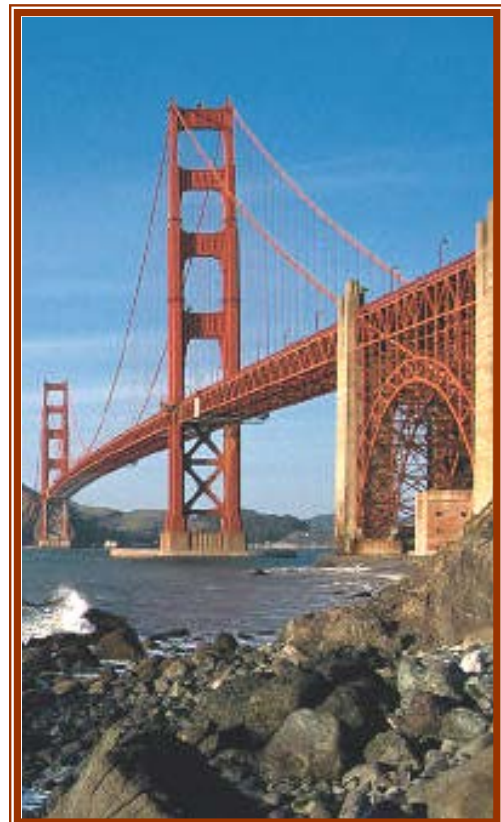


**Report to the House and Senate Committees on Appropriations**

**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 2010)**



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

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

This annual summary reports the activities of the Federal Highway Administration (FHWA) as related to major projects for Fiscal Year (FY) 2010, as of October 1, 2010.

The Project Delivery Team is assisting the FHWA Divisions with stewardship and oversight activities for 81 major projects, each with a total cost greater than \$500 million, and three Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA) projects, each with a total cost less than \$500 million. There are nine completed major projects. The Central Artery/Ted Williams Tunnel Project was listed as completed in FY 2010.

A list of the status of the 81 active major projects is attached. This list includes the nine completed major projects.

Financial Plans

The Project Delivery Team continued to track cost estimates and scheduled completion dates for 45 major projects that have Financial Plans. Currently 81 percent of these projects are within 2 percent of the previous year's budgets and 81 percent of the projects are within 2 percent of the previous year's scheduled completion dates.

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

- I-4 to Lee Roy Selmon Expressway, Crosstown Connector (Hillsborough County, FL)
- Triangle Expressway, Western Wake Freeway (Raleigh, NC)
- Cleveland Innerbelt (Cleveland, OH)
- Hamilton IR 75 Rehabilitation Project (Mill Creek Expressway) (Hamilton County, OH)
- Southwest Parkway (SH 121) (Fort Worth, TX)
- US-41 Corridor (Winnebago and Brown Counties, WI)

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

- I-80/San Francisco-Oakland Bay Bridge (East Span) (San Francisco-Oakland, CA)
- SR 52, from Santo Road to SR 67 (Santee, CA)
- SR 905, from I-805 to Otay Mesa Port of Entry (San Diego County, CA)
- I-95/New Haven Harbor Crossing (New Haven, CT)
- (iROX) I-75 from GG Parkway to SR-80, D/B/Finance (Lee and Collier Counties, FL)
- Miami Intermodal Center (Miami, FL)
- Tampa Interstate System (Tampa, FL)
- Council Bluffs, IA I-29 & I-80 Interstate System (Council Bluffs, IA)
- I-10 Twin Span Structures (Slidell, LA)
- LA 1 (Golden Meadow to Port Fourchon, LA)
- Intercounty Connector (Montgomery and Prince George's Counties, MD)
- I-95/Woodrow Wilson Bridge (MD/VA/DC)

- Montgomery IR-75 Reconstruction (Dayton, OH)
- I-40 Crosstown (Oklahoma City, OK)
- I-10/Katy Freeway (Houston, TX)
- Loop 12/State Highway 35E Corridor (Dallas, TX)
- Eastern Extension of the President George Bush Turnpike (SH 190) (Dallas County, TX)
- Capital Beltway High Occupancy Toll (HOT) Lanes (Fairfax, VA)
- Pocahontas Parkway (Richmond, VA)
- I-95/495/395 Springfield Interchange (Springfield, VA)
- I-94 North-South (Milwaukee, Racine, and Kenosha Counties, WI)

### Cost Estimate Reviews

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

- US-31 Hamilton County (Indianapolis, IN)
- LBJ Freeway (SH-635 from I-35E-US 75) (Grapevine, TX)
- PA Turnpike/I-95 Interchange Project (Trevose, PA)
- I-5 LA County South Carpool Lane and Widening (Artesia-Florence Corridor) (Los Angeles County, CA)
- Council Bluffs, IA I-29 & I-80 Interstate System (Council Bluffs, IA)
- SR 520 Medina to SR 202: Eastside Transit and HOV Project (Seattle, WA)
- Marin-Sonoma Narrows (Cities of Novato and Petaluma, CA)
- I-70/I-71 South Innerbelt (Columbus, OH)

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

- I-5 Stockton (Stockton, CA)
- I-75 Through the Valley (HAM-75-10.10) (Hamilton County, OH)
- Schuyler Heim Bridge Replacement and SR 47 Expressway Project (Long Beach, CA)
- Monroe Bypass/Connector (Union and Mecklenburg Counties, NC)
- Gerald Desmond Bridge (Long Beach, CA)
- I-805 Managed and HOV lanes (North Project) (La Jolla, CA)
- SR-303L/Estrella Freeway (Surprise, AZ)
- Gaston E-W Connector (Gaston and Mecklenburg Counties, NC)
- IH-35 (Dallas and Denton Counties, TX)
- North I-25 (Cities of Denver and Wellington, CO)
- I-15 NEON (Las Vegas, NV)

The Project Delivery Team participated in a Cost Estimation Validation Process with the Washington Department of Transportation to compare this process with FHWA's Cost Estimate Review process.

The Project Delivery Team participated in a Cost Estimating and Cost Management Capacity Building Workshop in Minneapolis, Minnesota on August 11-13, 2010.

## Project Management Plans

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

- SR-303L/Estrella Freeway (Surprise, AZ)
- Schuyler Heim Bridge Replacement and SR 47 Expressway Project (Long Beach, CA)
- Marin-Sonoma Narrows (Cities of Novato and Petaluma, CA)
- US 36 , from I-25 in Denver to Boulder (Table Mesa) (Cities of Denver and Boulder, CO)
- I-4 to Lee Roy Selmon Expressway Crosstown Connector (Hillsborough County, FL)
- Rt. 7 Hackensack River Wittpenn Bridge (Jersey City and Kearny Town, NJ)
- Kozciusko Bridge Replacement, I-278 over Newtown Creek (Brooklyn/Queens, NY)
- Route 347, between Northern State Parkway and NY Rt. 25A (Smithtown, Islip, and Brookhaven, NY)
- Cleveland Innerbelt (Cleveland, OH)
- US 290 Hempstead Corridor (Houston, TX)
- Southwest Parkway (SH 121) (Fort Worth, TX)
- SR 520 I-5 to Medina, Bridge Replacement and HOV (Seattle, WA)

## Capacity Building

The Project Delivery 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 2010 – The Project Delivery Team and the National Highway Institute offered a 2-day National Highway Institute Course called “Addressing Uncertainty in Cost Estimating.”
- November 30 - December 3, 2009 – The Project Delivery Team in conjunction with the Resource Center trained 20 staff in the use of risk-based modeling software for use in cost estimate reviews for major projects.
- January 11-13, 2010 – The Project Delivery Team staffed an exhibit booth at the Transportation Research Board’s annual meeting in Washington, DC. Displays of existing major projects and the latest guidance for the management of major projects were available.
- April 18-22, 2010 – The Project Delivery Team delivered Cost Estimate Review, Financial Plan, and Project Management Plan training at the Field Engineers Learning and Development Seminar in Dallas, TX.
- May 27, 2010 – The Project Delivery Team delivered Financial Plan and Project Management Plan training to the California Division Office and the California Department of Transportation in Sacramento, CA.

