



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

September 19, 2017

In Reply Refer To:
HIF-1

The Honorable Thad Cochran
Chairman
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Mr. Chairman:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2016) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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

I have sent a similar letter to the Vice Chairman of the Senate Committee on Appropriations; the Chairman and Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; and the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

Sincerely,

Brandye L. Hendrickson
Acting Administrator

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

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1200 New Jersey Ave., SE
Washington, D.C. 20590

September 19, 2017

In Reply Refer To:
HIF-1

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

Dear Senator Leahy:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2016) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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

I have sent a similar letter to the Chairman of the Senate Committee on Appropriations; the Chairman and Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; and the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

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1200 New Jersey Ave., SE
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September 19, 2017

In Reply Refer To:
HIF-1

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

Dear Madam Chairman:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2016) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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

I have sent a similar letter to the Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Vice Chairman of the Senate Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; and the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

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September 19, 2017

In Reply Refer To:
HIF-1

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

Dear Senator Reed:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2016) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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I have sent a similar letter to the Chairman of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Vice Chairman of the Senate Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; and the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

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September 19, 2017

In Reply Refer To:
HIF-1

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

Dear Mr. Chairman:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2016) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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

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Brandye L. Hendrickson
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1200 New Jersey Ave., SE
Washington, D.C. 20590

September 19, 2017

In Reply Refer To:
HIF-1

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

Dear Congresswoman Lowey:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2016) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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

I have sent a similar letter to the Chairman of the House Committee on Appropriations; the Chairman and Ranking Member of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Vice Chairman of the Senate Committee on Appropriations; and the Chairman and Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

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September 19, 2017

In Reply Refer To:
HIF-1

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

Dear Congressman Diaz-Balart:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2016) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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

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1200 New Jersey Ave., SE
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September 19, 2017

In Reply Refer To:
HIF-1

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

Dear Congressman Price:

I am pleased to present the Annual Summary of Major Projects (Fiscal Year 2016) in accordance with the U.S. House of Representatives Report 106-622, which accompanied the Fiscal Year 2001 Department of Transportation and Related Agencies Appropriations Act.

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

I have sent a similar letter to the Chairman of the House Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations; the Chairman and Ranking Member of the House Committee on Appropriations; the Chairman and Vice Chairman of the Senate Committee on Appropriations; and the Chairman and Ranking Member of the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, Committee on Appropriations.

Sincerely,

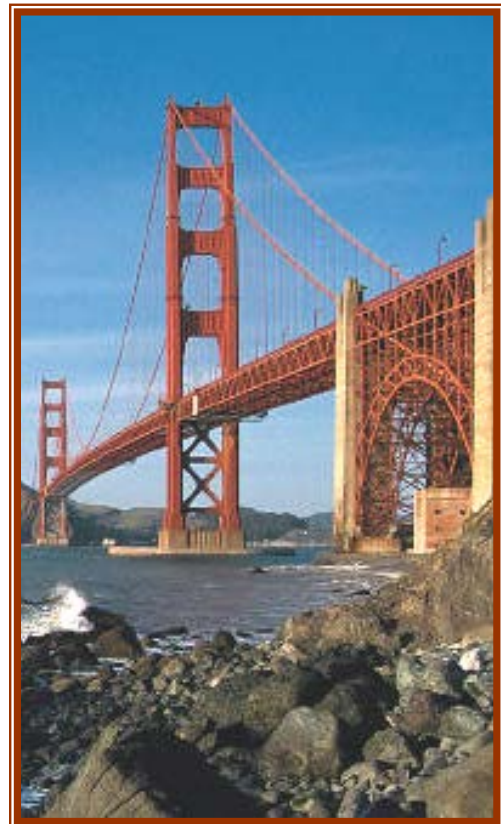
Brandye L. Hendrickson
Acting Administrator

Enclosure

Report to the House and Senate Committees on Appropriations

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

Annual Summary of Major Projects (Fiscal Year 2016)



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

**Federal Highway Administration
Office of Infrastructure
Office of Program Administration
Major Projects Team**

This annual summary reports the activities of the Federal Highway Administration (FHWA) as related to major projects for Fiscal Year (FY) 2016, as of October 1, 2016. The FHWA takes an active leadership role in advancing transportation initiatives through the stewardship and oversight of major projects, which are defined as those with a total cost of \$500 million or more. In FY 2016, there were 111 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, 30 major projects have been completed since the FHWA started to track such projects in 2001. Three of these projects were completed in FY 2016:

- Port of Miami Tunnel and Access Improvement Project (Miami, FL)
- LBJ Freeway (Dallas, TX)
- Southwest Parkway (SH 121) – Chisolm Trail (Fort Worth, TX)

A list showing the status of the 111 active major projects is attached. This list includes all 30 completed major projects.

In FY 2016, the Major Projects Team (formerly the Project Delivery Team) began tracking a new performance measure of how completed major project costs compare to the baseline costs for projects that have used FHWA's probabilistic cost estimating process to determine baseline project costs in their Initial Financial Plans. This process was implemented in 2005 and typically uses a 70-percent confidence level probabilistic estimate result to set the baseline budget. This process was used on 14 of the 30 completed major projects. Of these 14 completed projects, 11 (71 percent) had final costs that were less than the 70-percent confidence amount that had been used to set the baseline budget. This result indicates that the probabilistic cost estimating process is working as intended to help set realistic baseline budgets for these projects.

The FHWA tracks cost estimates and scheduled completion dates for projects with approved financial plans. In FY 2016, the FHWA evaluated the cost and schedule performance for 84 financial plans. Of them, 87 percent had total costs within 2 percent of the previous year's costs and 72 percent had completion dates within 2 percent of the previous year's scheduled completion dates.

After analyzing the schedule and cost performance data, the Major Projects Team works with the FHWA State division offices to respond to schedule delays and cost increases for specific major projects. 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 that allow the FHWA to focus its efforts to reduce major project schedule delays and cost increases. In FY 2016, the Major Projects Team completed internal guidance for the development of Major Project Stewardship and Oversight Plans to be used by division offices to develop plans for the most complex and high-risk major projects.

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. In FY 2016, the Major Projects Team provided guidance on schedule contingencies for FHWA division offices to help stakeholders in the development of financial plans based on schedule risk events identified during the cost estimate reviews performed on major projects. The Major Projects Team also provided information related to the leading factors impacting cost and schedule overruns to the specialists who conduct the risk-based probabilistic cost and schedule 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:

- CBD I-59/I-20 Bridge Replacement (Birmingham, AL)
- SR-202L/South Mountain Freeway (Maricopa County, AZ)
- I-405, SR-73 to I-605 (Orange County, CA)
- North I-25 (Denver to Fort Collins, CO)
- US 301 Project, DE/MD Line to SR 1 (Middleton, Southern New Castle County, DE)
- South Capitol Street Corridor Project (Washington, DC)
- I-395 Reconstruction (Miami, FL)
- I-81 Improvement Project (Washington County, MD)
- I-75 (Oakland County, MI)
- I-15/Project NEON (Las Vegas, NV)
- Commonwealth of PA Rapid Bridge Replacement Project (Statewide in PA)
- Bergstrom Expressway - US 183 From US 290 to SH 71 (Austin, TX)
- U.S. 181 Harbor Bridge Project (Corpus Christi, TX)
- I-39/90 (Rock and Dane Counties, WI)

The annual updates of the financial plans for the following major projects were reviewed for acceptance concurrently with the applicable FHWA division offices:

- Birmingham Northern Beltline - BNB (Corridor X-1, AHS) (Birmingham, AL)
- State Route 303: I-10 to US-60 (Phoenix, AZ)
- BART Seismic Retrofit System Wide (San Francisco, CA)
- I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements (Los Angeles, CA)
- I-5 HOV North (SR-134 to SR-118) (Los Angeles County, CA)
- I-5 South Los Angeles County Widening Project (Los Angeles County, CA)
- I-80/I-680/SR-12 Interchange Project (Solano County, CA)
- I-80/San Francisco-Oakland Bay Bridge (East Span) (San Francisco/Oakland, 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)
- SR-91 Corridor Improvement Project/HOT Lanes (Initial Project) (Riverside County, CA)
- I-95/New Haven Harbor Crossing (New Haven, CT)
- Connector - I-4 to Lee Roy Selmon Expressway (Hillsborough County, FL)
- I-4 Ultimate W/Managed (Tolled) Lanes (Moving-4-Ward) (Orlando and Seminole Counties, FL)
- I-75/SR 826 Managed Lanes (Broward and Miami-Dade Counties, FL)
- I-95 Express (Phase 3) (Broward and Palm Beach Counties, FL)
- Miami Intermodal Center (MIC) (Miami, FL)
- Port of Miami Tunnel & Access Improvement Project (POMT) (Miami, FL)
- SR 826/SR 836 Interchange Reconstruction (Palmetto 5) (Miami, FL)
- Tampa Interstate System (TIS) (Tampa, FL)
- Northwest Corridor Project (I-75/I-575) (Cherokee and Cobb Counties, GA)
- Elgin O'Hare Western Access (Chicago, IL)
- Circle Interchange (Chicago, IL)
- I-69 SIU 3 Section 4 (Greene and Monroe Counties, IN)
- US 31 Hamilton County (Indianapolis, IN)
- Council Bluffs Interstate System Improvements, Segments 1, 2, and 3 (Council Bluffs, IA)
- Louisville Southern Indiana Ohio River Bridges Project (Louisville, KY)
- I-75 (Oakland County, MI)
- I-94/Edsel Ford Freeway (Detroit, MI)
- St. Croix River Crossing (Stillwater, MN and St. Joseph Township, WI)
- I-269 Corridor (DeSoto and Marshall Counties, MS)
- I-15 South (Las Vegas, NV)
- US 95 Northwest Corridor (Las Vegas, NV)
- I-93 Reconstruction (Salem to Manchester, NH)
- Rt. I-295 & 42/I-76 Direct Connection (Camden County, NJ)
- Brooklyn Bridge Contract 6 (New York and Kings Counties, NY)
- Goethals Bridge Replacement (New York, NY)
- Kosciusko Bridge Replacement, I-278 over Newtown Creek (Brooklyn/Queens, NY)

