll Lanes and access points.	Total project cost increased to reflect costs reported in 2009 Initial Financial Plan	Virginia DOT and Public-Private Partnership	TIFIA loan, Private Activity Bonds, Private Sector Equity, State and Federal funds.	TIFIA loan closed in December 2007.
I-95/Woodrow Wilson Bridge (WWB)	VA/MD/DC	\$2.5 Baseline = \$2.44 Initial Financial Plan 9/2001	Construction began in October 2000. The bridge has been completed. Maryland interchanges were completed in 2009. Virginia interchanges are scheduled to be completed by 2013.	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 (lead for bridge and Maryland interchanges), Virginia DOT (lead for Virginia interchanges), and District of Columbia DOT (lead for I-295)	Current ceiling is \$1.543 billion in designated Federal funding from WWB Financing Acts and Revenue Aligned Budget Authority; remaining sources include Maryland, Virginia and District of Columbia Federal and State funds.	None
I-95/I-495 Springfield Interchange PROJECT COMPLETED	Springfield, VA	Completed cost = \$0.68 Baseline = \$0.68 Initial Financial Plan 1/2003	Project was completed July 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	Project completed	None

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North Spokane Freeway	Spokane, WA	\$3.3 Baseline = TBD during preparation of Initial Financial Plan.	Under construction.	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	Currently, all sources are from the State 2003 Gas Tax (Nickel Funding) and State 2005 Gas Tax (Partnership Funding).	None
SR 167	Pierce County, WA	\$2.0 Baseline = TBD during preparation of Initial Financial Plan.	Tier 2 ROD was approved October 2007. Project is under design.	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	Construction funding has not been identified	None
SR 509	Seattle, WA	\$1.0 Baseline = TBD during preparation of Initial Financial Plan	ROD issued March 2003. Design and right-of-way acquisition underway.	Extension of SR 509 from the existing terminus to I-5, south of Seattle-Tacoma Airport.	Total project cost remained at \$1.0 billion	Washington State DOT	TBD. To date, \$9.9 million of Federal funds have been expended for environmental studies and engineering project development.	None
I-43/I-94/I-794 Marquette Interchange PROJECT COMPLETED	Milwaukee, WI	\$0.9 Baseline = \$0.8 Initial Financial Plan 12/2003	FONSI issued February 2002. Construction began in April 2004. Completed date is December 2008.	Reconstruction of the Marquette Interchange and approaches in downtown Milwaukee.	Project completed	Wisconsin DOT	Federal funds, State Transportation funds, and State General Obligation Bonds.	None

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I-94 North-South	Milwaukee, Racine, and Kenosha Counties, WI	\$1.9 Baseline = \$1.9 in 2/2009 Initial Financial Plan	Construction began in 2009 with completion of all phases scheduled for 2016.	Reconstruction of 35 miles of I-94, including interchanges and capacity expansion from six lanes to eight lanes.	Total project cost remained constant at \$1.9 billion.	Wisconsin DOT	Federal funds, State Transportation funds, and State General Obligation Bonds.	None
US 41 Reconstruction	Winnebago and Brown Counties, WI	\$1.584 Baseline = TBD during preparation of Initial Financial Plan	Construction began in 2009 with completion of all phases scheduled for 2018.	Reconstruction of US 41 including all interchanges and capacity expansion of one lane in each direction.	New major project.	Wisconsin DOT	Federal funds, State Transportation funds, and State General Obligation Bonds.	None

Key to Acronyms:

BR/IM=Bridge Rehabilitation/Interstate Maintenance
 DOT=Department of Transportation
 EIS=Environmental Impact Statement
 FONSI=Finding of No Significant Impact
 GARVEE=Grant Anticipation Revenue Vehicles
 HOV=High Occupancy Vehicle

RABA=Revenue Aligned Budget Authority
 RFP=Request for Proposals
 ROD=Record of Decision
 TIFIA=Transportation Infrastructure Finance and Innovation Act
 TBD=To Be Determined