- Summer 2010 – The Project Delivery Team delivered Financial Plan presentations at the Office of Innovative Program Delivery’s Regional Technical Workshops. The workshops were held in Albany, NY, Atlanta, GA, and San Francisco, CA.
- July 19-30, 2010 – The Project Delivery Team continued coordinating the project management certificate program with the FHWA Human Resources Office to train current and potential major project oversight managers in the FHWA Division Offices. As of the end of FY 2010, 133 FHWA employees have received their Associate Certificates in Project Management.
- August 2010 – The Project Delivery Team conducted webinars on Cost Estimate Reviews, Financial Plans, and Project Management Plans.

## FHWA Annual Summary of Major Projects

October 1, 2010

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
Birmingham Northern Beltline – BNB (Corridor X-1, AHS).	Birmingham, AL.	\$3.3  Baseline = TBD when Initial Financial Plan is prepared.	Final Environmental Impact Statement (EIS) approved on June 12, 1997. NEPA re-evaluations are underway for several sections.	Construction of 52 miles of freeway on new location from I-59/20 west of Birmingham to I-59 east of Birmingham.	Total project cost remained constant at \$3.3 billion.	Alabama DOT.	Federal and State funds.	On the eastern end of the corridor an opposition group has formed with water quality as their fundamental issue.
I-69, Section of Independent Utility 12.	McGehee, AR.	\$1.0  Baseline = TBD during preparation of Initial Financial Plan.	Final EIS approved on March 12, 2004. Record of Decision (ROD) approved on June 23, 2004. Under design. Right-of-way acquisition has begun.	Construction of 20 miles of freeway on new location between Benoit, MS and McGehee, AR, including a new bridge over the Mississippi River.	Total project cost remained constant at \$1.0 billion.	Arkansas DOT (lead) and Mississippi DOT.	Federal and State funds.	The I-69 Steering Committee member States are seeking funding for an Innovative Financing Study for the Corridor as a whole.

## FHWA Annual Summary of Major Projects

October 1, 2010

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
Alameda Corridor.  <b>PROJECT COMPLETED.</b>	Los Angeles, CA.	Completed cost = \$2.4  Baseline = \$2.1 4/1997.	Construction began in April 1997. Project opened for revenue service April 2002.	20-mile express lane corridor linking Los Angeles and Long Beach ports with rail network in downtown Los Angeles.	Project completed.	California DOT (Caltrans) and Alameda Corridor Transportation Authority.	Project completed.	Project completed on schedule. Completed cost was 14% over baseline (0% growth from June 1999 budget).
San Francisco Bay Area Rapid Transit District (BART) Seismic Retrofit Project.	San Francisco and Oakland, CA.	\$1.2  Baseline = \$1.3 in Initial Financial Plan 3/2008.	Finding of No Significant Impact (FONSI) approved in September 2006. Categorical Exclusion approved August 2007. Under design.	Retrofitting and strengthening of the BART system.	Total project cost decreased to \$1.2 billion based on 2009 Finance Plan update.	BART.	Additional BART Passenger Revenues, Caltrans local Seismic Retrofit Program, Bay Area Regional Measure 2, General Obligation Bonds, and FHWA Bridge Rehabilitation and Replacement Program.	None.

## FHWA Annual Summary of Major Projects

October 1, 2010

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
Doyle Drive, Route 101.	San Francisco, CA.	\$0.928  Baseline = \$0.928 in Initial Financial Plan 5/2009.	ROD issued in December 2008. In June 2010, the project was divided into two phases: Phase I which includes contracts 1-4 will be delivered design/bid/build. Phase II which includes contracts 5-8 has been approved as a Public-Private Partnership.	Reconstruction and widening of existing Doyle Drive on new alignment with two tunnels and several bridges.	Total project cost remained constant at \$0.928 billion.	Caltrans.	Federal, State, and local funds.  ARRA project and TIGER Grant recipient.	None.
I-10 HOV Project.	Los Angeles County, CA.	\$0.6  Baseline = TBD during preparation of Initial Financial Plan.	Construction is expected to be completed in 2011.	Widening of I-10 from I- 605 to State Route 57/71 interchange to add one High Occupancy Vehicle (HOV) lane.	Total project cost remained constant at \$0.6 billion.	Caltrans.	Federal funds, State Transportation Congestion Relief Program funds, and local funds.	None.



## FHWA Annual Summary of Major Projects

October 1, 2010

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-15 Managed Lanes.	San Diego County, CA.	\$0.998  Baseline = \$1.1 in 3/2008 Initial Financial Plan.	FONSI approved in March 2003. Construction has begun and the anticipated completion date is 2012.	Construction of 20 miles of managed lanes in three segments on I-15, from State Route 163 to State Route 78.	Total project cost decreased to \$0.998 based on September 2009 Financial Plan Annual Update.	Caltrans.	Federal, State, and local funds.	None.
SR 210/Foothill Freeway.  <b>PROJECT COMPLETED.</b>	Los Angeles, CA.	\$1.2  Baseline = \$1.2 At the beginning of construction in late 1997.	Construction began in late 1997. All 28.2 miles opened in July 2007. Final acceptance on July 1, 2008.	28.2 miles of eight-lane freeway construction, including two HOV lanes, from Foothill Boulevard in LA County to I-215 in San Bernardino County.	Project completed.	Caltrans, San Bernardino Association of Governments (SANBAG), and Los Angeles County Metropolitan Transportation Authority (LA Metro).	Federal funds \$751 million; remainder State and local funds.	None.
I-215 San Bernardino North Corridor Project.	San Bernardino, CA.	\$0.699  Baseline = \$ 0.687 in 11/2007 Initial Financial Plan.	ROD issued in 2001. Environmental Re-evaluation approved in 2005. Under construction. Final completion expected in April 2013.	Addition of one HOV lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements.	Total project cost increased to \$0.699 billion based on 9/2009 Financial Plan Annual Update.	Caltrans and SANBAG.	Federal, State and local funds.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2010**