- Tappan Zee Hudson River Crossing/New NY Bridge Project (South Nyack, Rockland, Tarrytown and Westchester Counties, NY)
- Monroe Expressway (Mecklenburg and Union Counties, NC)
- Cleveland Innerbelt (Cleveland, OH)
- I-70/I-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)
- I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction (Philadelphia, PA)
- DFW Connector (Grapevine, TX)
- IH 35E Managed Lanes (Dallas and Denton), Phase I (Dallas and Denton, TX)
- LBJ Freeway (Dallas, TX)
- Loop 12/Interstate Highway 35E Corridor (Dallas, TX)
- Midtown Express (SH 183 Managed Lanes Project) (Dallas, TX)
- North Tarrant Express 3A & 3B (NTE 3A & 3B) (Fort Worth, TX)
- Project Horseshoe IH-30/IH-35E (Dallas, TX)
- SH 99, The Grand Parkway (Segments F-1, F-2, and G) (Houston, TX)
- Southwest Parkway (SH 121) – Chisolm Trail (Fort Worth, TX)
- US 290 (Houston, TX)
- I-95 HOV/HOT Lanes, Northern Segment (Fairfax, Prince William and Stafford Counties, VA)
- Midtown Tunnel/Downtown Tunnel/Martin Luther King Extension (Hampton Roads, VA)
- SR 520 - Pontoon Construction Project (Grays Harbor, WA)
- SR 520, I-5 to Medina: Bridge Replacement and HOV Project - Floating Bridge and Landings Stage (Seattle, WA)
- SR 520, Medina to SR 202: Eastside Transit and HOV Project (Seattle, WA)
- I-94 North-South (Milwaukee, Racine, and Kenosha Counties, WI)
- Tri-County Freeway, USH 10/441 (Appleton, WI)
- US-41 Reconstruction (Winnebago and Brown Counties, WI)
- Zoo Interchange (I-94/I-894/US-45) (Milwaukee, WI)

Cost Estimate Reviews

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

- Birmingham Northern Beltline - BNB (Corridor X-1, AHS) (Birmingham, AL)
- CBD I-59/I-20 Bridge Replacement (Birmingham, AL)
- I-405, SR-73 to I-605 (Orange County, CA)
- North I-25 Phase I ROD (Denver to Fort Collins, CO)
- I-70 East (Denver, CO)
- South Capitol Street Corridor Project (Washington, DC)
- I-81 Improvement Project (Washington County, MD)
- I-70/I-71 Columbus Crossroads - Phases 1-5 (Columbus, OH)
- Southern Gateway Managed Lanes Project (Dallas, TX)
- US 281 HOV Project (San Antonio, TX)
- Thimble Shoal Parallel Tunnel Project (Virginia Beach, VA)

- Transform 66, Outside the Beltway (Prince William and Fairfax Counties, VA)
- WV Corridor H- Section 2, Kerens to Parsons Project (Randolph and Tucker Counties, WV)

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

- I-15 Express Lane Project (Riverside County, CA)
- Okeechobee Road Reconstruction (Miami-Dade and Monroe Counties, FL)
- SR826/Palmetto Expressway & Golden Glades Interchange (GGI) Ultimate (Miami-Dade County, FL)
- Tampa Bay Express Lanes (Hillsborough and Pinellas Counties, FL)
- I-55 Managed Lane (I-355 to I-90/94) (DuPage and Cook Counties, IL)
- US 183 N Mobility Project (Travis and Williamson Counties, TX)

Project Management Plans

The Project Management Plans for the following major projects were reviewed for acceptance concurrently with the applicable FHWA division offices:

- CBD I-59/I-20 Bridge Replacement (Birmingham, AL)
- SR-202L/South Mountain Freeway (Maricopa County, AZ)
- Centennial Corridor Project (SR 58) (Bakersfield, Kern County, CA)
- I-5 North Coast (San Diego, CA)
- I-405, SR-73 to I-605 (Orange County, CA)
- SR 46 Corridor Improvement Project (San Luis Obispo, CA)
- Pinellas County Gateway Expressway Project (Pinellas County, FL)
- I-395 Reconstruction (Miami, FL)
- I-81 Improvement project (Washington County, MD)
- I-75 (Oakland County, MI)
- US 95 Northwest Corridor (Las Vegas, NV)
- I-15/Project NEON (Las Vegas, NV)

Awareness and Capacity Building

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

- Ongoing in FY 2016 – The Major Projects Team continued quarterly webinars for FHWA Project Oversight Managers on November 10, 2015; and February 2, May 3, and August 2, 2016. Topics included environmental issues, tolling, Project Management Plans, requirements for TIFIA projects, establishing public-private partnership offices within transportation agencies, and risk-based stewardship and oversight activities. Presentations were also given on the I-5 North Coast Corridor and South Mountain Freeway major projects. Two of these webinars included presenters and participants from State departments of transportation and other transportation agencies.
- Ongoing in FY 2016 - The Major Projects Team completed the update of the cost estimate review template.

- September 21-22, 2016 - The Major Projects Team held a meeting for the agency's specially designated Project Oversight Managers.
- Ongoing in FY 2016 - The Major Projects Team facilitated the annual risk assessment for all major projects.
- Ongoing in FY 2016 - The Major Projects Team continued to implement the Major Projects Discipline. In FY 2016, the Discipline partnered with the Civil Rights Discipline to sponsor site visits and a peer exchange for discipline members and project sponsors in Florida and New York to explore civil rights best practices on major projects. On July 13, the Disciplines co-sponsored a webinar to share lessons learned from the peer exchange.
- Ongoing in FY 2016 – The Major Projects Team began updating Project Management Plan guidance for major projects. The next step was publication of the updated guidance in the *Federal Register* for review and comment.

Key to Acronyms:

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

LDCA=Location Design Concept Acceptance

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, 2016

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Birmingham Northern Beltline – BNB (Corridor X-1, AHS).	Birmingham, AL.	\$3.3 Baseline = \$5.5 in Initial Financial Plan 4/2012.	Under construction. Current completion date is 9/2054. 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 decreased from \$5.3 billion based on Financial Plan Annual Update.	Alabama DOT.	Federal and State funds.	None.
CBD I-59/I-20 Bridge Replacement.	Birmingham, AL.	\$0.81 Baseline = \$0.81 in Initial Financial Plan 7/2016.	Under construction. Current completion date is 3/2020. Baseline completion = 3/2020.	The project replaces the existing I-59/I-20 viaduct bridge through the Birmingham Central Business District (CBD) as well as rehabilitating pavement. This Project also modifies access to and from I-59/I-20 in the CBD.	New major project. The Initial Finance Plan established the baseline cost at \$0.81 billion.	Alabama DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2016

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Juneau Access Project.	Juneau, AK.	\$0.95 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 4/2006.	Extension of an existing highway from Cascade Point to a terminus North of the Katzehin River. Ferries will provide connections to the road system in Haines and Skagway.	Total project cost remained constant at \$0.95 billion.	Alaska DOT and Public Facilities.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
Knik Arm Crossing.	Anchorage, AK.	\$1.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	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 \$1.0 billion.	Alaska DOT and Public Facilities.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

FHWA Annual Summary of Major Projects

October 1, 2016

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
SR-202L South Mountain Freeway.	Maricopa County, AZ.	\$1.7 Baseline = \$1.7 in Initial Financial Plan 3/2016.	Under construction. Current completion date is 4/2020. Baseline completion = 4/2020.	Construction of 22-miles to complete the Loop 202 and 101 Freeway system in the southwestern quadrant of the Phoenix metropolitan area.	The Initial Finance Plan established the baseline cost at \$1.7 billion.	Arizona DOT and Maricopa Association of Governments (MAG).	Federal, State, and Local funds.	None.
State Route 303: I-10 to US-60.	Phoenix, AZ.	\$0.89 Baseline = \$1.2 in Initial Financial Plan 10/2010.	Under construction. Current completion date is 6/2017. Baseline completion = 10/2015.	Construction of 21-miles of new freeway.	Total project cost decreased from \$0.91 billion based on Financial Plan Annual Update.	Arizona DOT.	Federal (TIFIA) and State funds.	None.
Alameda Corridor. PROJECT COMPLETED.	Los Angeles, CA.	Completed cost = \$2.4 Baseline = \$2.1 4/1997. Final cost was 14.3% over budget.	Project completed 4/2002. Baseline completion = 3/2001.	20-mile express lane corridor linking Los Angeles and Long Beach ports with rail network in downtown Los Angeles.	Project completed.	California DOT (Caltrans) and Alameda Corridor Transportation Authority.	21% Federal and 79% Non-Federal funding.	None.

