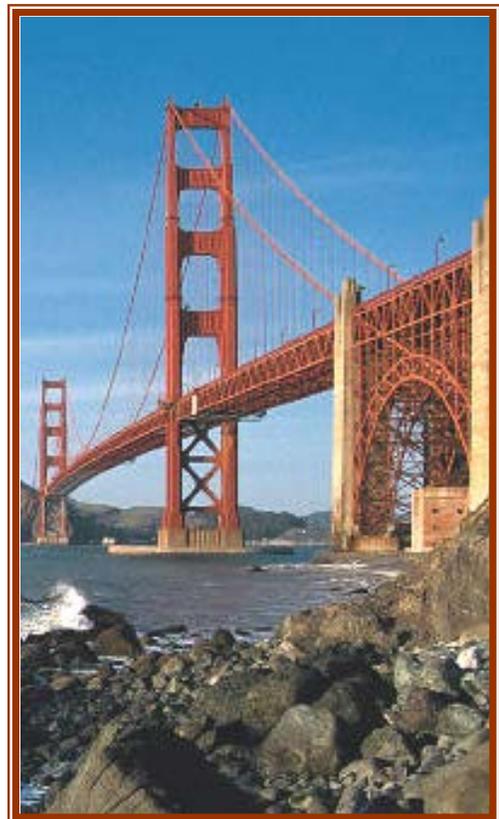


Report to the House and Senate Committees on Appropriations

**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 2011)**



**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) 2011, as of October 1, 2011. The FHWA takes an active leadership role in advancing transportation initiatives through the stewardship and oversight of major projects, which are defined as those with a total cost greater than \$500 million. In FY 2011, there were 85 active major projects. This annual summary documents the performance of these major projects and what actions FHWA has taken to improve their performance.

Active major projects are those that have completed National Environmental Policy Act (NEPA) decision documents and have begun the next stage of project development such as design or construction. In addition, 11 major projects have been completed since FHWA first started to track such projects in 2001. Two of these projects, the (iROX) I-75 from Golden Gate Parkway to SR 80 in Florida and the I-10/Katy Freeway project in Texas, were completed in FY 2011. A list showing the status of the 85 active major projects is attached. This list also includes all 11 completed major projects.

FHWA tracks cost estimates and scheduled completion dates for projects with approved Financial Plans. In FY 2011, FHWA evaluated the cost and schedule performance of 44 of the active major projects. Eighty-four percent of the projects had total costs within 2 percent of the previous year's costs and 65 percent had completion dates within 2 percent of the previous year's scheduled completion dates. This is the first time that either of the measures dropped below 80 percent. Most of the increased schedule delays are a result of constrained financial resources that have required project sponsors to delay future construction phases in an effort to effectively manage the overall transportation program consistent with good stewardship practices.

In recent years, governments at all levels—Federal, State, and local—have found themselves increasingly facing tight fiscal constraints as traditional sources of revenue have failed to keep up with the need to improve, maintain and operate our Nation's transportation infrastructure. This has forced project sponsors to continually reevaluate their plans and search for additional sources of funding.

The U.S. Department of Transportation has initiated a number of proposals and activities to stretch the Nation's transportation resources. For example, the Administration implements the merit-based, multimodal Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program. TIGER has leveraged more than two private, State and local dollars for every Federal dollar invested (compared with 20 cents for every 80 cents of Federal funds in our formula programs) and has spurred creative and collaborative transportation projects at the local, State, and regional levels.

In addition, the Administration executes, through FHWA, the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance transportation projects of

National and regional significance. State and local governments use the TIFIA assistance to get more bang for their buck, leveraging the initial funds to secure access to capital markets, flexible repayment terms, and lower interest rates. Each dollar of Federal funds can provide up to \$10 in TIFIA credit assistance and leverage \$30 in transportation infrastructure investment. As of October 2011, TIFIA has helped 24 projects get access to \$8.4 billion in credit assistance.

Beyond its efforts to leverage transportation funding through the TIGER and TIFIA programs, the Department has delivered many initiatives to help and encourage our State and local partners to think creatively about how to finance surface transportation. The FHWA has an office dedicated to providing resources that support State and local transportation agencies as they work to apply innovative revenue generation, procurement and project finance strategies in a manner that is at once effective, efficient and in the public interest.

Finally, FHWA launched a major program to identify and deploy innovation aimed at shortening project delivery times. The Every Day Counts initiative is designed to focus on a finite set of actions that will result in better, faster, and smarter ways of doing business. When projects are delivered faster, and with greater certainty, they are often delivered at a reduced cost, which benefits the American people. Innovation is another way to stretch the transportation dollar.

Financial Plans

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

- SR 303: I-10 to US 60 (Phoenix, AZ)
- Port of Miami Tunnel & Access Improvement Project (Miami, FL)
- I-69 Section 4 (Greene & Monroe Counties, IN)
- US 31 Hamilton County (Indianapolis, IN)
- I-269 (Desoto and Marshall Counties, MS)
- Monroe Connector-Bypass (Mecklenburg and Union Counties, NC)
- I-70/I-71 Columbus Crossroads – Phases 1-5 (Columbus, OH)
- DFW Connector (Grapevine, TX)
- State Highway 130 Segments 5 & 6 (Central Texas/Austin and San Antonio, TX)
- US 290 (Houston, TX)
- SR 520, I-5 to Medina: Bridge Replacement and HOV Project – Floating Bridge and Landings Stage (Seattle, WA)
- SR 520 Pontoon Construction Project (Grays Harbor, WA)
- SR 99: Alaskan Way Viaduct Replacement Project (Seattle, WA)

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

- BART Seismic Retrofit Project (San Francisco, CA)
- I-15 Managed Lanes (San Diego County, CA)
- I-5 HOV North (SR 134 to SR 118) (Los Angeles, CA)
- 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)