<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '10</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
I-405 Sepulveda Pass Widening and HOV Improvements (EA 07-120300).	Los Angeles, CA.	\$0.950 Baseline = \$0.950 in 4/2009 Initial Financial Plan.	ROD issued on April 25, 2008. Design-Build (D/B) contract awarded April 2009. Final completion expected spring 2013.	Addition of one HOV lane in the northbound direction and interchange improvements.	Total project cost remained constant at \$0.950 billion.	Caltrans and LA Metro.	Federal and State funds.  ARRA Project.	None.
I-5 HOV (SR-134 to SR-118).	Los Angeles County, CA.	\$0.931 Baseline = \$0.966 based on 12/2008 Initial Finance Plan.	FONSI issued December 19, 2000. Construction began August 2010. Final completion expected January 2014.	Addition of one HOV lane from SR 134 to SR 118.	Total project cost decreased to \$0.931 based on December 2008 Financial Plan Annual Update.	Caltrans and LA Metro.	TBD.	None.
I-5 HOV and Truck Lanes (EA 07-2332EO).	Los Angeles County, CA.	\$0.456 Baseline = \$0.597 Initial Financial Plan.	FONSI issued July 2009  Construction is anticipated to begin in 2011. Final completion expected December 2017.	Extension of existing HOV lanes from SR-14 to Parker Road.	Total project cost decreased to \$.456 billion.	Caltrans, LA Metro, and Golden State Gateway Coalition.	Federal, State, and private funds.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2010**

<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '10</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
I-5 LA County South Carpool Lane and Widening.	Los Angeles County, CA.	\$1.45 Baseline = TBD during preparation of Initial Financial Plan.	ROD issued on December 31, 2007. Construction is anticipated to begin in 2011.	Addition of one HOV lane and modification of interchanges from Artesia Avenue to Florence Avenue.	Total project cost remained constant at \$1.45 billion.	Caltrans, LA Metro, I-5 Joint Powers Association, and Orange County Transportation Authority.	Federal, State, and local funds.	None.
I-80/San Francisco-Oakland Bay Bridge (East Span).	San Francisco/Oakland, CA.	\$5.7 Baseline = \$2.6 Initial Financial Plan 12/2001.	Construction began in January 2002. Skyway under construction. Completion date is now estimated for 2015 including demolition.	Seismic retrofit of the replacement of the San Francisco-Oakland Bay Bridge East Span.	Total project cost remained constant at \$5.7 billion based on 12/2009 Finance Plan update.	Caltrans.	\$242 million in Advance Construction (AC) Federal-aid BR/IM funds. All AC is on the Skyway contract. Remaining funds are from an extended toll surcharge on this bridge and other State-owned toll bridges and commercial bonds.	Project was re-scoped and additional funds were provided by the Legislature after it was determined through the bidding process that the cost estimate was too low.

**FHWA Annual Summary of Major Projects**

**October 1, 2010**

<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '10</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
Marin-Sonoma Narrows.	Marin and Sonoma Counties, CA.	\$0.950 Baseline = TBD during preparation of Initial Financial Plan.	FEIS approved July 2009. ROD issued on January 29, 2009.  Phase I construction is scheduled to begin in 2011.	Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one HOV lane and replacing bridges.	Initial Finance Plan is under review.	Caltrans.	Federal, State and local funds.	None.
SR 905.	San Diego County, CA.	\$0.611 Baseline = \$0.618 Initial Financial Plan 1/2008 (includes cost for Phase 4).	ROD issued in 2004.  Construction is scheduled to be complete in June 2014 for Phases 1A-3.	Construction of the connection between I-805 and Otay Mesa Port of Entry.	Total project cost decreased to \$0.611 billion to reflect the 2010 Finance Plan update.	Caltrans and San Diego Association of Governments (SANDAG).	Federal, State and local funds.	None.
SR 52.	City of Santee in San Diego County, CA.	\$0.549 Baseline = \$0.6 Initial Financial Plan 4/2008.	Construction scheduled to be completed in 2011.	Construction of 4 miles of a four-lane freeway including interchanges.	Total project cost decreased to \$0.549 billion to reflect the 2009 Finance Plan update.	SANDAG.	Federal, State and local funds.	None.

## FHWA Annual Summary of Major Projects

October 1, 2010

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-25/I-225 Southeast Corridor.  <b>PROJECT COMPLETED.</b>	Denver, CO	Completed cost = \$1.75  Baseline = \$1.66 Initial Financial Plan 5/2001.	Design-Build contract awarded June 2001. Substantial completion of the highway work was August 2006. The light rail transit opening was November 2006.	Reconstruction of 18 miles of I-25 and I-225, construction of 19 miles of light-rail transit line with 13 new rail stations.	Project completed.	Colorado DOT and Denver Area Regional Transportation District. Also, local cities, counties, and associations.	Project completed.	A total of \$74 million in additional work scope was added to project, which was funded by third parties and project sponsors.
Powers Boulevard Corridor.	El Paso County, CO.	\$1.48  Baseline = TBD during preparation of Initial Financial Plan.	Environmental Assessment (EA) scheduled to be signed in 2011.	Reconstruction of 11 miles of SH 21 from Woodmen Road to SH 6.	Total project cost remained constant at \$1.48 billion.	Colorado DOT, city of Colorado Springs and El Paso County.	Future funding is identified in the Pikes Peak Area Council of Governments as S.B. 91-001 program. Funding is identified as \$1.1 billion for future expenditures.	None.

## FHWA Annual Summary of Major Projects

October 1, 2010

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-95/New Haven Harbor Crossing.	New Haven, CT.	\$2.13 Baseline = \$0.8 Initial Financial Plan 12/2000.	Under construction. Work is scheduled to be completed by November 2011.	Reconstruction of 7.2 miles of I-95, including a new 10-lane Pearl Harbor Memorial Bridge over New Haven Harbor, and Interchanges 46 through 54.	Total project cost increased to \$2.13 billion based on the 2009 Financial Plan Annual Update.	Connecticut DOT.	Federal /State normal funding. Federal funding estimated to be approximately 88% of total cost.	None.
US 301 Project DE/MD Line to SR1.	Middletown, DE.	\$0.7 Baseline = TBD during preparation of Initial Financial Plan.	ROD issued on April 30, 2008. Construction is anticipated to begin in 2012 with completion expected in spring 2017.	Realignment of 12.5 miles of US Route 301 and construction of a new spur road to Summit Bridge.	Total project cost remained constant at \$0.7 billion.	Delaware DOT.	Federal and State funds and toll revenues. State is in process of preparing a GARVEE bond request of \$125 million.	None.
(iROX75) I-75, from GG Parkway to SR-80, Design/Build/Finance.	Lee and Collier Counties, FL.	\$0.5 Baseline = \$0.5 Initial Financial Plan 4/2006.	NEPA completed in December 2002. Construction was completed in September 2010.	Widening of I-75 from four to six lanes and reconstruction of one interchange from Colonial Boulevard to Golden Gate Parkway.	Total project cost remained constant at \$0.5 billion based on December 2009 Financial Plan Annual Update.	Florida DOT.	FHWA/State normal funding, Florida's "Pay as you grow" Growth Management Plan, and Public-Private Partnership funds to advance the project.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2010**