FHWA Annual Summary of Major Projects

October 1, 2016

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
BART Seismic Retrofit System Wide.	San Francisco, CA.	\$1.3 Baseline = \$1.3 in Initial Financial Plan 3/2008.	Under construction. Current completion date is 2/2023. Baseline completion = 6/2013.	Retrofitting and strengthening of the San Francisco Bay Area Rapid Transit District (BART) system.	Total project cost remained constant at \$1.3 billion.	BART.	Federal, State, and Local funds.	None.
Centennial Corridor Project.	Kern County, CA.	\$0.62 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Final EIS under review.	Construction of an extension of SR 58 from SR 99 to Westside Parkway.	Total project cost remained constant at \$0.62 billion.	California DOT (Caltrans) and the City of Bakersfield.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
Doyle Drive/Presidio Parkway Project.	San Francisco, CA.	\$0.85 Baseline = \$0.88 in Initial Financial Plan 5/2009.	Project opened to traffic 7/2015. Baseline completion = 6/2013.	Reconstruction and widening of existing Doyle Drive on new alignment with two tunnels and several bridges.	Total project cost remained constant at \$0.85 billion.	California DOT (Caltrans).	Federal (TIFIA), State, and local funds.	Financial Plan to complete Major Project requirements expected shortly.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Gerald Desmond Bridge Replacement.	Long Beach, CA.	\$1.3 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 \$1.3 billion.	Port of Long Beach.	Federal (TIFIA), State, and local funds.	None.
I-15 Managed Lanes, SR-163 to SR-78. PROJECT COMPLETED.	San Diego County, CA.	Completed cost = \$1.0 Baseline = \$1.1 in Initial Financial Plan 3/2008. Final cost was 9.1% under budget.	Project completed 1/2013. Baseline completion = 12/2012.	Construction of 20 miles of managed lanes in three segments on I-15, from SR 163 to SR 78.	Project completed.	California DOT (Caltrans).	31% Federal and 69% Non-Federal funding.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-215 San Bernardino North Corridor Project (from I-10 to I-210). PROJECT COMPLETED.	San Bernardino, CA.	Completed cost = \$0.59 Baseline = \$0.69 in Initial Financial Plan 11/2007. Final cost was 14.5% under budget.	Project completed 5/2014. Baseline completion = 6/2013.	Addition of one HOV lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements.	Project completed.	California DOT (Caltrans) and San Bernardino Association of Governments (SANBAG).	55% Federal and 45% Non-Federal funding.	None.
I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements.	Los Angeles, CA.	\$1.1 Baseline = \$0.95 in Initial Financial Plan 4/2009.	Project opened to traffic 9/2014. Baseline completion = 4/2013.	Addition of one HOV lane in the northbound direction and interchange improvements.	Total project cost remained constant at \$1.1 billion.	California DOT (Caltrans) and Los Angeles County Metropolitan Transportation Authority (LA Metro).	Federal, State and local funds.	Financial Plan to complete Major Project requirements expected shortly.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-405, SR-73 to I-605.	Orange County, CA.	\$1.9 Baseline = \$1.9 in Initial Financial Plan 9/2016.	Under construction. Current completion date is 8/2023. Baseline completion = 8/2023.	Adding one HOV lane and one GP lane in each direction between Orange County and Los Angeles County, approximately 14 miles. Converting both HOV lanes into HOT lanes.	New major project. The Initial Finance Plan established the baseline cost at \$1.9 billion.	Orange County Transportation Authority (OCTA), Caltrans.	Federal, State and local funds.	None.
I-5 HOV North (SR-134 to SR-118).	Los Angeles County, CA.	\$0.88 Baseline = \$0.97 in Initial Finance Plan 12/2008.	Under construction. Current completion date is 5/2019. Baseline completion = 12/2013.	Addition of one HOV lane from SR 134 to SR 118.	Total project cost increased from \$0.86 billion based on Financial Plan Annual Update.	California DOT (Caltrans) and LA Metro.	Federal, State and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-5 North Coast Corridor (NCC) Project, San Diego County.	San Diego County, CA.	\$0.68 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Final EIS approved 10/2013.	Addition of HOV and general purpose lanes from Solana Beach, Encinitas, Carlsbad, and Oceanside from the Del Mar Heights Overcrossing to north of Camp Pendleton. Also double tracking existing rail line.	Total project cost remained constant at \$0.68 billion.	California DOT (Caltrans), and San Diego Association of Governments.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
I-5 South Los Angeles County Widening Project.	Los Angeles County, CA.	\$1.5 Baseline = \$1.6 in Initial Finance Plan 4/2014.	Under construction. Current completion date is 1/2020. Baseline completion = 1/2019.	Addition of one HOV lane and modification of interchanges from Artesia Avenue to Florence Avenue.	Total project cost remained constant at \$1.5 billion.	California DOT (Caltrans), LA Metro, I-5 Joint Powers Association, and Orange County Transportation Authority.	Federal, State and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-80/I-680/SR-12 Interchange Project.	Solano County, CA.	\$0.71 Baseline = \$0.69 in Initial Finance Plan 8/2013.	Under construction. Current completion date is 12/2022. Baseline completion = 12/2018.	Reconstruction of a 6-mile segment of I-80 between Red Top Road and Abernathy Road, a 3-mile segment between Gold Hill road and I-80, and a 1-mile segment of SR 12 West between Red Top Road and I-80.	Total project cost remained constant at \$0.71 billion.	Solano Transportation Authority.	Federal, State, and local funds.	None.
I-80/San Francisco-Oakland Bay Bridge (East Span).	San Francisco/Oakland, CA.	\$6.6 Baseline = \$2.6 in Initial Financial Plan 12/2001.	Under construction. Current completion date is 12/2019. Baseline completion = 1/2010.	Seismic retrofit of the replacement of the San Francisco-Oakland Bay Bridge East Span.	Total project cost remained constant at \$6.6 billion.	California DOT (Caltrans).	Federal, State and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-805 Managed Lanes North Project.	San Diego, CA.	\$0.55 Baseline = \$0.55 in Initial Financial Plan 3/2012.	Under construction. Current completion date is 12/2020. 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.	California DOT (Caltrans).	Federal, State, and local funds.	None.
Marin-Sonoma Narrows.	Marin and Sonoma County, CA.	\$0.72 Baseline = \$0.67 in Initial Financial Plan 5/2012.	Under construction. Current completion date is 1/2027. Baseline completion = 7/2021.	Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one HOV lane and replacing bridges.	Total project cost remained constant at \$0.72 billion.	California DOT (Caltrans).	Federal, State and local funds.	None.
New Route, CETAP Mid-County Parkway (MCP) Corridor.	Riverside County, CA.	\$2.3 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 8/2015.	Construction of new 6-lane multimodal facility for 16-miles between SR 79 to I-215.	Total project cost remained constant at \$2.3 billion.	California DOT (Caltrans), and the Riverside County Transportation Commission (RCTC).	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	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.	California DOT (Caltrans), San Bernardino Associated Governments (SANBAG).	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
SR-4 (East) Widening Project.	Contra Costa County, CA.	\$0.53 Baseline = \$0.60 in Initial Financial Plan 8/2009.	Project opened to traffic 7/2016. Baseline completion = 7/2014.	Reconstruction and widening of SR 4 from Loveridge Road to SR 160.	Total project cost remained constant at \$0.53.	California DOT (Caltrans), Contra Costa Transportation Authority.	Federal, State and local funds.	Financial Plan to complete Major Project requirements expected shortly.
SR-46 Corridor Improving Project.	San Luis Obispo County, CA.	\$0.54 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 5/2006.	Convert 24.1 mile 2-lane highway to 4-lane expressway.	Total project cost remained constant at \$0.54.	California DOT (Caltrans).	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
SR 52 Extension. PROJECT COMPLETED.	City of Santee in San Diego County, CA.	Completed cost = \$0.52 Baseline = \$0.6 in Initial Financial Plan 4/2008. Final cost was 13.3% under budget.	Project completed 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.	Completed cost = \$1.2 Baseline = \$1.2 At the beginning of construction in late 1997. Final cost on budget.	Project completed 7/2008.	28.2 miles of eight-lane freeway construction, including two HOV lanes, from Foothill Boulevard in LA County to I-215 in San Bernardino County.	Project completed.	California DOT (Caltrans), San Bernardino Associated Governments (SANBAG), and Los Angeles Metro.	Federal, State and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
SR 905, from I-805 to Otay Mesa Port of Entry (POE).	San Diego County, CA.	\$0.65 Baseline = \$0.62 in Initial Financial Plan 1/2008.	Under construction. Current completion date is 6/2022. Baseline completion = 7/2012.	Construction of the connection between I-805 and Otay Mesa POE.	Total project cost remained constant at \$0.65 billion.	San Diego Association of Governments (SANDAG).	Federal, State and local funds.	None.
SR-91 Corridor Improvement Project/HOT Lanes (Initial Project).	Riverside County, CA.	\$1.2 Baseline = \$1.14 in Initial Finance Plan 10/2013.	Under construction. Current completion date is 9/2017. Baseline completion = 9/2017.	Construction of managed lanes on SR 91 from SR 24 to Pierce Street and on I-15 from Hidden Valley Parkway to Cajalco Road.	Total project cost remained constant at \$1.2 billion.	California DOT (Caltrans), Riverside County Transportation Commission.	Federal (TIFIA), 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 was 5.9% over budget.	Project completed 11/2006. Baseline completion = 11/2007.	Reconstruction of 18 miles of I-25 and I-225, construction of 19 miles of light-rail transit line with 13 new rail stations.	Project completed.	Colorado DOT and Denver Area Regional Transportation District. Also, local cities, counties, and associations.	53% Federal and 47% Non-Federal funding.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-70 East.	Denver, CO.	\$2.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Final EIS under review.	Improve capacity and safety to 12 miles of I-70 from I-25 to Tower Road (Denver International Airport).	Total project cost increased from \$1.8 billion based on 5/2016 Cost Estimate Review.	Colorado DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