- SR 4 (East) Widening Project (Contra Costa County, CA)
- I-95/New Haven Harbor Crossing (New Haven, CT)
- I-4 to Lee Roy Selmon Expressway, Crosstown Connector (Hillsborough County, FL)
- I-595 Corridor Improvements (Ft. Lauderdale, FL)
- (iROX) I-75 from GG Parkway to SR 80, D/B/Finance (Lee and Collier Counties, FL)
- Miami Intermodal Center (Miami, FL)
- Port of Miami Tunnel & Access Improvement Project (Miami, FL)
- SR 826/SR 836 Interchange Reconstruction (Palmetto 5) (Miami, FL)
- Tampa Interstate System (Tampa, FL)
- Council Bluffs, IA I-29 & I-80 Interstate System (Council Bluffs, IA)
- I-10 Twin Span Structures (Slidell, LA)
- Intercounty Connector (Montgomery and Prince George's Counties, MD)
- I-95/Woodrow Wilson Bridge (MD/VA/DC)
- New Mississippi River Bridge (St. Louis, MO & IL)
- I-93 Reconstruction, (Salem to Manchester, NH)
- Willis Avenue Bridge (Manhattan & Bronx Counties, NY)
- Western Wake Freeway (Raleigh, NC)
- Montgomery IR-75 Reconstruction (Dayton, OH)
- I-40 Crosstown (Oklahoma City, OK)
- Eastern Extension of the President George Bush Turnpike (SH 190) (Dallas County, TX)
- I-10/Katy Freeway (Houston, TX)
- Southwest Parkway (SH121) (Fort Worth, TX)
- Capital Beltway High Occupancy Toll (HOT) Lanes (Fairfax, VA)
- Alaska Way Viaduct – Holgate to King (Seattle, WA)
- I-94 North-South (Milwaukee, Racine, and Kenosha Counties, WI)
- US 41 Corridor (Winnebago and Brown Counties, WI)

Cost Estimate Reviews

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

- Birmingham Northern Beltline (Birmingham, AL)
- I-80/I-680/SR 12 Interchange Improvement Project (Solano County, CA)
- I-805 Managed Lanes North Project, District 11 (San Diego, CA)
- I-69 Section 4 (Greene & Monroe Counties, IN)
- Land Between the Lakes (Trigg and Marshall Counties, KY)
- I-93 Reconstruction (Salem to Manchester, NH)
- I-94/Edsel Ford Freeway (Detroit, MI)
- I-269 (Desoto and Marshall Counties, MS)
- Portsmouth Bypass (Scioto County, OH)
- US 290 (Houston, TX)

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-10 Corridor Improvement Study (Phoenix, AZ)
- SR-202L/South Mountain Freeway (Phoenix, AZ)
- Gerald Desmond Bridge Project (Long Beach, CA)

- I-805 Managed Lanes South Project, District 12 (San Diego, CA)
- Northwest Corridor Project (Atlanta, GA)
- Longfellow Bridge (Boston, MA)
- SH 183 (from SH 360 to IH 35E) (Dallas, TX)
- Midtown Tunnel/Downtown Tunnel/Martin Luther King Extension Project (Hampton Roads, VA)
- Zoo Interchange (Milwaukee, WI)

Project Management Plans

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

- I-805 Managed Lanes North Project, District 11 (San Diego, CA)
- I-69 Section 4 (Greene & Monroe Counties, IN)
- US 31 Hamilton County (Indianapolis, IN)
- I-269 (Desoto and Marshall Counties, MS)
- New Mississippi River Bridge (St. Louis, MO & IL)
- Hamilton IR-75 (Through the Valley) (Cincinnati, OH)
- Portsmouth Bypass, (Scioto County, OH)
- SR 520, I-5 to Medina: Bridge Replacement and HOV Project – Floating Bridge and Landings Stage (Seattle, WA)
- SR 520 Pontoon Construction Project (Grays Harbor, WA)
- SR 99: Alaskan Way Viaduct Replacement Project (Seattle, WA)
- I-39/90 (Illinois State Line to Madison, WI)

Awareness and 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 2011 – The Project Delivery Team and the National Highway Institute offered a 2-day National Highway Institute Course called “Addressing Uncertainty in Cost Estimating.”
- January 23-27, 2011 – 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.
- February 2011 – The Project Delivery Team conducted Webinars on Cost Estimate Reviews, Financial Plans, and Project Management Plans.
- Summer 2011 – The Project Delivery Team delivered Financial Plan presentations at the Office of Innovative Program Delivery’s Regional Technical Workshops. The workshops were held in Chicago, IL, Denver, CO, and New Orleans, LA.

- August 15-25, 2011 – 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 2011, 154 FHWA employees have received their Associate Certificates in Project Management.

- September 20-23, 2011 - The Project Delivery Team participated in AASHTO's Technical Committee on Cost Estimating in Minneapolis, Minnesota. The Project Delivery Team shared experiences related to risk-based estimating.

Key to Acronyms:

ARRA=American Recovery and Reinvestment Act
BR/IM=Bridge Rehabilitation/Interstate Maintenance
DOT=Department of Transportation
D/B=Design-Build
EIS=Environmental Impact Statement
FONSI=Finding of No Significant Impact
GARVEE=Grant Anticipation Revenue Vehicles