<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '10</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
I-4 to Lee Roy Selmon Expressway, Connector.	Hillsborough County, FL.	\$0.654 Baseline = \$0.654 Initial Financial Plan 10/2009.	Construction contract was executed in January 2010. The estimated completion date is July 2013.	Construct a new north-south elevated toll road, which will connect I-4 with the Selmon Expressway.	Total project cost remained constant at \$0.654 billion.	Florida DOT and Florida's Turnpike Enterprise.	Federal, State, and local funds.	None.
I-595 Corridor Improvements.	Ft. Lauderdale, FL.	\$1.86 Baseline = \$1.86 Initial Financial Plan 4/2008.	Type II Categorical Exclusion approved June 2006.  Construction began in spring 2010. Construction expected to be completed in 2014.	Widening, adding reversible lanes, and major interchange improvements between I-75 and I-95.	Total project cost remained constant at \$1.86 billion.	Florida DOT.	Federal, State, and private funds.  TIFIA loan for \$603 million.	Florida DOT has a Public-Private Partnership with, ACS- Dragados, thru a 35-year Design, Build, Finance, Operate, and Maintain contract.  TIFIA loan closed in March 2009.
I-75 (From SR 78 in Lee County to Kings Highway (CR 769)).	Lee and Charlotte Counties, FL.	\$1.1 Baseline = TBD when Initial Financial Plan is prepared.	Under design.	Widening of existing I-75 to eight lanes.	Total project cost remained at \$1.1 billion.	Florida DOT, Lee County, Charlotte County, and Punta Gorda Metropolitan Planning Organization.	Federal and State funds.	None.

## FHWA Annual Summary of Major Projects

October 1, 2010

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-75 (Pasco & Hernando) 411014-1/411011-2/411012-2.	Pasco, Hernando, and Sumter Counties, FL.	\$0.6  Baseline = TBD when Initial Financial Plan is prepared.	Under design. Right-of-way acquisition activities have begun.	Widening of 20 miles from north of SR 52 to south of CR 467B.	Total project cost remained at \$0.6 billion.	Florida DOT.	Federal and State funds.	None.
Miami Intermodal Center (MIC).	Miami, FL.	\$1.78  Baseline = \$1.28 Initial Financial Plan 7/1999.	Major roadway improvements were completed in May 2008, the Rental Car Center opened for business on July 13, 2010, the MIA Mover, set to be operational in the fall of 2011, the Miami Central Station, is scheduled to be completed by 2013.	Construction of multimodal center for Miami International Airport (MIA), including rental car garage, intermodal center, people mover, and roadways.	Total project cost increased to \$1.78 billion based on the 2010 Financial Plan Annual Update.	Florida DOT, Miami-Dade Aviation Dept. (MDAD). Also, Miami-Dade Expressway (MDX), Miami-Dade County, and Tri-County Commuter Rail Authority.	TIFIA loans \$440 million; Federal-aid \$7.25 million; MDAD airport capital improvement \$226 million; MDX tolling \$87 million; State Infrastructure Bank loan \$25 million; Ancillary revenues \$12.6 million.	The Florida DOT TIFIA loan was amended for an additional \$100 million.



**FHWA Annual Summary of Major Projects**

**October 1, 2010**

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Port of Miami Tunnel & Access Improvement Project.	Miami, FL.	\$0.915  Baseline = \$0.915 in draft Initial Financial Plan 9/2010.	Construction is anticipated for completion in 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.	Baseline cost defined in draft Initial Financial Plan.	Florida DOT, Miami-Dade County, and the city of Miami.	Federal (TIFIA), State, Miami-Dade County, and the city of Miami funds.	The project is being procured as a Public-Private Partnership with Miami Access Tunnel (MAT) consortium, thru a 35-year Design, Build, Finance, Operate, and Maintain contract. TIFIA loan closed in June 2009.
SR 826/SR 836 Interchange Reconstruction (Palmetto 5).	Miami, FL.	\$0.838  Baseline = \$0.838 Initial Financial Plan 9/2009.	Construction began in late October 2009. The project is scheduled for completion in the fall of 2014.	Interchange upgrade. Reconstruction and widening of SR 826 and SR 836.	Total project cost remained at \$.838 billion.	Florida DOT and Miami-Dade Expressway Authority.	Federal (including ARRA), State, and Miami-Dade Expressway Authority funds.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2010**

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Tampa Interstate System.	Tampa, FL.	\$1.961 Baseline = \$1.0 Initial Financial Plan 3/2003.	Fourth and final contract began in 2010.  Construction is anticipated to be completed in December 2013.	Reconstruction and widening of approximately 13 miles of I-4 and I-275, and construction of the Crosstown Connector to improve operation, capacity, and safety.	Total project cost decreased to \$1.961 billion based on the 2009 Financial Plan Annual Update.	Florida DOT.	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	None.
Tran4mation (I-4), from SR 435 (Kirkman Rd) to SR 434.	Orlando, FL (Orange and Seminole Counties).	\$2.5 Baseline = TBD when Initial Financial Plan is prepared.	Final EIS completed. Initial ROD signed in December 2002 and subsequent ROD signed on December 8, 2005. Project will likely be delivered as a D/B.	Reconstruction of 18 miles of I-4 in Orange and Seminole Counties.	Total project cost remained at \$2.5 billion.	Florida DOT, and the Orlando-Orange County Expressway Authority.	FHWA/State normal funding (90/10 for Interstate). Florida's "Pay as you grow" Growth Management Plan, will provide \$300 million for right-of-way acquisition.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2010**

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I-465 Northeast Leg.	Indianapolis, IN.	\$0.64  Baseline = TBD when Initial Financial Plan is prepared.	ROD issued February 2004. Construction is expected to begin 2012 and be completed in 2019.	10 miles of reconstruction and widening on I-465, from east of US-31 to Fall Creek Road; and on I-69 from I-465 to half mile south of 96 <sup>th</sup> Street.	Total project cost remained constant at \$0.64 billion.	Indiana DOT.	Federal and Major Moves State funds.	None.
I-465 West Leg Reconstruction (Accelerate 465).	Indianapolis, IN.	\$0.67  Baseline = \$0.7 Initial Financial Plan 6/2008.	Under construction. Estimated completion date is 2012.	Pavement replacement and widening from three to four lanes between SR 67 and 56 <sup>th</sup> Street. Also, seven interchanges will be reconstructed.	Total project cost remained constant at \$0.67 billion.	Indiana DOT.	Federal and Major Moves State funds.	None.
US-31 Hamilton County.	Indianapolis, IN.	\$0.7  Baseline = TBD when Initial Financial Plan is prepared.	Project is in early design stage. Construction is divided into 16 projects with the first project to begin in 2011. Construction completion is anticipated for 2018.	Reconstruction of 12.5 miles of divided signalized expressway from I-465 north to SR 38.	Total project cost remained constant at \$0.7 billion.	Indiana DOT.	Federal and Major Moves State funds.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2010**

<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '10</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
Council Bluffs Interstate System Improvements, Segments 1, 2, and 3.	Council Bluffs, IA.	\$0.84  Baseline = \$0.76 Initial Financial Plan 1/2008.	A Tier 1 EIS is complete for the corridor. Tier 2 NEPA work has been completed for Segments 1 and 2 (underway for Segment 3). Construction began in 2008 and is scheduled to be completed in 2021 for Segments 1-3.	Reconstruction of 18 miles of Interstates 29, 80, and 480, including 16 interchanges.	Total project cost increased to \$0.84 billion based on 2009 Financial Plan Annual Update.	Iowa DOT and Nebraska Department of Roads.	Federal and State funds.	None.