North I-25.	Denver and Fort Collins, CO.	\$8.6 Baseline = \$8.6 in Initial Financial Plan 3/2016.	Under construction. Current completion date is 6/2060. Baseline completion = 6/2060.	Reconstruction and widening of I-25 between Colorado 14 and Colorado 392 including tolled express lanes and several interchanges. Project also includes express/commuter bus service.	The Initial Finance Plan established the baseline cost at \$8.6 billion.	Colorado DOT.	Federal, State and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-95/New Haven Harbor Crossing.	New Haven, CT.	\$1.9 Baseline = \$0.8 in Initial Financial Plan 12/2000.	Under construction. Current completion date is 6/2017. Baseline completion = 5/2012.	Reconstruction of 7.2 miles of I-95, including a new 10-lane Pearl Harbor Memorial Bridge over New Haven Harbor, and Interchanges 46 through 54.	Total project cost remained constant at \$1.9 billion.	Connecticut DOT.	Federal and State funds.	None.
US 301 Project DE/MD Line to SR 1.	Middletown, DE.	\$0.77 Baseline = \$0.77 in Initial Financial Plan 12/2015.	Under construction. Current completion date is 7/2029. Baseline completion = 7/2029.	Realignment of 12.5 miles of US Route 301 and construction of a new spur road to Summit Bridge.	The Initial Finance Plan established the baseline cost at \$0.77 billion.	Delaware DOT.	Federal and State funds.	None.
South Capitol Street Corridor Project	Washington, DC	\$0.86 Baseline = \$0.86 in Initial Financial Plan 2/2016.	Final EIS approved 2/2012. Baseline completion = 3/2024.	Reconstruction of South Capitol Street Corridor and the Frederick Douglas Memorial Bridge.	The Initial Finance Plan established the baseline cost at \$0.86 billion.	District of Columbia DOT.	Federal and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	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.
Connector - I-4 to Lee Roy Selmon Expressway.	Hillsborough County, FL.	\$0.69 Baseline = \$0.65 in Initial Financial Plan 10/2009.	Project opened to traffic on 1/2014. Baseline completion = 7/2013.	Construct a new north-south elevated toll road, which will connect I-4 with the Selmon Expressway.	Total project cost remained constant at \$.69 billion.	Florida DOT and Florida's Turnpike Enterprise.	Federal, State, and local funds.	Financial Plan to complete Major Project requirements expected shortly.
I-395 Reconstruction.	Miami, FL	\$0.85 Baseline = \$0.85 in Initial Financial Plan 5/2016.	ROD issued 7/2010. Baseline completion = 4/2022.	Reconstruction of the existing I-395 corridor from I-95/Midtown Interchange to the West Channel Bridges of US 41/MacArthur Causeway.	New major project. The Initial Finance Plan established the baseline cost at \$0.85 billion.	Florida DOT.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-595 Corridor Improvements. PROJECT COMPLETED.	Ft. Lauderdale, FL.	Completed cost = \$1.4 Baseline = \$1.9 in Initial Financial Plan 4/2008. Final cost was 26.3% under budget.	Project completed 9/2014. Baseline completion = 6/2012.	Widening, adding reversible lanes, and major interchange improvements between I-75 and I-95.	Project completed.	Florida DOT.	17% Federal and 83% Non-Federal funding (\$603 million TIFIA loan).	None.
I-4 Ultimate w/Managed (Tolled) Lanes (Moving-4 Ward).	Orlando, FL (Orange and Seminole Counties).	\$3.5 Baseline = \$2.8 in Initial Financial Plan 9/2013.	Under Construction. Current completion date is 3/2021. Baseline completion = 3/2021.	Reconstruction of 18 miles of I-4 in Orange and Seminole Counties.	Total project cost increased from \$2.8 billion based on Financial Plan Annual Update.	Florida DOT, and the Orlando-Orange County Expressway Authority.	Federal (TIFIA) and State funds.	None.
I-75/SR 826 Managed Lanes.	Broward and Miami Dade Counties, FL.	\$0.92 Baseline = \$0.85 in Initial Financial Plan 8/2013.	Under construction. Current completion date is 7/2019. Baseline Completion = 1/2018.	Widening, addition of two managed lanes in median of I-75 from SR 826 to I-595.	Total project cost increased from \$0.86 billion based on Financial Plan Annual Update.	Florida DOT.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-95 Express (Phase 3).	Broward and Palm Beach Counties, FL.	\$1.2 Baseline = \$1.2 in Initial Financial Plan 5/2015.	LDCA approved 9/2013. Current completion date is 1/2024. Baseline completion = 1/2024.	Widening, addition of two express lanes in each direction of I-95 in Broward and Palm Beach Counties, FL.	Total project cost remained constant at \$1.2 billion.	Florida DOT.	Federal and State funds.	None.
Miami Intermodal Center (MIC).	Miami, FL.	\$2.0 Baseline = \$1.3 in Initial Financial Plan 7/1999.	Project opened to traffic 7/2016. 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) and State funds.	Financial Plan to complete Major Project requirements expected shortly.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Pinellas County Gateway Expressway Project.	Pinellas County, FL.	\$0.66 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Categorical exclusions approved in 7/2016.	The project will construct a new four-lane elevated statically tolled expressway connection from US 19 (SR 55) to west of I-275 (SR 93), and from the Bayside Bridge (CR 611) to west of I-275, and a dynamically tolled express lane in each direction in the section of I-275 from south of Gandy Boulevard to north of 4th Street North.	New major project.	Florida DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Port of Miami Tunnel & Access Improvement Project (POMT). PROJECT COMPLETED.	Miami, FL.	\$0.80 Baseline = \$0.92 in Initial Financial Plan 11/2010. Final cost was 12.4% under budget.	Project completed 8/2014. Baseline completion = 5/2014.	Improves access to and from the Port of Miami including a dedicated roadway connector linking the Port of Miami with the MacArthur Causeway and I-395.	Project completed.	Florida DOT, Miami-Dade County, and the city of Miami.	6% Federal and 94% Non-Federal funding (\$342 million TIFIA loan).	None.
SR 429 – Wekiva Parkway.	Orange, Lake and Seminole Counties, FL.	\$1.9 Baseline = \$1.9 in Initial Financial Plan 7/2015.	Under Construction. Current completion date is 9/2021. Baseline completion = 9/2021.	Constructs northwest quadrant of beltway around Orlando. This will be a 4 to 6 lane divided limited access highway.	Total project cost remained constant at \$1.9 billion.	Florida DOT, and Central Florida Expressway Authority (CFX).	Federal (TIFIA) and State funds.	None.
SR 826/SR 836 Interchange Reconstruction (Palmetto 5).	Miami, FL.	\$0.83 Baseline = \$0.84 in Initial Financial Plan 9/2009.	Project opened to traffic 9/2016. Baseline completion = 12/2016.	Interchange upgrade. Reconstruction and widening of SR 826 and SR 836.	Total project cost remained constant at \$0.83 billion.	Florida DOT and Miami-Dade Expressway Authority.	Federal, State, and local funds.	Financial Plan to complete Major Project requirements expected shortly.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Tampa Interstate System (TIS).	Tampa, FL.	\$1.2 Baseline = \$1.0 in Initial Financial Plan 3/2003.	Project opened to traffic 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.	Financial Plan to complete Major Project requirements expected shortly.
Three Mile Pensacola Bay Bridge.	Escambia and Santa Rosa Counties, FL.	\$0.53 Baseline = \$0.53 in Initial Financial Plan 9/2015.	FONSI approved 5/2015. Current completion date is 11/2021. Baseline completion = 11/2021.	Replacement of the Pensacola Bay Bridge with 4-lane bridge, connecting downtown Pensacola with the City of Gulf Breeze.	Total project cost remained constant at \$0.53 billion.	Florida DOT.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-285/GA 400 Interchange Project.	Fulton County, GA.	\$0.76 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 5/2013.	The I-285/S.R. 400 Reconstruction Project will rebuild the interchange and also make improvements along I-285 from west of Roswell Road in Sandy Springs to east of Ashford-Dunwoody Road in DeKalb County, a 4.3 mile stretch. It will also make improvements along a 6.2 mile stretch of S.R. 400 from the Glenridge Connector to the Spalding Drive overpass.	New major project.	Georgia DOT & SRTA.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Northwest Corridor Project (I-75/I-575).	Cherokee and Cobb Counties, GA.	\$0.83 Baseline = \$0.83 in Initial Financial Plan 4/2014.	Under construction. Current completion date is 11/2018. Baseline completion = 11/2018.	Construct 29 miles of reversible managed lanes on I-75 and I-575.	Total project cost remained constant at \$0.83 billion.	Georgia DOT and State Road and Tollway Authority.	Federal (TIFIA), State, and Local funds.	None.
Circle Interchange.	Chicago, IL.	\$0.61 Baseline = \$0.54 in Initial Financial Plan 9/2013.	Under construction. Current completion date is 5/2019. Baseline completion = 6/2018.	I-90/I-94 at I-290 Interchange reconstruction.	Total project cost remained constant at \$0.61 billion.	Illinois DOT.	Federal, State and local funds.	None.
Elgin-O'Hare Western Access.	Chicago, IL.	\$3.4 Baseline = \$3.4 in Initial Financial Plan 9/2014.	Under construction. Current completion date is 11/2025. Baseline completion = 11/2025.	Converting existing controlled access to a tolled facility from US 20 to I-290 and constructing a new full access controlled tolled facility from I-90 to I-294.	Total project cost remained constant at \$3.4 billion.	Illinois State Toll Highway Authority and Illinois DOT.	Federal, State and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Illiana Corridor.	Wilmington, IL and Lowell, IN.	\$1.6 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Tier 1 ROD issued 1/2013.	Construct new 50 mile east-west expressway extending from I-55 in Will County, Illinois to I-65 in Lake County, Indiana.	Total project cost remained constant at \$1.6 billion.	Illinois DOT (lead) and Indiana DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