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

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|-------------------------|--|--|--|--|--|--------------------------|--|
| Birmingham Northern Beltline – BNB (Corridor X-1, AHS). | Birmingham, AL. | \$4.7 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | Final Environmental Impact Statement (EIS) approved on 6/12/1997. | 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 increased from \$3.3 billion based on January 2011 Cost Estimate Review. The estimate has been refined to better reflect design and construction phasing. | Alabama DOT. | Federal and State funds. | The project has been designated Appalachian Development Highway System Corridor X-1. |
| Knik Arm Crossing. | Anchorage, AL. | \$1.6 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | Record of Decision (ROD) was issued on 12/15/2010. The public-private partnership request for qualifications was issued in 7/2011. | Construction of toll bridge and associated road connections across the Knik Arm between the Municipality of Anchorage and the Matanuska-Susitna Borough. | New major project. | Knik Arm Bridge and Toll Authority (KABATA) and Alaska Department of Transportation and Public Facilities. | Federal and State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|------------------|---|---|--|--|--|--------------------------|---------|
| SR 303: I-10 to US 60. | Phoenix, AZ. | \$1.2 Baseline = \$1.2 in Initial Financial Plan 10/2010. | Under construction. Current completion date is 10/30/2015. Baseline completion = 10/2015. | Construction of 21-miles of new freeway. | New major project. | Arizona DOT. | Federal and State funds. | None. |
| I-69, Section of Independent Utility 12. | McGehee, AR. | \$1.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | ROD issued on 6/23/2004. | 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. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|--------------------------------|---|--|---|--|--|---|---------|
| Alameda Corridor. PROJECT COMPLETED. | Los Angeles, CA. | Completed cost = \$2.4 Baseline = \$2.1 4/1997. Final cost overrun of 14%. | Project opened for revenue service in 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. |
| San Francisco Bay Area Rapid Transit District (BART) Seismic Retrofit Project. | San Francisco and Oakland, CA. | \$1.2 Baseline = \$1.3 in Initial Financial Plan 3/2008. | Under construction. Current completion date is 3/31/2015. Baseline completion = 6/2013. | Retrofitting and strengthening of the BART system. | Total project cost remained constant at \$1.2 billion. | BART. | Additional BART Passenger Revenues, Caltrans local Seismic Retrofit Program, Bay Area Regional Measure 2, General Obligation Bonds, and FHWA Bridge Rehabilitation and Replacement Program. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|-------------------------|---|--|--|---|---|--|----------------|
| I-15 Managed Lanes. | San Diego County, CA. | \$1.0 Baseline = \$1.1 in 3/2008 Initial Financial Plan. | Under construction. Current completion date is 1/31/2013. Baseline completion = 12/2012. | Construction of 20 miles of managed lanes in three segments on I-15, from State Route 163 to State Route 78. | Total project cost remained constant at \$1.0 billion. | Caltrans. | Federal, State, and local funds. | None. |
| I-215 San Bernardino North Corridor Project. | San Bernardino, CA. | \$0.70 Baseline = \$ 0.69 in 11/2007 Initial Financial Plan. | Under construction. Current completion date is 4/2013. Baseline completion = 6/2013. | Addition of one HOV lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements. | Total project cost remained constant at \$0.70 billion. | Caltrans and San Bernardino Association of Governments (SANBAG). | Federal, State and local funds. | None. |
| I-405 Sepulveda Pass Widening and HOV Improvements (EA 07-120300). | Los Angeles, CA. | \$0.95 Baseline = \$0.95 in 4/2009 Initial Financial Plan. | Under construction. Current completion date is spring 2013. Baseline completion = 4/2013. | Addition of one HOV lane in the northbound direction and interchange improvements. | Total project cost remained constant at \$0.95 billion. | Caltrans and Los Angeles County Metropolitan Transportation Authority (LA Metro). | Federal and State funds. American Recovery and Reinvestment Act (ARRA) Project. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|-------------------------|--|---|---|--|---|---|----------------|
| I-5 HOV North (SR-134 to SR-118). | Los Angeles County, CA. | \$0.99 Baseline = \$0.97 based on 12/2008 Initial Finance Plan. | Under construction. Current completion date is 12/1/2016. Baseline completion = 12/2013. | Addition of one HOV lane from SR 134 to SR 118. | Total project cost increased from \$0.931 based on November 2010 Financial Plan Annual Update. | Caltrans and LA Metro. | Federal and State funds. ARRA Project. | None. |
| I-5 LA County South Carpool Lane and Widening. | Los Angeles County, CA. | \$1.5 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | ROD issued on 12/31/2007. | Addition of one HOV lane and modification of interchanges from Artesia Avenue to Florence Avenue. | Total project cost remained constant at \$1.5 billion. | Caltrans, LA Metro, I-5 Joint Powers Association, and Orange County Transportation Authority. | Federal, State, and local funds. | None. |
| I-80/I-680/SR-12 Interchange Project | Solano County, CA | \$0.66 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Draft Environmental Impact Statement (EIS) was approved in 8/2010. | 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. | New major project. | Solano Transportation Authority. | Federal, State, and local funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|----------------------------|---|--|--|--|-------------------------|---|---------|
| I-80/San Francisco-Oakland Bay Bridge (East Span). | San Francisco/Oakland, CA. | \$6.3 Baseline = \$2.6 Initial Financial Plan 12/2001. | Under construction. Current completion date is 12/1/2015. Baseline completion = 1/2010. | Seismic retrofit of the replacement of the San Francisco-Oakland Bay Bridge East Span. | Total project cost increased from \$5.7 billion based on 4/2011 Financial Plan update. Project cost increases are mainly due to uncertainty in material prices such as steel, concrete, and fuel, difficulties in estimating the cost of a unique structure, and delays due to funding issues. | 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. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|--------------------------------|--|---|---|---|-------------------------|----------------------------------|---------|
| I-805 Managed Lanes North Project, District 11. | San Diego, CA. | \$0.62 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Environmental document approved 12/2010. Construction is anticipated to begin in early 2013. Project completion is scheduled for 2020. | Construction of 4.4 miles of managed lanes on I-805 from SR 52 to Mira Mesa Blvd. | New major project. | Caltrans. | Federal, State, and local funds. | None. |
| Marin-Sonoma Narrows. | Marin and Sonoma Counties, CA. | \$0.95 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | ROD issued on October 29, 2009. | Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one HOV lane and replacing bridges. | Total project cost remained constant at \$0.95 billion. | Caltrans. | Federal, State and local funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|-------------------|--------------------|---|---|--|---|-------------------------|---|---|