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I-74 Quad Cities Corridor Study.	Davenport and Bettendorf, IA; and Moline, IL.	\$1.5  Baseline = TBD when Initial Financial Plan is prepared.	ROD issued on April 29, 2009. Construction is complete on the Lincoln Road Bridge over I-74. Construction on the 53 <sup>rd</sup> Street Interchange will begin in 2011. The rest of the corridor is in final design.	Reconstruction of the I-74 corridor from the Avenue of the Cities Interchange in Moline, IL to 1 mile north of the 53 <sup>rd</sup> Street Interchange in Davenport, IA.	Total project cost remained constant at \$1.5billion.	Iowa DOT (lead) and Illinois DOT.	Federal and State funds.	None.
Louisville Southern Indiana Ohio River Bridges Project.	KY/IN (Louisville, KY).	\$4.1  Baseline = \$4.1 Initial Financial Plan 1/2008.	EIS completed April 2003. ROD issued September 2003.  Design began in 2004.  Construction is scheduled to begin in 2012 and is estimated to be completed in 2024.	Construction of two new bridges crossing the Ohio River, and construction of the new Kennedy interchange in downtown Louisville.	Total project cost remained constant at \$4.1 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT.	Federal and State funds.  Kentucky - Grant anticipation revenue vehicle (GARVEE) bonds.  Indiana- Major Moves State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-10 Twin Span Structures.	Slidell, LA.	\$0.8  Baseline = \$0.8 Initial Financial Plan 3/2006.	This is an Emergency Relief (ER) Program project. Phases 1 and 2 are under construction. Phase 3 work for the demolition of the old structure was let in 2010.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Total project cost remained at \$0.8 billion.	Louisiana Department of Transportation and Development.	Federal ER Program funding.	None.
I-49 Northern Extension.	Shreveport, LA.	\$0.7  Baseline = TBD during preparation of Initial Financial Plan.	Under construction.	Construction of new I-49 from I-220 in Shreveport, LA to the Arkansas State line.	Total project cost remained at \$0.7 billion.	Louisiana Department of Transportation and Development.	Federal and State Funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
Intercounty Connector.	Prince George's and Montgomery Counties, MD.	\$2.6  Baseline = \$2.4 Initial Financial Plan 6/2006.	ROD issued May 2006. Construction scheduled to be complete in 2012.	Construction of an east-west limited access highway between the I-270 and I-95/US 1 corridors.	Total project cost increased to \$2.6 billion to reflect cost reported in 2009 Financial Plan Annual Update.	Maryland State Highway Administration and Maryland Transportation Authority.	\$750 million in GARVEE Bonds; \$18.5 million SAFETEA-LU and 2004 DOT Appropriation Act Funds; \$1.232 billion Maryland Toll Authority Bonds; \$264.9 million Maryland General Fund; and \$180 million Maryland Transportation Trust Fund.	TIFIA loan closed in December 2008.
Central Artery/Ted Williams Tunnel.  <b>PROJECT COMPLETED.</b>	Boston, MA.	\$14.798  Baseline = \$13.512 Financial Plan Update 6/2000.	Construction is 99.9% complete. As defined in the Financial Plan, substantial completion has been reached.	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.	Total project cost increased to \$14.798 billion to reflect cost reported in 2009 Financial Plan Annual Update.	Massachusetts Turnpike Authority.	FHWA funds capped at \$8.549 billion; remainder State and local funding.	The project office is now closed and all issues will be managed by the Massachusetts Turnpike Authority.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
Blue Water Bridge Plaza Expansion and I-94/I-69 Corridor Improvements.	Port Huron, MI.	\$0.584  Baseline = TBD during preparation of Initial Financial Plan.	ROD signed May 12, 2009.  Construction completion scheduled for 2017.	Corridor widening and interchange modification. Expansion of US Customs Plaza.	Total project cost remained at \$0.584 billion.	Michigan DOT.	Federal and State funds including the sale of bonds backed by toll revenue from the Blue Water Bridge.  \$30 million TIGER Grant.	None.
Detroit River International Crossing.	Detroit, MI.	\$1.8  Baseline = TBD when Initial Financial Plan is prepared.	ROD signed February 14, 2009.  Design procurement currently underway.	New international border crossing including a bridge, custom plaza, and interchange.	Total project cost remained at \$1.8 billion.	Michigan DOT	Federal and State funding for interchange.	Current plan is to pursue a Public-Private Partnership for the bridge and the custom plaza.
I-75.	Oakland County, MI.	\$0.6  Baseline = TBD when Initial Financial Plan is prepared.	ROD issued January 2006. Pre-design engineering is underway.	Addition of capacity to I-75.	Total project cost remained at \$0.6 billion.	Michigan DOT.	TBD.	Design and construction are currently deferred by Governor's decree.