O'Hare Con-RAC.	Chicago, IL.	\$0.82 Baseline = \$0.82 in Initial Financial Plan 7/2014.	Under construction. Current completion date is 12/2016. Baseline completion = 12/2016.	Construction of a parking structure, rental car service center and automated transit facilities in the Chicago O'Hare Airport.	Total project cost remained constant at \$0.82 billion.	Chicago Department of Aviation.	Federal (TIFIA) and local funds.	None.
I-465 West Leg Reconstruction (Accelerate 465). PROJECT COMPLETED.	Indianapolis, IN.	Final cost = \$0.55 Baseline = \$0.74 in Initial Financial Plan 6/2008. Final cost was 25.7% under budget.	Project completed 6/2015. Baseline completion = 12/2012.	Pavement replacement and widening from three to four lanes between SR 67 and 56th Street. Also, seven interchanges will be reconstructed.	Project completed.	Indiana DOT.	18% Federal and 82% Non-Federal funding.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-69 SIU 3 Section 4.	Greene and Monroe Counties, IN.	\$0.61 Baseline = \$0.6 in Initial Financial Plan 9/2011.	Project opened to traffic 12/2015. Baseline completion = 11/2015.	Construction of 27 miles of new freeway.	Total project decreased from \$0.62 billion based on Financial Plan Annual Update.	Indiana DOT.	Federal and State funds.	Financial Plan to complete Major Project requirements expected shortly.
US 31 Hamilton County.	Indianapolis, IN.	\$0.59 Baseline = \$0.6 in Initial Financial Plan 12/2010.	Project opened to traffic 12/2015. Baseline completion = 8/2017.	Reconstruction of 12.5 miles of divided signalized expressway from I-465 north to SR 38.	Total project cost increased from \$0.58 billion based on Financial Plan Annual Update.	Indiana DOT.	Federal and State funds.	Financial Plan to complete Major Project requirements expected shortly.
Council Bluffs Interstate System Improvements, Segments 1, 2, and 3.	Council Bluffs, IA.	\$1.4 Baseline = \$0.76 in Initial Financial Plan 1/2008.	Under construction. Current completion date is 6/2023. Baseline completion = 12/2018.	Reconstruction of 18 miles of Interstates 29, 80, and 480, including 16 interchanges.	Total project cost remained constant at \$1.4 billion.	Iowa DOT (lead) and Nebraska Department of Roads.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-74 Quad Cities Corridor Study.	Davenport and Bettendorf, IA; and Moline, IL.	\$1.2 Baseline = \$1.2 in Initial Financial Plan 7/2014.	Under construction. Current completion date is 11/2023. Baseline completion = 11/2023.	Reconstruction of the I-74 corridor from the Avenue of the Cities Interchange in Moline, IL to 1 mile north of the 53rd Street Interchange in Davenport, IA.	Total project cost remained constant at \$1.2 billion.	Iowa DOT (lead) and Illinois DOT.	Federal, State and Local funds.	None.
Louisville Southern Indiana Ohio River Bridges Project.	KY/IN (Louisville, KY).	\$2.3 Baseline = \$2.6 in Initial Financial Plan 8/2012	Under construction. Current completion date is 4/2017. Baseline completion = 12/2018.	Construction of two new bridges crossing the Ohio River, and construction of the new Kennedy interchange in downtown Louisville.	Total project cost remained constant at \$2.3 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT.	Federal (TIFIA) and State funds.	None.
US 68/KY 80, Land Between the Lakes, West of Cadiz, KY.	Trigg and Marshall Counties, KY.	\$0.51 Baseline = \$0.58 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 9/2018. 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 \$0.51 billion.	Kentucky Transportation Cabinet.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-10 Twin Span Structures. PROJECT COMPLETED.	Slidell, LA.	Completed cost = \$0.73 Baseline = \$0.80 in Initial Financial Plan 3/2006. Final cost was 8.8% under budget.	Project completed 10/2012. Baseline completion = 3/2011.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Project completed.	Louisiana Department of Transportation and Development.	100% Federal Funding (ER Program funding).	None.
Intercounty Connector. PROJECT COMPLETED.	Prince George's and Montgomery Counties, MD.	Completed cost = \$2.4 Baseline = \$2.4 in Initial Financial Plan 6/2006. Final cost on budget.	Project completed 11/2014. Baseline completion = 12/2012.	Construction of an east-west limited access highway between the I-270 and I-95/US 1 corridors.	Project completed.	Maryland State Highway Administration and Maryland Transportation Authority.	22% Federal and 78% Non-Federal funding (\$516 million TIFIA loan).	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-81 Improvement Project.	Washington County, MD.	\$0.81 Baseline = \$0.81 in Initial Financial Plan 7/2016.	Under construction. Current completion date is 6/2034. Baseline completion = 6/2034.	Improve traffic operations and safety along I-81 from the West Virginia State Line to the Pennsylvania State Line.	New major project. The Initial Finance Plan established the baseline cost at \$0.81 billion.	Maryland State Highway Administration.	Federal and State funds.	None.
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 was 9.6% over budget.	Project completed 10/2007. Baseline completion = 12/2004.	Replacement of existing I-93 viaduct in downtown Boston with eight- to ten-lane tunnels 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.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-75.	Oakland County, MI.	\$1.3 Baseline = \$1.3 in Initial Financial Plan 2/2016.	Under construction. Current completion date is 11/2032. Baseline completion = 11/2032.	Addition of capacity to I-75.	The Initial Finance Plan established the baseline cost at \$1.3 billion.	Michigan DOT.	Federal, State and Local funds.	None.
I-94/Edsel Ford Freeway.	Detroit, MI.	\$2.9 Baseline = \$2.9 in Initial Financial Plan 2/2014.	Under construction. Current completion date is 9/2037. Baseline completion = 9/2036.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost remained constant at \$2.9 billion.	Michigan DOT.	Federal, State and Local funds.	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 (ER Program funding) and 2% Non-Federal funding.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
St. Croix River Crossing.	Stillwater, MN and St. Joseph Township, WI.	\$0.65 Baseline = \$0.68 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 3/2018. Baseline completion = 11/2017.	Construction of a new river crossing on Trunk Highway 36 over the St. Croix River.	Total project cost decreased from \$0.68 billion based on Financial Plan Annual Update.	Minnesota DOT (lead) and Wisconsin DOT.	Federal and state funding.	None.
I-269 Corridor.	DeSoto and Marshall Counties, MS.	\$0.65 Baseline = \$0.67 in Initial Financial Plan 2/2011.	Under construction. Current completion date is 10/2018. Baseline completion = 6/2018.	Construction of 26 miles of a new four-lane facility.	Total project decreased from \$0.67 billion based on Financial Plan Annual Update.	Mississippi DOT.	Federal and State funds.	None.
I-64, from Spoeede Road to Sarah Street. PROJECT COMPLETED.	St. Louis County and St. Louis City, MO.	Completed cost = \$0.53 Baseline = \$0.53 in Initial Financial Plan 6/2006. Final cost on budget.	Project completed 12/2011. Baseline completion = 10/2010.	Reconstruction of 12 miles of I-64, including interchanges at I-170 and other locations.	Project completed.	Missouri DOT.	83% Federal and 17% Non-Federal funding.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
New Mississippi River Bridge. PROJECT COMPLETED.	Illinois/Missouri (St. Louis, MO).	Completed cost = \$0.68 Baseline = \$0.66 in Initial Financial Plan 9/2009. Final cost was 3% over budget.	Project completed 2/2014. Baseline completion = 1/2014.	Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois, and associated interchange and local road improvements.	Project completed.	Missouri DOT (lead) and Illinois DOT.	45% Federal and 55% Non-Federal funding.	None.
I-15 South.	Las Vegas, NV.	\$1.3 Baseline = \$1.4 in Initial Financial Plan 9/2009.	Under construction. Current completion date is 12/2034. 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 increased from \$1.2 billion based on Financial Plan Annual Update.	Nevada DOT; Clark County; city of Henderson.	Federal, State, and local funds.	None.
I-15/Project NEON.	Las Vegas, NV.	\$0.95 Baseline = \$0.95 in Initial Financial Plan 7/2016.	Under construction. Current completion date is 9/2020. Baseline completion = 9/2020.	Widening of I-15 from 6 to 14 lanes.	The Initial Finance Plan established the baseline cost at \$0.95 billion.	Nevada DOT, Regional Transportation Commission of Southern Nevada.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
US 95 Northwest Corridor.	Las Vegas, NV.	\$0.50 Baseline = \$0.71 in Initial Financial Plan 5/2009.	Under construction. Current completion date is 4/2034. Baseline completion = 9/2028.	Widening of US 95 between Washington Avenue and Durango Road (including HOV lanes). Widening of US 95 from Durango Road to Kyle Canyon Road. Completing the system interchange at US 95/CC 215 Northern Beltway. Adding a new interchange at US 95/ Horse Drive.	Total project cost decreased from \$0.55 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 funds.	None.
I-93 Reconstruction.	Salem to Manchester, NH.	\$0.81 Baseline = \$0.78 in Initial Financial Plan 7/2007.	Under construction. Current completion date is 9/2020. Baseline completion = 9/2017.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	Total project cost increased from \$0.78 billion based on Financial Plan Annual Update.	New Hampshire DOT.	Federal (TIFIA) and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Rt. I-295 & 42/ I-76 Direct Connection.	Camden County, New Jersey.	\$0.89 Baseline = \$0.87 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 11/2022. 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 \$0.89 billion.	New Jersey DOT.	Federal and State funds.	None.