| Presidio Parkway. | San Francisco, CA. | \$0.88 Baseline = \$0.88 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. 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 \$0.88 billion. | Caltrans. | Federal, State, and local funds. ARRA project and TIGER Grant recipient. | This estimate does not yet reflect recent changes in the procurement of Phase II. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|---|---|--|---|---|--|---|---------|
| SR 52. | City of Santee in San Diego County, CA. | \$0.55 Baseline = \$0.6 Initial Financial Plan 4/2008. | Project was opened to traffic 3/31/2011. Construction completed awaiting submittal of final financial plan. Baseline completion = 12/2010. | Construction of 4 miles of a four-lane freeway including interchanges. | Total project cost remained constant at \$0.55 billion. | San Diego Association of Governments (SANDAG). | Federal, State and local funds. | None. |
| SR 210/Foothill Freeway. PROJECT COMPLETED. | Los Angeles, CA. | \$1.2 Baseline = \$1.2 At the beginning of construction in late 1997. Final cost on budget. | All 28.2 miles opened in 7/2007. Final acceptance on 7/1/2008. | 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, SANBAG, and LA Metro. | Federal funds \$751 million; remainder State and local funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|--------------------------|---|---|--|--|---|---------------------------------|----------------|
| SR 905. | San Diego County, CA. | \$0.56 Baseline = \$0.62 Initial Financial Plan 1/2008 (includes cost for Phase 4). | Under construction. Current completion date is 6/30/2016. Baseline completion = 7/2012. | Construction of the connection between I-805 and Otay Mesa Port of Entry. | Total project cost decreased from \$0.61 billion to reflect the 2011 Financial Plan update. | SANDAG. | Federal, State and local funds. | None. |
| SR-91 Corridor Improvement Project/HOT Lanes. | Riverside County, CA. | \$1.3 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Draft EIS was released for public comment in 6/2011. | Construction of managed lanes on SR-91 from SR-24 to Pierce Street and on 1-15 from Hidden Valley Parkway to Cajalco Road. | New major project. | Caltrans, Riverside County Transportation Commission. | Federal, State and local funds. | None. |
| State Route 4 (East) Widening Project. | Contra Costa County, CA. | \$0.60 Baseline = \$0.60 Initial Financial Plan 8/2009. | Under construction. Current completion date is 10/31/2015. Baseline completion = 7/2014. | Reconstruction and widening of State Route 4 from Loveridge Road to SR 160. | Total project cost remained constant at \$0.60 billion based on January 2011 Financial Plan Annual Update. | Caltrans, Contra Costa Transportation Authority. | Federal, State and local funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|---------------------|--|---|--|--|--|--|--|
| I-25/I-225 Southeast Corridor. PROJECT COMPLETED. | Denver, CO | Completed cost = \$1.8 Baseline = \$1.7 Initial Financial Plan 5/2001. Final cost overrun of 6%. | Substantial completion of the highway work was in 8/2006. The light rail transit opened in 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. | A total of \$74 million in additional work scope was added to project, which was funded by third parties and project sponsors. |
| Central Powers Boulevard (SH 21). | El Paso County, CO. | \$1.4 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Finding of No Significant Impact (FONSI) issued on January 4, 2011. | Reconstruction of 11 miles of SH 21 from Woodmen Road to SH 6. | Total project cost decreased from \$1.5 billion based on cost estimate review. | 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, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|-------------------------------|--|---|--|---|-------------------------|--|---------|
| I-95/New Haven Harbor Crossing. | New Haven, CT. | \$2.0 Baseline = \$0.8 Initial Financial Plan 12/2000. | Under construction. Current completion date is 11/30/2016. Baseline completion = 5/2012. | Reconstruction of 7.2 miles of I-95, including a new 10-lane Pearl Harbor Memorial Bridge over New Haven Harbor, and Interchanges 46 through 54. | Total project cost decreased from \$2.1 billion based on the 2011 Financial Plan Annual Update. | Connecticut DOT. | Federal and State funds. Federal funding estimated to be approximately 88% of total cost. | None. |
| US 301 Project DE/MD Line to SR 1. | Middletown, DE. | \$0.7 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | ROD issued on 4/30/2008. 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. | None. |
| (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 Initial Financial Plan 4/2006. Final cost on budget. | Construction was completed on 9/22/2010. 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. | 70% Federal and 30% Non-Federal funding. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|---------------------------------|--|---|--|---|--|---|--|
| I-4 to Lee Roy Selmon Expressway, Connector. | Hillsborough County, FL. | \$0.61 Baseline = \$0.65 Initial Financial Plan 10/2009. | Under construction. Current completion date is 7/1/2013. Baseline completion = 7/2013. | Construct a new north-south elevated toll road, which will connect I-4 with the Selmon Expressway. | Total project cost decreased from \$0.65 billion in based on 2011 Financial Plan Annual Update. | Florida DOT and Florida's Turnpike Enterprise. | Federal, State, and local funds. | None. |
| I-595 Corridor Improvements. | Ft. Lauderdale, FL. | \$1.9 Baseline = \$1.9 Initial Financial Plan 4/2008. | Under construction. Current completion date is 6/1/2014. Baseline completion = 6/2012. | Widening, adding reversible lanes, and major interchange improvements between I-75 and I-95. | Total project cost remained constant at \$1.9 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. |
| I-75 (From SR 78 in Lee County to Kings Highway (CR 769)). | Lee and Charlotte Counties, FL. | \$1.1 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | Environmental document completed in 11/2006. | 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, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|---|--|---|--|---|--|--|----------------|
| I-75 (Pasco & Hernando) 411014-1/411011-2/411012-2. | Pasco, Hernando, and Sumter Counties, FL. | \$0.6 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | Environmental document completed in 3/2007. | 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. | \$2.1 Baseline = \$1.3 Initial Financial Plan 7/1999. | Major roadway improvements completed in May 2008, the Rental Car Center opened for business on July 13, 2010, the MIA Mover was opened in September 2011, and the Miami Central Station is scheduled to be completed 6/1/2016. Baseline completion = 7/2005. | Construction of multimodal center for Miami International Airport (MIA), including rental car garage, intermodal center, people mover, and roadways. | Total project cost increased from \$1.8 billion based on the 2011 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. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|-------------------------|--|---|--|--|--|---|---|