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<b>Project Name</b>	<b>Project Location</b>	<b>Total Cost (Billions)</b>	<b>Status</b>	<b>Project Description</b>	<b>Cost Trend in Fiscal Year '10</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
I-94/Edsel Ford Freeway.	Detroit, MI.	\$1.2  Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued December 2005.  Construction is scheduled to begin in 2012.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost remained constant at \$1.2 billion.	Michigan DOT.	TBD. A Financial Plan is expected to be completed in 2011.	Construction is currently deferred by Governor's decree.
I-35W St. Anthony Falls Bridge.  <b>PROJECT COMPLETED.</b>	Minneapolis, MN.	\$0.3  Baseline = \$0.3 Initial Financial Plan 9/2007.	Project opened to traffic in September 2008.	Rebuilding the I-35W bridge over the Mississippi River that collapsed on August 1, 2007.	Project completed.	Minnesota DOT.	FHWA ER Program Funds and other Federal, State, and local funds.	None.
St. Croix River Crossing.	Stillwater, MN.	\$0.74  Baseline = TBD when Initial Financial Plan is prepared.	ROD was signed on November 20, 2006. A Supplemental Environmental Impact Statement is being developed.	Construction of a new river crossing on Trunk Highway 36 over the St. Croix River.	Total project cost remained constant at \$0.74 billion.	Minnesota DOT and Wisconsin DOT.	TBD.	St. Croix River is a designated Wild and Scenic River.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-64, from Spoeede Road to Sarah Street.	St. Louis County and St. Louis City, MO.	\$0.543 Baseline = \$0.53 Initial Financial Plan 6/2006.	ROD was issued in July 2005.  Construction completed in spring 2010.	Reconstruction of 12 miles of I-64, including interchanges at I-170 and other locations.	Total project cost increased to \$0.543 billion based on cost reflected in 2008 Financial Plan Annual Update.	Missouri DOT.	GARVEE Bonds = \$136.7 million; Federal funds = \$337 million; State funds = \$38 million.	None.
New Mississippi River Bridge.	Illinois/Missouri (St. Louis, MO).	\$0.66 Baseline = \$0.66 Initial Financial Plan 9/2009.	Construction began in 2010. The new I-70 Mississippi River Bridge Crossing is scheduled to be open to traffic in 2014.	Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois, and associated interchange and local road improvements.	Total project cost remained constant at \$0.66 billion.	Missouri DOT (lead) and Illinois DOT.	Federal and State funds.	The inclusion of the IL 3 interchange will add about \$75 million to the NMRB Phase I project cost.
Boulder City Bypass.	Boulder City, NV.	\$0.4 to \$0.9 Baseline = TBD during preparation of Initial Financial Plan.	Project will be split into two phases. Design has begun on both phases and a preliminary cost estimate is being developed.	Construction of 10 miles of four-lane freeway around the southern edge of Boulder City, from I-515 in Henderson to the Hoover Dam Bypass.	Total project cost remained constant.	Nevada DOT.	Federal funds and Public-Private Partnerships are being considered.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-15 South.	Las Vegas, NV.	\$1.4  Baseline = \$1.4 Initial Financial Plan 9/2009.	NEPA decision document is complete. D/B contract is ready to begin.	Widening of 11.5 miles of US 95, including one general purpose lane and one HOV lane between Washington Avenue and Kyle Canyon Road.	Total project cost remained constant at \$1.4 billion.	Nevada DOT; Clark County; City of Henderson.	Federal, State, and local (Las Vegas Convention and Visitor Authority, gas tax, developers) funds.	None.
US 95 Northwest Corridor.	Las Vegas, NV.	\$0.71  Baseline = \$0.71 Initial Financial Plan 5/2009.	Project is in design. All five phases of the project are scheduled to be implemented between 2010 and 2015.	Widening of US 95 from six to eight lanes between Washington Avenue and Durango Road (including HOV lanes). Widening of US 95 from four to six lanes from Durango Road to Kyle Canyon Road. Complete the system interchange at US 95/CC 215 Northern Beltway. Add a new interchange at US 95/ Horse Drive.	Total project cost remained constant at \$0.71 billion.	Nevada DOT, Clark County Public Works, city of Las Vegas, and Regional Transportation Commission of Southern Nevada.	Federal, State, local and private developer funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-93 Reconstruction.	Salem to Manchester, NH.	\$0.79 Baseline = \$0.78 Initial Financial Plan 7/2007.	ROD issued in June 2005. The Supplemental ROD was signed on September 20, 2010.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	Total project cost remained constant at \$0.79 billion.	New Hampshire DOT.	Federal and State funds.	An MOU for the use of GARVEE Bonds was signed in September 2010.
Route 7 Hackensack River Wittpenn Bridge Replacement.	Jersey City and Kearny Town, Hudson Co., New Jersey.	\$0.638 Baseline = TBD when Initial Financial Plan is prepared.	Project is being advanced under our separate design and construction contracts.	Replacement of the existing Wittpenn Bridge with a vertical lift bridge over the Hackensack River.	Total project cost remained constant at 0.638 billion.	New Jersey DOT.	Federal and State funds.	None.
Rt. I-295 & 42/ I-76 Direct Connection.	Camden County, New Jersey.	\$0.902 Baseline = TBD when Initial Financial Plan is prepared.	ROD signed March 2009. The project is currently in the preliminary design stage.	Construction of a direct connection for I-295 traffic through the interchange with I-76 and Route 42.	Total project cost remained constant at \$0.902 billion.	New Jersey DOT.	Federal funds.	None.

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Kozciusko Bridge Replacement, I-278 over Newtown Creek.	Brooklyn/Queens, NY, New York.	\$1.4 to \$1.7  Baseline = TBD when Initial Financial Plan is prepared.	ROD signed in March 2009. Construction estimated to start in 2013.	Reconstruction of bridge to improve Interstate operations, eliminate substandard features, and improve safety.	Total project cost remained constant at between \$1.4 to \$1.7 billion.	New Jersey DOT.	Federal and State funds.	None.
Route 347.	Smithtown, Islip, Brookhaven, NY, New York.	\$0.85 to \$1.06  Baseline = TBD when Initial Financial Plan is prepared.	ROD signed in August 2007. First phase of construction began in spring 2010. Construction is estimated to take 10 years to complete.	Improve safety and mobility for 15 miles between the Northern State Parkway and NY Rt. 25A.	Total project cost remained constant at between \$0.85 to \$1.06 billion.	New York State DOT.	Federal and State funds.	None.
Willis Avenue Bridge.	Manhattan and Bronx Counties, NY.	\$0.74  Baseline = \$0.495 Initial Financial Plan 1/2007.	Construction has begun and is expected to be completed in 2013.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	Total project cost increased to \$0.74 billion.	New York State DOT and New York City DOT.	Federal, State, and city funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
Triangle Expressway, Western Wake Freeway.	Raleigh, NC.	\$1.03  Baseline = \$1.03 Initial Financial Plan 9/2009.	ROD was signed on April 30, 2004 and the Environmental Reevaluation was approved on September 7, 2007. Construction is scheduled to be completed in 2012.	Construction of a new 12.6 mile freeway from NC 55 at SR 1172 to NC 55 near SR 1630 on the west side of Raleigh.	Total project cost remained constant at \$1.03 billion as reflected in the 2010 Financial Plan Annual Update.	North Carolina Turnpike Authority.	State funds, toll revenue bonds, and a TIFIA loan.	TIFIA loan closed in July 2009.
Montgomery IR 75 Reconstruction Project.	Dayton, OH.	\$0.579  Baseline = \$0.67 Initial Financial Plan 7/2007.	Under construction.	Three miles of reconstruction and modernization of I-75 between US 35 and SR 4.	Total project cost decreased to \$0.579 billion to reflect cost reported in the 2009 Financial Plan Annual Update.	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 '10	Project Sponsor (State)	Funding Sources	Remarks
Cleveland Innerbelt.	Cleveland, OH.	\$3.2  Baseline = \$3.2 Initial Financial Plan 9/2010.	The first construction contract was advertised in September 2010 and is scheduled for completion in 2014. This contract was let as a D/B project.	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 remained constant at \$3.2 billion.	Ohio DOT.	Federal and State funds.	None.
I-70/71 South Innerbelt.	Columbus, OH.	\$1.69  Baseline = TBD when Initial Financial Plan is prepared.	FONSI approved on July 8, 2009.  The D/B Request for Proposals was issued in 2010.  Construction is anticipated to begin in 2011 and be completed in 2014.	Reconstruction, widening, and modernization of 7.8 miles of I-75.	Total project cost remained constant at \$1.69 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 '10	Project Sponsor (State)	Funding Sources	Remarks
I-75 (HAM-75-2.30), City of Cincinnati.	Cincinnati, OH.	\$0.802 Baseline = \$.802 Initial Financial Plan 12/2009.	FONSI approved on May 7, 2009. Phase 2 construction has begun. Phase 1 is scheduled for bid opening in 2011.	Reconstruction, widening, and modernization of 7.80 miles of I-75 (eight construction contracts).	Total project cost remained constant at \$0.802 billion.	Ohio DOT.	Federal and State funds.	None.
I-40 Crosstown.	Oklahoma City, OK.	\$0.670 Baseline = \$0.575 Initial Financial Plan 8/2007.	ROD was issued on May 1, 2002. A NEPA re-evaluation was completed on Aug. 21, 2007. Construction, utility relocations, and right-of-way acquisition have begun. Construction of the Interstate mainline is expected to be completed in 2012.	Realignment of 4.5 miles of I-40 from just east of I-44 to I-35/I-235 and reconstruction of existing I-40 to a boulevard access to downtown Oklahoma City.	Total project cost increased to \$0.670 billion to reflect cost reported in 2010 Financial Plan Annual Update.	Oklahoma DOT and the City of Oklahoma.	Federal and State Funds.	None.