Brooklyn Bridge Contract 6.	New York and Kings Counties, NY.	\$0.68 Baseline = \$0.45 in Initial Financial Plan 11/2008.	Under construction. Current completion date is 1/2017. 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 \$0.65 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.	\$1.3 Baseline = \$1.2 in Initial Financial Plan 6/2015.	Under construction. Current completion date is 10/2018. Baseline completion = 10/2018.	Replacement of the Goethals Bridge over the Arthur Kill Channel between Elizabeth City, NJ and Staten Island, NY.	Total project increased from \$1.2 billion based on Financial Plan Annual Update.	Port Authority of New York and New Jersey.	Federal (TIFIA), State, and private funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Kozciusko Bridge Replacement, I-278 over Newtown Creek.	Brooklyn/Queens, NY, New York.	\$0.96 Baseline = \$0.97 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 6/2020. Baseline completion = 6/2020.	Reconstruction of bridge to improve Interstate operations, eliminate substandard features, and improve safety.	Total project cost remained constant at \$0.96 billion.	New York State DOT.	Federal and State funds.	None.
Route 347.	Smithtown, Islip, Brookhaven, NY, New York.	\$0.96 Baseline = \$1.0 in Initial Finance Plan 4/2013.	Under construction. Current completion date is 11/2033. Baseline completion = 11/2033.	Improve safety and mobility for 15 miles between the Northern State Parkway and NY Rt. 25A.	Total project cost remained constant at \$0.96 billion.	New York State DOT.	Federal and State funds.	None.
Tappan Zee Hudson River Crossing/New NY Bridge Project.	South Nyack, Rockland, Tarrytown and Westchester Counties, NY.	\$4.1 Baseline = \$4.0 in Initial Financial Plan 3/2015.	Under construction. Current completion date is 7/2018. Baseline completion = 7/2018.	Bridge Replacement for existing Tappan Zee Toll Bridge carrying Interstates 87 and 287 over the Hudson River.	Total project cost remained constant at \$4.1 billion.	New York State Thruway Authority.	Federal (TIFIA), State, and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Willis Avenue Bridge.	Manhattan and Bronx Counties, NY.	\$0.76 Baseline = \$0.50 in Initial Financial Plan 1/2007.	Project opened to traffic 9/2015. Baseline completion = 11/2012.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	Total project cost remained constant at \$0.76 billion.	New York State DOT and New York City DOT.	Federal, State, and local funds.	Financial Plan to complete Major Project requirements expected shortly.
I-77 Express Lanes from Exit 11 (I-277 Brookshire Freeway) to Exit 36 (NC 150).	Mecklenburg and Iredell Counties, NC.	\$0.62 Baseline = \$0.62 in Initial Financial Plan 8/2015.	Under construction. Current completion date is 5/2019. Baseline completion = 5/2019.	Improvements of 26 miles of I-77 from I-277 to NC 150, inclusion of High Occupancy Toll (HOT) managed lanes.	Total project cost remained constant at \$0.62 billion.	North Carolina DOT.	Federal (TIFIA), State, and private funds.	None.
Monroe Expressway.	Mecklenburg and Union Counties, NC.	\$0.77 Baseline = \$0.72 in Initial Financial Plan 9/2011.	Under Construction. Current completion date is 5/2019. Baseline completion = 11/2016.	Construction of 19.7 miles of high-speed controlled access facility.	Total project increased from \$0.72 billion based on Financial Plan Annual Update.	North Carolina DOT.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Triangle Expressway, Western Wake Freeway. PROJECT COMPLETED.	Raleigh, NC.	Completed cost = \$0.98 Baseline = \$1.03 in Initial Financial Plan 9/2009. Final cost was 4.9% under budget.	Project completed 8/2013. Baseline completion = 12/2012.	Construction of a new 12.6 mile freeway from NC 55 at SR 1172 to NC 55 near SR 1630 on the west side of Raleigh.	Project completed.	North Carolina Turnpike Authority.	9% Federal and 91% Non-Federal funding (\$387 million TIFIA loan).	None.
Brent Spence Bridge Corridor Project.	Cincinnati, OH and Kenton, KY.	\$2.7 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 8/2012.	Operational improvements of I-71, I-75, and Brent Spence Bridge by improving safety capacity and geometric deficiencies.	Total project cost remained constant at \$2.7 billion.	Ohio DOT (lead) and Kentucky Transportation Cabinet.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Cleveland Innerbelt.	Cleveland, OH.	\$2.4 Baseline = \$3.2 in Initial Financial Plan 9/2010.	Under construction. Current completion date is 10/2033. Baseline completion = 11/2033.	Major reconstruction and reconfiguration of the Interstates 71, 77, and 90, and connecting radial freeways and local roadways, known as the Cleveland Innerbelt.	Total project cost decreased from \$2.9 billion based on Financial Plan Annual Update.	Ohio DOT.	Federal and State funds.	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 10/2027. 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.
I-75 (HAM-75-2.30), city of Cincinnati (Mill Creek Expressway).	Cincinnati, OH.	\$0.73 Baseline = \$.80 in Initial Financial Plan 12/2009.	Under construction. Current completion date is 9/2022. Baseline completion = 5/2020.	Reconstruction, widening, and modernization of 7.80 miles of I-75 (eight construction contracts).	Total project cost remained constant at \$0.73 billion.	Ohio DOT.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Portsmouth Bypass.	Portsmouth, OH.	\$0.58 Baseline = \$0.58 in Initial Financial Plan 1/2012.	Under construction. Current completion date is 4/2019. Baseline completion = 5/2024.	Construction of a new four-lane limited access bypass of Portsmouth.	Total project cost increased from \$0.57 billion based on Financial Plan Annual Update.	Ohio DOT.	Federal (TIFIA), State, and private funds.	None.
I-40 Crosstown.	Oklahoma City, OK.	\$0.72 Baseline = \$0.58 in Initial Financial Plan 8/2007.	Under construction. Current completion date is 2/2017. 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 increased from \$0.71 billion based on Financial Plan Annual Update.	Oklahoma DOT and Oklahoma City.	Federal and State Funds.	None.
Central Susquehanna Valley Transportation (CSVT).	Snyder, Union, and Northumberland Counties, PA.	\$0.67 Baseline = \$0.67 in Initial Financial Plan 8/2014.	Under construction. Current completion date is 11/2022. Baseline completion = 11/2022.	Construction of 12 miles of new limited access highway.	Total project cost remained constant at \$0.67 billion.	Pennsylvania DOT.	Federal and State Funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Commonwealth of PA Rapid Bridge Replacement Project.	Statewide, PA.	\$1.1 Baseline = \$1.1 in Initial Financial Plan 10/2015.	Under construction. Current completion date is 12/2018. Baseline completion = 12/2018.	Replacement of 558 Bridges across the State of Pennsylvania.	The Initial Finance Plan established a baseline cost of \$1.1 billion.	Pennsylvania DOT.	State funds.	None.
I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction.	Philadelphia, PA.	\$1.4 Baseline = \$1.4 in Initial Financial Plan 8/2014.	Under construction. Current completion date is 12/2026. Baseline completion = 9/2026.	Reconstruction of the I-95/Betsy Ross Bridge Interchange and Bridge Street Ramps.	Total project cost remained constant at \$1.4 billion.	Pennsylvania DOT.	Federal and State Funds.	None.
Bergstrom Expressway – US 183 From US 290 to SH 71.	Austin, TX.	\$0.74 Baseline = \$0.74 in Initial Financial Plan 11/2015.	Under construction. Current completion date is 11/2020. Baseline completion = 11/2020.	Reconstruction of non-tolled and addition of managed (tolled) lanes on US 183 between US 290 and SH 71.	The Initial Finance Plan established a baseline cost of \$0.74 billion.	Texas DOT and Central Texas Regional Mobility Authority.	Federal (TIFIA) and State Funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Central Texas Turnpike. PROJECT COMPLETED.	Austin, TX.	Completed cost = \$2.7 Baseline = \$2.9 in Initial Financial Plan 9/2002. Final cost was 6.9% under budget.	Project completed 4/2008. Baseline completion = 12/2007.	Construction of 120+ miles of toll facilities to ease congestion on I-35 in Central Texas. This project is the first of three phases.	Project completed.	Texas Turnpike Authority, a Division of Texas DOT. Also, local cities, counties, and associations.	19% Federal and 81% Non-Federal funding (\$900 million TIFIA loan).	None.
DFW Connector.	Grapevine, TX.	\$1.2 Baseline = \$1.1 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 4/2017. 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 \$1.2 billion.	Texas DOT.	Federal, State, and private funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Eastern Extension of the President George Bush Turnpike (SH 190). PROJECT COMPLETED.	Dallas County, TX.	Completed cost = \$0.80 Baseline = \$1.0 in Initial Financial Plan 7/2008. Final cost was 20% under budget.	Project completed 12/2013. Baseline completion = 6/2012.	Construction of a new six-lane toll road from SH 78 to IH-30, including frontage roads and an interchange at IH-30.	Project completed.	Texas DOT and the North Texas Tollway Authority.	20% Federal and 80% Non-Federal funding.	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 was 12% over budget.	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.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
IH 35 (From IH 37 to Schertz Parkway).	Bexar County, TX.	\$1.7 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 7/2015.	Construction of Managed lanes and improving interchanges on IH 35 from IH 37 to Schertz Parkway in San Antonio metropolitan area.	Total project cost remained constant at \$1.7 billion.	Texas DOT and Alamo Regional Mobility Authority.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
IH 35E Managed Lanes (Dallas and Denton).	Dallas and Denton, TX.	\$7.2 Baseline = \$7.1 in Initial Financial Plan 9/2013.	Under construction. Current completion date is 12/2034. Baseline completion = 12/2034.	Reconstruction and expansion of general purpose lanes and frontage road of IH-35E from IH-635 to US 380. Includes construction of tolled managed lanes.	Total project cost increased from \$7.1 billion based on the Financial Plan Annual Update.	Texas DOT.	Federal (TIFIA), State, and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