| Port of Miami Tunnel & Access Improvement Project. | Miami, FL. | \$0.92 Baseline = \$0.92 in Initial Financial Plan 11/2010. | Under construction. Current completion date is 8/1/2014. Baseline completion = 5/2014. | Improves access to and from the Port of Miami including a dedicated roadway connector linking the Port of Miami with the MacArthur Causeway and I-395. | Total project cost remained at \$0.92 billion. | 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. |
| SR 826/SR 836 Interchange Reconstruction (Palmetto 5). | Miami, FL. | \$0.82 Baseline = \$0.84 Initial Financial Plan 9/2009. | Under construction. Current completion date is 2/1/2015. Baseline completion = 12/2016. | Interchange upgrade. Reconstruction and widening of SR 826 and SR 836. | Total project cost decreased from \$0.84 billion based on 2011 Financial Plan Annual Update. | Florida DOT and Miami-Dade Expressway Authority. | Federal, State, and Miami-Dade Expressway Authority funds. ARRA project. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|---|--|--|---|--|--|--|----------------|
| Tampa Interstate System. | Tampa, FL. | \$1.3 Baseline = \$1.0 Initial Financial Plan 3/2003. | Under construction. Current completion date is 12/1/2014. 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 increased from \$1.1 billion based on 2011 Quarterly Reports. | Florida DOT. | FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management). | None. |
| Trans4mation (I-4), from SR 435 (Kirkman Rd) to SR 434. | Orlando, FL (Orange and Seminole Counties). | \$2.5 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | Initial ROD signed in 12/2002 and subsequent ROD signed on 12/8/2005. Construction is anticipated to begin in 2013. | 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. |
| I-465 West Leg Reconstruction (Accelerate 465). | Indianapolis, IN. | \$0.74 Baseline = \$0.74 Initial Financial Plan 6/2008. | Under construction. Current completion date is 2012. Baseline completion = 12/2012. | Pavement replacement and widening from three to four lanes between SR 67 and 56 th Street. Also, seven interchanges will be reconstructed. | Total project cost remained constant at \$0.74 billion. | Indiana DOT. | Federal and Major Moves State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|------------------------|-------------------|---|---|--|--|-------------------------|--------------------------------------|---------|
| I-69 Section 4. | Bloomington, IN. | \$0.6 Baseline = \$0.6 Initial Financial Plan 9/2011. | ROD was issued on 9/9/2011. Current completion date is 11/1/2015. Baseline completion = 11/2015. | Construction of 27 miles of new freeway. | New major project. | Indiana DOT. | Federal and State funds. | None. |
| US-31 Hamilton County. | Indianapolis, IN. | \$0.6 Baseline = \$0.6 Initial Financial Plan 12/2010. | Under construction. Current completion date is 8/9/2017. Baseline completion = 8/2017. | Reconstruction of 12.5 miles of divided signalized expressway from I-465 north to SR 38. | Total project cost decreased from \$0.7 billion based on Initial Financial Plan. | Indiana DOT. | Federal and Major Moves State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|---|--|--|--|--|--|--------------------------|----------------|
| Council Bluffs Interstate System Improvements, Segments 1, 2, and 3. | Council Bluffs, IA. | \$1.03 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, 2, and 3. Construction began in 2008. Current completion date is 6/30/2022. Baseline completion = 12/2018. | Reconstruction of 18 miles of Interstates 29, 80, and 480, including 16 interchanges. | Total project cost increased from \$0.84 billion based on 2011 Financial Plan Annual Update. | Iowa DOT and Nebraska Department of Roads. | Federal and State funds. | None. |
| I-74 Quad Cities Corridor Study. | Davenport and Bettendorf, IA; and Moline, IL. | \$1.4 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | ROD issued on 4/29/2009. Final design activities are ongoing for mainline construction. | Reconstruction of the I-74 corridor from the Avenue of the Cities Interchange in Moline, IL to 1 mile north of the 53 rd Street Interchange in Davenport, IA. | Total project cost decreased from \$1.5 billion. | Iowa DOT (lead) and Illinois DOT. | Federal and State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|---------------------------------|---|--|--|--|---|--|----------------|
| Land Between the Lakes. | Trigg and Marshall Counties, KY | \$0.56 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | FONSI issued in 10/2006. Construction of bridges anticipated to begin in 2013 with an overall project completion in 2017. | Reconstruction of US 68/KY 80 from Cadiz to Aurora, including two new bridges over Kentucky Lake and Lake Barkley. | New major project. | Kentucky Transportation Cabinet. | 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. | ROD issued September 2003. Design began in 2004. Construction is scheduled to begin in 2012 and is estimated to be completed in 2024. Baseline completion = 6/2024. | 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. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|----------------------------|--|--|--|--|---|--|--|----------------|
| I-10 Twin Span Structures. | Slidell, LA. | \$0.75 Baseline = \$0.80 Initial Financial Plan 3/2006. | Under construction. Current completion date is 10/31/2012. Baseline completion = 3/2011. | Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans. | Total project cost decreased from \$0.8 billion based on 2011 Financial Plan Annual Update. | Louisiana Department of Transportation and Development. | Federal Emergency Relief (ER) Program funding. | None. |
| Intercounty Connector. | Prince George's and Montgomery Counties, MD. | \$2.6 Baseline = \$2.4 Initial Financial Plan 6/2006. | Under construction. Current completion date is 12/1/2018. Baseline completion = 12/2012. | Construction of an east-west limited access highway between the I-270 and I-95/US 1 corridors. | Total project cost remained constant at \$2.6 billion based on 2011 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. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|---------------------|--|---|--|---|-----------------------------------|--|---------|
| Central Artery/Ted Williams Tunnel. PROJECT COMPLETED. | Boston, MA. | Completed cost=\$14.8 Year 2000 Baseline = \$13.5 Financial Plan Update 6/2000. Final cost overrun of 9.6%. | The project was completed in 10/2007. Baseline completion = 12/2004. | Replacement of existing I-93 viaduct in downtown Boston with eight- to ten-lane tunnels and new cable-stayed bridge over the Charles River, and construction of I-90 extension with four-lane tunnel to Logan Airport. | Project completed. | Massachusetts Turnpike Authority. | 58% Federal and 42% Non-Federal funding. | None. |
| I-75. | Oakland County, MI. | \$0.6 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | ROD issued 1/2006. Pre-design engineering is underway. | Addition of capacity to I-75. | Total project cost remained at \$0.6 billion. | Michigan DOT. | TBD. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|-----------------------------------|-------------------------|--|--|--|--|--------------------------------|-------------------------------------|---|
| I-94/Edsel Ford Freeway. | Detroit, MI. | \$1.2 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | ROD was issued 12/2005. 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. | None. |