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Mon/Fayette Expressway Toll Facility.	Pittsburgh, PA.	\$4.0  Baseline = TBD when Initial Financial Plan is prepared.	ROD issued December 2004.	Construction of 24 miles of new toll road facility from SR 51 to Pittsburgh (I-376).	Total project cost remained constant at \$4 billion.	Pennsylvania DOT, and Pennsylvania Turnpike Commission.	Currently all non-Federal sources.	The project is on hold due to lack of funding.
Southern Beltway (SR 22 to I-79).	Pittsburgh, PA.	\$0.6  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued September 2008.	Construction of 12 miles of a new limited access toll facility connecting SR 22 to I-79.	Total project cost remained constant at \$0.6 billion.	Pennsylvania Turnpike Commission with oversight by Pennsylvania DOT.	Federal and Pennsylvania Turnpike Commission funds.	The project is on hold due to lack of funding.
Central Texas Turnpike.  <b>PROJECT COMPLETED.</b>	Austin, TX.	\$2.7  Baseline = \$2.94 Initial Financial Plan 9/2002.	Project opened to traffic in April 2008 and completed in fall 2008.	Construction of 120+ miles of toll facilities to ease congestion on I-35 in Central Texas. This project is the first of three phases.	Project completed.	Texas Turnpike Authority, a Division of Texas DOT. Also, local cities, counties, and associations.	TIFIA loan \$917 million; Texas DOT construction equity of \$700 million; remainder State and local funding, including toll revenue bonds and local right-of-way contributions.	None.

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DFW Connector.	Grapevine, TX.	\$1.0  Baseline = TBD during preparation of Initial Financial Plan.	Public-Private Partnership proposals were received on July 16, 2008, from three Developers.  Construction work has begun.	Reconstruction of State Highway 121 and State Highway 114, including additional toll managed lanes on State Highway 114.	Total project cost remained constant at \$1.0 billion.	Texas DOT.	Federal, State, and developer funds.	None.
Eastern Extension of the President George Bush Turnpike (SH 190).	Dallas Co., TX.	\$0.912  Baseline = \$1.0 Initial Financial Plan 7/2008.	Final EIS reevaluation approved on July 1, 2008. Project is divided into 5 sections and estimated completion date for the project is 2011.	Construction of a new six-lane toll road from State Highway 78 to Interstate Highway 30, including frontage roads and an interchange at Interstate Highway 30.	Total project cost decreased to \$0.912 billion to reflect cost reported in 2010 Financial Plan Annual Update.	Texas DOT and the North Texas Tollway Authority.	Toll Bonds, Federal, and State funds.	None.

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I-10/Katy Freeway.	Houston, TX.	\$2.8  Baseline = \$2.49 Adjusted in Financial Plan Update 12/2004.	Final EIS complete. ROD reissued August 2002. Ribbon cutting ceremony for substantial completion was held October 2008. Overall project completion scheduled for 2011.	Reconstruction of 38 miles of I-10 from Houston to Katy. Also, reconstruction of 2.6 miles of I-610.	Total project cost remained constant at \$2.8 billion based on the 8/2010 Financial Plan Annual Update.	Texas DOT.	Federal/State normal funding. Federal funding estimated to be approx. 72% of total cost. \$250 million from Harris County Toll Authority.	None.
LBJ Freeway.	Dallas, TX.	\$2.0  Baseline = TBD during preparation of Initial Financial Plan.	Public-Private Partnership developer has been selected by Texas DOT.	Reconstruction of Interstate Highway 635 from Interstate Highway 35E to US Route 75. Project includes free main lanes, toll managed lanes, and frontage roads.	Total project cost remained constant at \$2.0 billion.	Texas DOT.	Federal, State, and developer funds.	TIFIA loan closed in June 2010.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
Loop 12/State Highway 35E Corridor.	Dallas, TX.	\$1.25  Baseline = \$1.25 in 2/2009 Initial Financial Plan.	FONSI is complete. Project to be let in phases.	Reconstruction and widening of Loop 12 and Interstate Highway 35E. Project includes free main lanes, reversible managed lanes, and frontage roads.	Total project cost remained constant at \$1.25 billion based on the 10/2009 Financial Plan Annual Update.	Texas DOT.	Federal and State funds.	None.
North Tarrant Express.	Fort Worth, TX.	\$2.0  Baseline = TBD during preparation of Initial Financial Plan.	Developer for Public-Private Partnership has been selected by Texas DOT.  Waiting for approval of Financial Plan.	Reconstruction of Interstate Highway 820 and opportunity to develop and reconstruct State Highway 183 and Interstate Highway 35W. Project includes free main lanes, interconnected toll managed lanes, and frontage roads.	Total project cost remained constant at \$2.0 billion.	Texas DOT.	Federal, State, and developer funds.	TIFIA loan closed in February 2010.

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State Highway 161.	Grand Prairie and Irving in Dallas County, TX.	\$0.9  Baseline = TBD during preparation of Initial Financial Plan.	Under construction with State funding. Mainline construction is expected to be completed in 2011.	Construction of a new four and six-lane toll road with frontage roads from Interstate Highway 20 to State Highway 183.	Total project cost remained constant at \$0.9 billion.	Texas DOT, North Texas Tollway Authority, and the cities of Grand Prairie and Irving.	Federal, State, and local funds.  TIGER Grant recipient.	TIFIA loan scheduled to close in 2011.
Southwest Parkway (SH 121).	Fort Worth, TX.	\$1.48  Baseline = \$1.48 in 2/2010 Initial Financial Plan.	ROD issued on June 13, 2005. Design began in 2009. Expected completion date is 2012.	Construction of 15 miles of a controlled access divided toll facility from I-30 near downtown Fort Worth to Farm to Market (FM) Road 1187 in Tarrant County.	Total project cost remained constant at \$1.48 billion.	Texas DOT, North Texas Tollway Authority, and the city of Fort Worth.	Federal, State, North Texas Tollway Authority, and the city of Fort Worth funds.	None.
State Highway 130 Segments 5 & 6.	Central Texas/Austin and San Antonio, TX.	\$1.4  Baseline = \$1.4 Initial Financial Plan 3/2008.	Design is underway.  Construction began in April 2009.  Construction is expected to be completed in 2012.	Construction of a new 40-mile toll road connecting the completion portions of State Highway 130 (Central Texas Turnpike system) to Seguin, Texas, near San Antonio.	Total project cost remained constant at \$1.4 billion.	Texas DOT.	TIFIA loan of \$430 million and Developer financing through tolling and private bonds.	This is a Public-Private Partnership project. Cintra/Zachry is the developer.