LBJ Freeway. PROJECT COMPLETED.	Dallas, TX.	Completed cost = \$2.2 Baseline = \$2.2 in Initial Financial Plan 12/2011. Final cost on budget.	Project completed 12/2015. Baseline completion = 7/2016.	Reconstruction of IH-635 from IH-35E to US Route 75. Project includes free main lanes, toll managed lanes, and frontage roads.	Project completed.	Texas DOT.	16% Federal and 84% Non-Federal funding (\$850 million TIFIA loan).	None.
Loop 12/Interstate Highway 35E Corridor.	Dallas, TX.	\$0.79 Baseline = \$1.3 in Initial Financial Plan 2/2009.	Under construction. Current completion date is 12/2022. Baseline completion = 9/2015.	Reconstruction and widening of Loop 12 and IH-35E. Project includes free main lanes, reversible managed lanes, and frontage roads.	Total project cost decreased from \$0.89 billion based on the Financial Plan Annual Update.	Texas DOT.	Federal and State funds.	None.
Midtown Express (SH 183 Managed Lanes Project).	Dallas, TX.	\$5.3 Baseline = \$5.3 in Initial Financial Plan 9/2014.	Under construction. Current completion date is 12/2035. Baseline completion = 12/2035.	Improvements of 27.8 miles of managed lanes, general purpose lanes and construction of intersection and interchange connectivity.	Total project cost remained constant at \$5.3 billion.	Texas DOT and the North Texas Tollway Authority.	Federal, State, and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
North Tarrant Express. <i>PROJECT COMPLETED.</i>	Fort Worth, TX.	Completed cost = \$1.9 Baseline = \$1.9 in Initial Financial Plan 5/2012. Final cost on budget.	Project completed 10/2014. Baseline completion = 9/2015.	Reconstruction of 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.	Project completed.	Texas DOT.	27% Federal and 73% Non-Federal funding (\$650 million TIFIA loan).	None.
North Tarrant Express 3A & 3B (NTE 3A & 3B).	Fort Worth, TX.	\$4.2 Baseline = \$4.2 in Initial Financial Plan 12/2014.	Under construction. Current completion date is 12/2029. Baseline completion = 12/2029.	Reconstruction and addition of tolled managed lanes.	Total project cost remained constant at \$4.2 billion.	Texas DOT.	Federal (TIFIA), State, and Local funds.	None.
Project Horseshoe IH-30/IH-35E.	Dallas, TX.	\$0.84 Baseline = \$0.84 in Initial Financial Plan 9/2013.	Under construction. Current completion date is 7/2017. Baseline completion = 3/2017.	Reconstruction of the IH-30/IH-35E Interchange over the Trinity River Floodway.	Total project increased from \$0.83 billion based on Financial Plan Annual Update.	Texas DOT and city of Dallas.	Federal, State, and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
SH 130 Segments 5 & 6. PROJECT COMPLETED.	Central Texas/Austin and San Antonio, TX.	Completed cost = \$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 161 – President George Bush Turnpike Western Extension. PROJECT COMPLETED.	Dallas County, TX.	Completed cost = \$1.1 Baseline = \$1.1 in Initial Financial Plan 3/2012. Final cost on budget.	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.	Project completed.	Texas DOT, North Texas Tollway Authority, and the cities of Grand Prairie and Irving.	100% Non-Federal funding (\$418 million TIFIA loan).	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
SH 288.	Brazoria and Harris Counties, TX.	\$1.9 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI issued 5/2013.	Construction of 37 miles of toll and general purpose lanes between US 59 N and I-10E.	Total project cost remained constant at \$1.9 billion.	Texas DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	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.	ROD issued 6/2014.	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.	Total project cost remained constant at \$1.2 billion.	Texas DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
SH 99, The Grand Parkway (Segments F-1, F-2, and G).	Houston, TX.	\$2.1 Baseline = \$2.4 in Initial Financial Plan 11/2014.	Project opened to traffic 3/2016. Baseline completion = 12/2015.	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 \$2.1 billion.	Texas DOT.	Federal (TIFIA), State, and private funds.	Financial Plan to complete Major Project requirements expected shortly.
Southern Gateway Managed Lanes Project.	Dallas County, TX.	\$0.52 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 6/2006.	Reconstruction and widening of approximately 19 miles along the IH 35E/US 67 corridor in southern Dallas county.	Total project cost remained constant at \$0.52 billion.	Texas DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
Southwest Parkway (SH 121) – Chisolm Trail. PROJECT COMPLETED.	Fort Worth, TX.	\$1.2 Baseline = \$1.5 in Initial Financial Plan 2/2010. Final cost was 22.3% under budget.	Project completed 5/2016. Baseline completion = 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.	Project completed.	Texas DOT, North Texas Tollway Authority, and the city of Fort Worth.	12% Federal and 88% Non-Federal funding.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Trinity Parkway (from IH 35E/SH 83 to US 175/SH 310).	Dallas, TX.	\$1.5 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 4/2015.	Construction of a six-lane 9-mile tolled bypass around downtown Dallas which will connect IH 35E to US 175.	Total project cost remained constant at \$1.5 billion.	Texas DOT and North Texas Tollway Authority.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
U.S. 181 Harbor Bridge Project.	Corpus Christi, TX.	\$1.1 Baseline = \$1.1 in Initial Financial Plan 2/2016.	Under construction. Current completion date is 11/2020. Baseline completion = 11/2020.	Improvements to US 181 including the replacement of the existing Harbor Bridge in the city of Corpus Christi.	The Initial Finance Plan established a baseline cost of \$1.1 billion.	Texas DOT.	Federal, State and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
US 281 HOV expansion project.	San Antonio, TX.	\$0.68 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 3/2015.	The project involves the construction of non-toll General Purpose Lanes, HOV/Transit Lanes and frontage roads along an 8-mile stretch of US281 from Loop 1604 to Borgfeld Drive.	New major project.	Texas DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
US 290.	Houston, TX.	\$2.4 Baseline = \$2.5 in Initial Financial Plan 6/2011.	Under construction. Current completion date is 8/2018. Baseline completion = 8/2021	Improvements to 38 miles of the US 290 corridor from IH-610 to FM 2920.	Total project decreased from \$2.5 billion based on Financial Plan Annual Update.	Texas DOT and Harris County Toll Authority.	Federal, State and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-15 Corridor. PROJECT COMPLETED.	Salt Lake City, UT.	Completed cost = \$1.6 Baseline = \$1.4 in Initial Financial Plan 7/1996. Final cost was 14.3% over budget.	Project completed 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 High Occupancy Toll (HOT) Lanes. PROJECT COMPLETED.	Fairfax County, VA.	Completed cost = \$1.7 Baseline = \$1.7 in Initial Financial Plan 4/2009. Final cost on budget.	Project completed 12/2012. Baseline completion = 12/2012.	Widening of 14 miles of I-495 (Capital Beltway) from the Springfield Interchange to the Dulles Toll Road to implement four new HOT Lanes and access points.	Project completed.	Virginia DOT.	16% Federal and 84% Non-Federal funding (\$589 million TIFIA loan).	None.
I-95 HOV/HOT Lanes, Northern Segment.	Fairfax, Prince William, and Stafford Counties, VA.	\$0.84 Baseline = \$0.86 in Initial Financial Plan 7/2012.	Project opened to traffic on 12/2014. 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 \$0.84 billion.	Virginia DOT.	Federal (TIFIA), State and private funds.	Financial Plan to complete Major Project requirements expected shortly.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-95/Woodrow Wilson Bridge. PROJECT COMPLETED.	VA/MD/DC.	Completed cost = \$2.5 Baseline = \$2.4 in Initial Financial Plan 9/2001. Final cost was 4.2% over budget.	Project completed 6/2013. Baseline completion = 5/2011.	Replacement of existing 6-lane bridge with new 12-lane double structure, including auxiliary and HOV lanes. Reconstruction of adjacent interchanges.	Project completed.	Maryland State Highway Administration, Virginia DOT, and District of Columbia DOT.	86% Federal and 14% Non-Federal funding.	None.
I-95/I-395/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.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
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. Current completion date is 8/2018. Baseline completion = 8/2018.	Construction of new tunnel under the Elizabeth River parallel to existing Midtown Tunnel, improvements to existing Midtown and Downtown tunnels, and extension US 58 to I-264.	Total project cost remained constant at \$1.6 billion.	Virginia DOT.	Federal (TIFIA), State and private funds.	None.
Thimble Shoal Parallel Tunnel Project.	Virginia Beach, VA.	\$0.9 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 7/2015.	Construction of two-lane immersed tube or bored tunnel beneath Thimble Shoal Channel on an alignment parallel to the west of existing CBBT Thimble Shoal Channel tunnel.	New major project.	Chesapeake Bay Bridge and Tunnel District (CBBT).	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
Transform 66, Outside the Beltway.	Prince William and Fairfax Counties, VA.	\$4.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 6/2016.	The project transforms 25 miles of I-66 from U.S. Route 15 in Haymarket to I-495/Capital Beltway into a multimodal corridor that moves traffic and people more efficiently.	New major project.	Virginia DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
SR 520 – Pontoon Construction Project.	Grays Harbor, WA.	\$0.56 Baseline = \$0.61 in Initial Financial Plan 1/2011.	Construction completed on 7/2015. 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 \$0.57 billion based on Financial Plan Annual Update.	Washington State DOT.	Federal and State funds.	Financial Plan to complete Major Project requirements expected shortly.
SR 520, I-5 to Medina: Bridge Replacement and HOV Project – Floating Bridge and Landings Stage.	Seattle, WA.	\$1.5 Baseline = \$1.1 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 6/2017. 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 remained constant at \$1.5 billion.	Washington State DOT.	Federal (TIFIA) and State funds.	None.