| New International Trade Crossing. | Detroit, MI. | \$1.8 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | ROD was issued 2/14/2009. 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, State, and Canadian funds. | This project was formerly called Detroit River International Crossing. This estimate accounts for construction of the U.S. border inspection plaza, interchange/ road connections to plaza, and half of the bridge. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|-----------------------------------|---|---|--|---|----------------------------------|--|--|
| I-35W St. Anthony Falls Bridge. PROJECT COMPLETED. | Minneapolis, MN. | Completed cost= \$0.3 Baseline = \$0.3 Initial Financial Plan 9/2007. Final cost on budget. | Project opened to traffic in 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. | FHWA ER Program Funds and other Federal, State, and local funds. | None. |
| St. Croix River Crossing. | Stillwater, MN. | \$0.74 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | ROD was signed on 11/20/2006. | 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. |
| I-269. | DeSoto and Marshall Counties, MS. | \$0.67 Baseline = \$0.67 Initial Financial Plan 2/2011. | Under construction. Current completion date is 6/26/2018. Baseline completion = 6/2018. | Construction of 26 miles of a new four-lane facility. | New major project. | Mississippi DOT. | Federal and State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|--|--|---|--|---|---------------------------------------|--|----------------|
| I-64, from Spoede Road to Sarah Street. | St. Louis County and St. Louis City, MO. | \$0.54 Baseline = \$0.53 Initial Financial Plan 6/2006. | Project reached substantial completion in spring 2010. Current completion date is early 2012. Baseline completion = 10/2010. | Reconstruction of 12 miles of I-64, including interchanges at I-170 and other locations. | Total project cost remained constant at \$0.54 billion. | 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). | \$0.75 Baseline = \$0.66 Initial Financial Plan 9/2009. | Under construction. Current completion date is 7/31/2014. Baseline completion = 1/2014. | Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois, and associated interchange and local road improvements. | Total project cost increased from \$0.66 billion based on 2011 Financial Plan Annual Update | Missouri DOT (lead) and Illinois DOT. | Federal and State funds. | None. |
| Boulder City Bypass. | Boulder City, NV. | \$0.4 to \$0.9 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | ROD issued 12/2005. | Construction of 10 miles of four-lane freeway around the southern edge of Boulder City, from I-515 in Henderson to the Hoover Dam Bypass. | Total project cost remained constant. | Nevada DOT. | Federal funds and Public-Private Partnerships are being considered. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---------------------|-------------------------|---|---|--|--|--|--|----------------|
| I-15 South. | Las Vegas, NV. | \$1.4 Baseline = \$1.4 Initial Financial Plan 9/2009. | NEPA document was completed in 4/2009. Construction completion anticipated in 2030. Baseline completion = 12/2030. | Widening of 11.5 miles of US 95, including one general purpose lane and one HOV lane between Washington Avenue and Kyle Canyon Road. | Total project cost remained constant at \$1.4 billion. | Nevada DOT; Clark County; City of Henderson. | Federal, State, and local (Las Vegas Convention and Visitor Authority, gas tax, developers) funds. | None. |
| I-15/Project NEON. | Las Vegas, NV. | \$1.5 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | ROD issued in 10/2010. Construction anticipated to start in 2012 with project completion scheduled for 2030. | Widening of I-15 from 6 to 14 lanes. | New major project. | Nevada DOT, Regional Transportation Commission of Southern Nevada. | Federal, State, local, and private developer funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---------------------------|--------------------------|--|---|--|---|--|--|---------|
| US 95 Northwest Corridor. | Las Vegas, NV. | \$0.71 Baseline = \$0.71 Initial Financial Plan 5/2009. | Under construction. Current completion date is 9/1/2028. Baseline completion = 9/2028. | Widening of US 95 from six to eight lanes between Washington Avenue and Durango Road (including HOV lanes). Widening of US 95 from four to six lanes from Durango Road to Kyle Canyon Road. Complete the system interchange at US 95/CC 215 Northern Beltway. Add a new interchange at US 95/ Horse Drive. | Total project cost 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. |
| I-93 Reconstruction. | Salem to Manchester, NH. | \$0.80 Baseline = \$0.78 Initial Financial Plan 7/2007. | Under construction. Current completion date is 9/20/2020. Baseline completion = 9/2017. | Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH. | Total project cost remained constant at \$0.80 billion. | New Hampshire DOT. | Federal and State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|--|---|---|--|---|--------------------------------|--------------------------|----------------|
| Route 7 Hackensack River Wittpenn Bridge Replacement. | Jersey City and Kearny Town, Hudson Co., New Jersey. | \$0.74 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | FONSI was issued in 11/2005. Project is being advanced under four separate design and construction contracts. | Replacement of the existing Wittpenn Bridge with a vertical lift bridge over the Hackensack River. | Total project cost increased from \$0.64 billion. | New Jersey DOT. | Federal and State funds. | None. |
| Rt. I-295 & 42/ I-76 Direct Connection. | Camden County, New Jersey. | \$0.90 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | ROD issued in 3/2009. The project will be progressed as four design and construction contracts. Final design is underway. | Construction of a direct connection for I-295 traffic through the interchange with I-76 and Route 42. | Total project cost remained constant at \$0.90 billion. | New Jersey DOT. | Federal funds. | None. |
| Kozciusko Bridge Replacement, I-278 over Newtown Creek. | Brooklyn/ Queens, NY, New York. | \$1.4 to \$1.7 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | ROD signed in 3/2009. Construction estimated to start in 2014. | 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 York State DOT. | Federal and State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|-----------------------|---|---|---|---|---|---|---------------------------------|----------------|
| Route 347. | Smithtown, Islip, Brookhaven, NY, New York. | \$0.85 to \$1.06 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | Under construction with 100% State funds. Current completion date is in 2020. | 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. | \$0.72 Baseline = \$0.50 Initial Financial Plan 1/2007. | Under construction. Current completion date is 12/27/2012. Baseline completion = 11/1/2012. | Reconstruction of the Willis Avenue Bridge over the Harlem River. | Total project cost increased from \$0.50 billion based on the 2011 Financial Plan Update. | New York State DOT and New York City DOT. | Federal, State, and city funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|------------------|--|--|--|---|------------------------------------|--|---------|