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State Highway 99, Grand Parkway (Segment E).	Houston, TX.	\$0.87 (total project cost = \$5.4)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued in June 2008.  Construction is expected to be completed 2013.	Construction of a new 15.2-mile toll road from Franz Road to US 290. This segment is one of 10 segments that make up the 188 miles of State Highway 99 project that encircles the Greater Houston region.	New major project.	Texas DOT and Harris County Toll Authority.	Federal, State and local funds including Harris County Toll Authority funds.	None.
US 290.	Houston, TX.	\$4.6  Baseline = TBD during preparation of Initial Financial Plan.	FEIS signed March 30, 2010.  Construction is anticipated to begin in 2011.	Improvements to 38 miles of the US 290 corridor from I-610 to FM 2920.	Total project cost remained constant at \$4.6 billion.	Texas DOT and Harris County Toll Authority.	Federal, State and local funds including Harris County Toll Authority funds.	None.

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I-15 Corridor. <b>PROJECT COMPLETED.</b>	Salt Lake City, UT.	Completed cost = \$1.59  Baseline = \$1.36 Initial Financial Plan 7/1996.	Design-Build contract began 1996. Project completed summer 2001.	Reconstruction of 17 miles of I-15, with auxiliary and HOV lanes added.	Project completed.	Utah DOT.	Project completed.	D/B project completed on schedule. Completed cost was 17% over baseline, but 0% growth from the D/B negotiated price, shortly after the Request For Proposals stage.
Capital Beltway High Occupancy Toll (HOT) Lanes.	Northern Virginia, Fairfax County, VA.	\$1.7  Baseline = \$1.67 in Initial Financial Plan 4/2009.	Construction is underway and expected to be completed in 2013. Private sector will operate the lanes until 2087.	Widening of 14 miles of I-495 (Capital Beltway) from the Springfield Interchange to the Dulles Toll Road to implement four new HOT Lanes and access points.	Total project cost increased to \$1.7 billion to reflect costs reported in 2010 Initial Financial Plan.	Virginia DOT and Public-Private Partnership.	TIFIA loan, Private Activity Bonds, Private Sector Equity, State and Federal funds.	TIFIA loan closed in December 2007.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
I-95/Woodrow Wilson Bridge (WWB).	VA/MD/DC.	\$2.5  Baseline = \$2.44 Initial Financial Plan 9/2001.	Construction began in October 2000. The bridge has been completed. Maryland interchanges were completed in 2009. Virginia interchanges are scheduled to be completed by 2013.	Replacement of existing six-lane bridge with new 12-lane double structure, including auxiliary and HOV lanes. Reconstruction of adjacent interchanges.	Total project cost remained constant at \$2.5 billion.	Maryland State Highway Administration (lead for bridge and Maryland interchanges), Virginia DOT (lead for Virginia interchanges), and District of Columbia DOT (lead for I-295).	Current ceiling is \$1.543 billion in designated Federal funding from WWB Financing Acts and Revenue Aligned Budget Authority; remaining sources include Maryland, Virginia and District of Columbia Federal and State funds.	None.
I-95/I-495 Springfield Interchange.  <b>PROJECT COMPLETED.</b>	Springfield, VA.	Completed cost = \$0.68  Baseline = \$0.68 Initial Financial Plan 1/2003.	Project was completed July 2007.	Reconstruction of I-95/I-495 and I-95/Route 644 interchanges, with separation of local, through, and HOV traffic and direct ramp access.	Project completed.	Virginia DOT.	Project completed.	None.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
Alaskan Way Viaduct – Holgate to King Project.	Seattle, WA.	\$0.512  Baseline = \$0.512 Initial Financial Plan 6/2009.	FONSI signed February 2009. Final completion date for project anticipated in July 2014.	Replacement of the southern mile of the Alaskan Way Viaduct with a new side-by-side surface roadway.	Total project cost remained constant at \$0.512 billion.	WSDOT.	Federal, State, and local funds.	None.
North Spokane Freeway.	Spokane, WA.	\$3.3  Baseline = TBD during preparation of Initial Financial Plan.	Construction began in 2010.	Construction of a limited access highway from I-90 in Spokane to the intersection of US Route 2 and US Route 395.	Total project cost remained constant at \$3.3 billion.	Washington State DOT.	Currently, all sources are from the State 2003 Gas Tax (Nickel Funding) and State 2005 Gas Tax (Partnership Funding).	None.
SR 167.	Pierce County, WA.	\$2.0  Baseline = TBD during preparation of Initial Financial Plan.	Tier 2 ROD approved October 2007. Project is on hold.	Construction of a 6-lane freeway from Puyallup to I-5 in Fife, including carpool/transit lanes, and five interchanges.	Total project cost remained constant at \$2.0 billion.	Washington State DOT.	Construction funding has not been identified.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '10	Project Sponsor (State)	Funding Sources	Remarks
SR 509.	Seattle, WA.	\$1.0  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued March 2003. Design and right-of-way acquisition underway.	Extension of SR 509 from the existing terminus to I-5, south of Seattle-Tacoma Airport.	Total project cost remained at \$1.0 billion.	Washington State DOT.	TBD.	None.
SR-520, Medina to SR 202: Eastside Transit and HOV Project.	Seattle, WA.	\$0.63  Baseline = TBD during preparation of Initial Financial Plan.	EA issued December 2009. FONSI signed May 2010.  Construction Completion August 2014.	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 at \$0.63 billion.	Washington State 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 '10	Project Sponsor (State)	Funding Sources	Remarks
I-43/I-94/I-794 Marquette Interchange.  <b>PROJECT COMPLETED.</b>	Milwaukee, WI.	\$0.9 Baseline = \$0.8 Initial Financial Plan 12/2003.	FONSI issued February 2002. Construction began in April 2004. Completed date is December 2008.	Reconstruction of the Marquette Interchange and approaches in downtown Milwaukee.	Project completed.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.
I-94 North-South.	Milwaukee, Racine, and Kenosha Counties, WI.	\$1.9 Baseline = \$1.9 in 3/2009 Initial Financial Plan.	Construction began in 2009 with completion of all phases scheduled for 2016.	Reconstruction of 35 miles of I-94, including interchanges and capacity expansion from six to eight lanes.	Total project cost remained constant at \$1.9 billion based on 2010 Financial Plan Annual Update.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.
US 41 Reconstruction.	Winnebago and Brown Counties, WI.	\$1.584 Baseline = TBD during preparation of Initial Financial Plan.	Construction began in 2009 with completion of all phases scheduled for 2018.	Reconstruction of US 41 including all interchanges and capacity expansion of one lane in each direction.	New major project.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.

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### Key to Acronyms:

BR/IM=Bridge Rehabilitation/Interstate Maintenance

DOT=Department of Transportation

D/B=Design-Build

ROD=Record of Decision

TIFIA=Transportation Infrastructure Finance and Innovation Act

TBD=To Be Determined

RABA=Revenue Aligned Budget Authority

RFP=Request for Proposals

EIS=Environmental Impact Statement

FONSI=Finding of No Significant Impact

GARVEE=Grant Anticipation Revenue Vehicles

HOV=High Occupancy Vehicle