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SR 520, Medina to SR 202: Eastside Transit and HOV Project.	Seattle, WA.	\$0.51 Baseline = \$0.53 in Initial Financial Plan 10/2011.	Project opened to traffic 9/2015. Baseline completion = 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 remained constant at \$0.51 billion.	Washington State DOT.	Federal and State funds.	Financial Plan to complete Major Project requirements expected shortly.
SR 99: Alaskan Way Viaduct Replacement Project.	Seattle, WA.	\$2.2 Baseline = \$2.2 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 10/2018. Baseline completion = 12/2018.	Replacement of SR 99 from South Royal Brougham Way to Roy Street with a tolled-single bore tunnel. The facility will have 2-lanes in each direction.	Total project cost remained constant at \$2.2 billion.	Washington State DOT.	Federal, State, and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
WV Corridor H Section 2, Kerens to Parsons Project.	Randolph and Tucker Counties, WV.	\$0.82 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Amended ROD issued 11/2015.	The Kerens to Parsons Project involves the construction of an approximately 15.3-mile, new location, four-lane divided highway, with partial control of access, between the West Virginia localities of Kerens and Parsons	New major project.	West Virginia Division of Highways.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
I-39/90.	Rock and Dane Counties, WI.	\$1.4 Baseline = \$1.4 in Initial Financial Plan 9/2016.	Under construction. Current completion date is 5/2023. Baseline completion = 5/2023.	Reconstruction of 45.5 miles of I-39/90 from the Illinois State line to Madison.	The Initial Finance Plan established a baseline cost of \$1.4 billion.	Wisconsin DOT.	Federal, State and local funds.	None.
I-41 Reconstruction.	Winnebago and Brown Counties, WI.	\$1.5 Baseline = \$1.5 in Initial Financial Plan 1/2010.	Under construction. Current completion date is 6/2017. 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 \$1.5 billion.	Wisconsin DOT.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
I-43/I-94/I-794 Marquette Interchange. PROJECT COMPLETED.	Milwaukee, WI.	Completed cost = \$0.8 Baseline = \$0.8 in Initial Financial Plan 12/2003. Final cost on budget.	Project completed 12/2008. Baseline completion = 12/2008.	Reconstruction of the Marquette Interchange and approaches in downtown Milwaukee.	Project completed.	Wisconsin DOT.	58% Federal and 42% Non-Federal funding.	None.
I-43 North-South (Silver Spring Drive-Wis 60).	Milwaukee and Ozaukee Counties, WI.	\$0.56 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 11/2014.	Reconstruction of 14.1 miles including capacity expansion from 4 to 6 lanes.	Total project cost remained constant at \$0.56 billion.	Wisconsin DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '16	Project Sponsor	Funding Sources	Remarks
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 12/2022. Baseline completion = 12/2016.	Reconstruction of 35 miles of I-94, including interchanges and capacity expansion from six to eight lanes.	Total project cost remained constant at \$1.7 billion.	Wisconsin DOT.	Federal and State funds.	None.
Tri-County Freeway, USH 10/441.	Appleton, WI.	\$0.55 Baseline = \$0.55 in Initial Financial Plan 7/2014.	Under construction. Current completion date is 6/2021. Baseline completion = 11/2019.	Reconstruction and widening of 5 miles of Tri-County Freeway.	Total project cost remained constant at \$0.55 billion.	Wisconsin DOT.	Federal and State funds.	None.
Zoo Interchange (I-94/I-894/US-45).	Milwaukee, WI.	\$1.7 Baseline = \$1.7 in Initial Financial Plan 10/2012.	Under construction. Current completion date is 11/2020. Baseline completion = 10/2018.	Reconstruction of I-94/I-894/US-45 Interchange with safety and operational improvements.	Total project cost remained constant at \$1.7 billion.	Wisconsin DOT.	Federal and State funds.	None.