| Triangle Expressway, Western Wake Freeway. | Raleigh, NC. | \$1.05 Baseline = \$1.03 Initial Financial Plan 9/2009. | Under construction. Current completion date is 7/1/2013. Baseline completion = 12/2012. | Construction of a new 12.6 mile freeway from NC 55 at SR 1172 to NC 55 near SR 1630 on the west side of Raleigh. | Total project cost increased from \$1.03 billion as reflected in the 2011 Financial Plan Annual Update. | North Carolina Turnpike Authority. | State funds, toll revenue bonds, and a TIFIA loan. | None. |
| Cleveland Innerbelt. | Cleveland, OH. | \$3.2 Baseline = \$3.2 Initial Financial Plan 9/2010. | Under construction. Current completion date is in 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 remained constant at \$3.2 billion. | Ohio DOT. | Federal and State funds. | None. |
| I-70/71 Columbus Crossroads Phases 1-5. | Columbus, OH. | \$1.1 Baseline = \$1.1 Initial Financial Plan 3/2011. | Under construction. Current completion date is 10/1/2018. Baseline completion = 10/2018. | Reconstruction, widening, and modernization of I-70/71. | Total project cost decreased from \$1.7 billion based on the 2011 Initial Financial Plan. | Ohio DOT. | Federal and State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|-------------------------|---|---|---|---|--------------------------------|---|----------------|
| I-75 (HAM-75-2.30), City of Cincinnati. | Cincinnati, OH. | \$0.80 Baseline = \$.80 Initial Financial Plan 12/2009. | Under construction. Current completion date is in 2020. Baseline completion = 5/2020. | Reconstruction, widening, and modernization of 7.80 miles of I-75 (eight construction contracts). | Total project cost remained constant at \$0.80 billion. | Ohio DOT. | Federal and State funds. | None. |
| Montgomery IR 75 Reconstruction Project. | Dayton, OH. | \$0.55 Baseline = \$0.67 Initial Financial Plan 7/2007. | Under construction. Current completion date is 11/2015. Baseline completion = 11/2015. | Three miles of reconstruction and modernization of I-75 between US 35 and SR 4. | Total project cost decreased from \$0.58 billion to reflect cost reported in the 2011 Financial Plan Annual Update. | Ohio DOT. | Federal and State funds. | None. |
| Portsmouth Bypass. | Portsmouth, OH. | \$0.54 (preliminary) Baseline = TBD when Initial Financial Plan is prepared. | ROD was issued in 6/2006. Construction scheduled to begin in 2012 with a project completion in 2022. | Construction of a new four-lane limited access bypass of Portsmouth. | New major project. | Ohio DOT. | Federal and State Funds. Appalachian Development Highway System funding will be used for construction. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|--------------------|--|---|--|---|--|---|---------|
| I-40 Crosstown. | Oklahoma City, OK. | \$0.69 Baseline = \$0.58 Initial Financial Plan 8/2007. | Under construction. Construction of the Interstate mainline is expected to be completed in 2012. Current completion date is 7/31/2015. 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 \$0.67 billion to reflect cost reported in 2011 Financial Plan Annual Update. | Oklahoma DOT and Oklahoma City. | Federal and State Funds. | None. |
| Central Texas Turnpike. PROJECT COMPLETED | Austin, TX. | Completed cost= \$2.7 Baseline = \$2.9 Initial Financial Plan 9/2002. Final cost underrun of 7%. | Project opened to traffic in April 2008 and completed in fall 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. | 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. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|-------------------------|---|---|--|---|--|---------------------------------------|----------------|
| DFW Connector. | Grapevine, TX. | \$1.1 Baseline = \$1.1 Initial Financial Plan 8/2011. | Under construction. Current completion date is 5/1/2014. Baseline completion = 5/2014. | Reconstruction of State Highway 121 and State Highway 114, including additional toll managed lanes on State Highway 114. | Total project cost increased from \$1.0 billion. | Texas DOT. | Federal, State, and developer funds. | None. |
| Eastern Extension of the President George Bush Turnpike (SH 190). | Dallas Co., TX. | \$0.88 Baseline = \$1.0 Initial Financial Plan 7/2008. | Under construction. Current completion date is 1/31/2014. Baseline completion = 6/2012. | 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 from \$0.91 billion to reflect cost reported in 2011 Financial Plan Annual Update. | Texas DOT and the North Texas Tollway Authority. | Toll Bonds, Federal, and State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|-------------------------|--|---|--|--|--------------------------------|---|----------------|
| I-10/Katy Freeway. PROJECT COMPLETED. | Houston, TX. | Completed cost = \$2.8 Year 2004 Baseline = \$2.5 Adjusted in Financial Plan Update 12/2004. Final cost overrun of 12%. | Ribbon cutting ceremony for substantial completion was held October 2008. Overall project completed on 11/1/2010. 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. | 72% Federal funds and State funds. \$250 million from Harris County Toll Authority. | None. |
| LBJ Freeway. | Dallas, TX. | \$2.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Public-Private Partnership developer has been selected by Texas DOT. Under construction. Project completion is anticipated in 2015. | 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. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|-------------------------------------|------------------|---|--|--|--|-------------------------|--------------------------------------|---------|
| Loop 12/State Highway 35E Corridor. | Dallas, TX. | \$1.3 Baseline = \$1.3 in 2/2009 Initial Financial Plan. | Under construction. Current completion date is 9/1/2015. Baseline completion = 9/1/2015. | 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 \$1.3 billion. | Texas DOT. | Federal and State funds. | None. |
| North Tarrant Express. | Fort Worth, TX. | \$2.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Under construction. Current completion date is in 2016. | 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. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|--|---|---|---|---|---|--|---|
| State Highway 161 – President George Bush Turnpike Western Extension. | Grand Prairie and Irving in Dallas County, TX. | \$0.9 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Under construction with State funding. Current completion date for mainline is in 2012. | 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 closed in April 2011. |
| Southwest Parkway (SH 121). | Fort Worth, TX. | \$1.3 Baseline = \$1.5 in 2/2010 Initial Financial Plan. | Construction is underway. Current completion date is 3/1/2014. Baseline completion = 12/2012. | 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 decreased from \$1.5 billion based on 2011 Financial Plan Update. | 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. | \$1.1 Baseline = \$1.4 Initial Financial Plan 3/2008. | Under construction. Current completion date is 11/11/2012. Baseline completion = 11/2012. | 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 decreased from \$1.4 billion based on 2011 Financial Plan Annual Update. | 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. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|------------------|--|--|---|---|---|--|---------|
| State Highway 99, Grand Parkway (Segment E). | Houston, TX. | \$0.87 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Construction began in 2011 with 100% State funding and 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. | Total project cost remained constant. | Texas DOT and Harris County Toll Authority. | State and local funds including Harris County Toll Authority funds. | None. |
| US 290. | Houston, TX. | \$2.5 Baseline = \$2.5 Initial Financial Plan 6/2011. | The project is being delivered in two phases. Phase 1 is under construction. Current completion date is 8/31/2021. Baseline completion = 8/2021. | Improvements to 38 miles of the US 290 corridor from I-610 to FM 2920. | Total project cost remained constant at \$2.5 billion based on the 2011 Initial Financial Plan for Phase 1. | Texas DOT and Harris County Toll Authority. | Federal, State and local funds including Harris County Toll Authority funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|--|---|---|---|--|--|---|--|
| I-15 Corridor. PROJECT COMPLETED. | Salt Lake City, UT. | Completed cost = \$1.6 Baseline = \$1.4 Initial Financial Plan 7/1996. Final cost overrun of 14%. | 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. | 9% Federal and 91% Non-Federal funding. | D/B project completed on schedule. No construction cost growth occurred from the D/B negotiated price. |
| Capital Beltway High Occupancy Toll (HOT) Lanes. | Northern Virginia, Fairfax County, VA. | \$1.7 Baseline = \$1.7 in Initial Financial Plan 4/2009. | Private sector will operate the lanes until 2087. Construction is underway. Current completion date is 12/20/2012. Baseline completion = 12/19/2012. | Widening of 14 miles of I-495 (Capital Beltway) from the Springfield Interchange to the Dulles Toll Road to implement four new HOT Lanes and access points. | Total project cost remained constant as reported in the 2011 Financial Plan Annual Update. | Virginia DOT and Public-Private Partnership. | TIFIA loan, Private Activity Bonds, Private Sector Equity, State and Federal funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|--|-------------------------|--|---|--|--|--|---|----------------|
| I-95/Woodrow Wilson Bridge (WWB). | VA/MD/DC. | \$2.5 Baseline = \$2.4 Initial Financial Plan 9/2001. | Under construction. The bridge has been completed. Maryland interchanges were completed in 2009. Current completion date for Virginia interchanges is 6/30/2013. Baseline completion = 5/2011. | Replacement of existing six-lane bridge with new 12-lane double structure, including auxiliary and HOV lanes. Reconstruction of adjacent interchanges. | Total project cost remained constant at \$2.5 billion. | Maryland State Highway Administration (lead for bridge and Maryland interchanges), Virginia DOT (lead for Virginia interchanges), and District of Columbia DOT (lead for I-295). | Current ceiling is \$1.543 billion in designated Federal funding from WWB Financing Acts and Revenue Aligned Budget Authority; remaining sources include Maryland, Virginia and District of Columbia Federal and State funds. | None. |
| I-95/I-495 Springfield Interchange. PROJECT COMPLETED. | Springfield, VA. | Completed cost = \$0.68 Baseline = \$0.68 Initial Financial Plan 1/2003. Final cost on budget. | Project was 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. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|------------------------|-------------------------|---|---|--|--|--------------------------------|---|----------------|
| North Spokane Freeway. | Spokane, WA. | \$3.3 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Under Construction. | Construction of a limited access highway from I-90 in Spokane to the intersection of US Route 2 and US Route 395. | Total project cost remained constant at \$3.3 billion. | Washington State DOT. | Federal and State funds. ARRA funding. | None. |
| SR 167. | Pierce County, WA. | \$2.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | Tier 2 ROD approved October 2007. | Construction of a 6-lane freeway from Puyallup to I-5 in Fife, including carpool/transit lanes, and five interchanges. | Total project cost remained constant at \$2.0 billion. | Washington State DOT. | TBD. | None. |
| SR 509. | Seattle, WA. | \$1.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | ROD issued in 3/2003. Design and 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. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|-------------------|--|---|--|---|-------------------------|---|---------|
| SR 520 – Pontoon Construction Project. | Grays Harbor, WA. | \$0.61 Baseline = \$0.61 Initial Financial Plan 1/2011. | Under construction. Current completion date is 11/1/2014. Baseline completion = 11/2014. | Construction of casting basin and pontoons that will be used to reconstruct the SR520 Floating Bridge in Seattle. | New major project. | Washington State DOT. | Federal and State funds, tolls, GARVEE bonds. | None. |
| SR 520, Medina to SR 202: Eastside Transit and HOV Project. | Seattle, WA. | \$0.53 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | The D/B contract was awarded in October 2010 with 100% State funds. Under construction. Current completion date is in 2015. | Construction of SR 520 from Medina (East side of Lake Washington) to SR 202 to enhance travel time reliability, mobility, access, safety for transit, public, and HOV traffic. | Total project cost decreased from \$0.63 billion. | Washington State DOT. | Federal and State funds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---|--|--|--|--|---|--------------------------------|--|----------------|
| I-43/I-94/I-794 Marquette Interchange. PROJECT COMPLETED. | Milwaukee, WI. | \$0.9 Baseline = \$0.8 Initial Financial Plan 12/2003. Final cost overrun of 12%. | Project was completed in 12/2008. Baseline completion = 12/2008. | 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-39/90. | Rock and Dane Counties, WI. | \$1.02 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | FONSI issued in 10/2010. | Reconstruction of 45.5 miles of I-39/90 from the Illinois State line to Madison. | New major project. | Wisconsin DOT. | State funds. | None. |
| I-94 North-South. | Milwaukee, Racine, and Kenosha Counties, WI. | \$1.9 Baseline = \$1.9 in 3/2009 Initial Financial Plan. | Under construction. Current completion date is 12/1/2016. 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 \$1.9 billion based on 2011 Financial Plan Annual Update. | Wisconsin DOT. | Federal funds, State Transportation funds, and State General Obligation Bonds. | None. |

FHWA Annual Summary of Major Projects

October 1, 2011

| Project Name | Project Location | Total Cost (Billions) | Status | Project Description | Cost Trend in Fiscal Year '11 | Project Sponsor (State) | Funding Sources | Remarks |
|---------------------------------|-----------------------------------|--|---|--|--|-------------------------|--|---------|
| Tri-County Freeway, USH 10/441. | Appleton, WI. | \$0.61 (preliminary) Baseline = TBD during preparation of Initial Financial Plan. | FONSI issued in 5/2010. Construction scheduled to begin in 2016. | Reconstruction and widening of five miles of Tri-County Freeway. | New major project. | Wisconsin DOT. | Federal and State funds. | None. |
| US 41 Reconstruction. | Winnebago and Brown Counties, WI. | \$1.52 Baseline = \$1.52 in Initial Financial Plan 1/2010. | Under construction. Current completion date is 1/30/2018. Baseline completion = 1/2018. | Reconstruction of US 41 including all interchanges and capacity expansion of one lane in each direction. | Total project cost remained constant at \$1.52 billion based on 2011 Initial Financial Plan Annual Update. | Wisconsin DOT. | Federal funds, State Transportation funds, and State General Obligation Bonds. | None. |