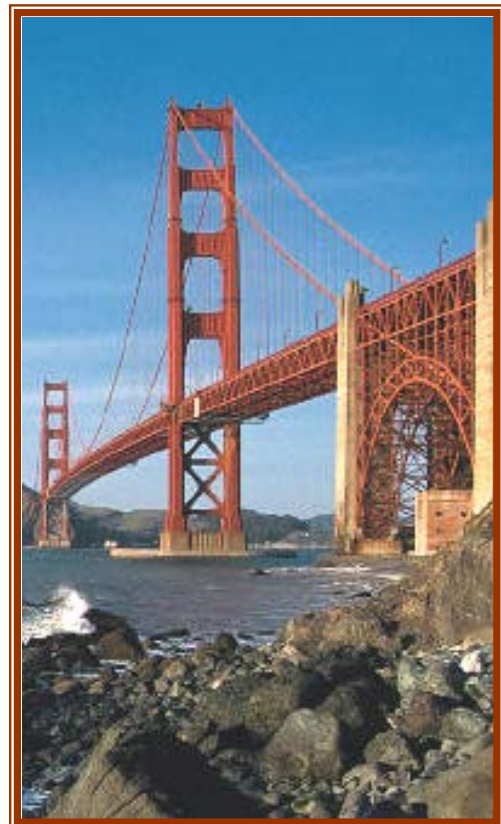


**Report to the House and Senate Committees on Appropriations**

**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 2012)**



**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) 2012, as of October 1, 2012. 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 2012, there were 95 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, 13 major projects have been completed since FHWA first started to track such projects in 2001. Two of these projects, the SR-52 Extension in California and the I-64, from Spoede Road to Sarah Street in Missouri, were completed in FY 2012.

A list showing the status of the 95 active major projects is attached. This list also includes all 13 completed major projects.

The FHWA tracks cost estimates and scheduled completion dates for projects with approved Financial Plans. In FY 2012, FHWA evaluated the cost and schedule performance of 49 of the active major projects. Ninety-seven percent of the projects had total costs within 2 percent of the previous year's costs and 85 percent had completion dates within 2 percent of the previous year's scheduled completion dates.

After analyzing the schedule and cost performance data, the Project Delivery Team works with FHWA Division Offices to respond to specific major project schedule delays and cost increases. For example, when one major project experienced a significant cost increase, a cost estimate review was conducted to mitigate potential future cost increases and to identify opportunities to reduce future project costs. Another example is a response to a major project schedule delay where the FHWA developed a workshop with the State DOT to analyze potential strategies for accelerating the project's construction schedule. The FHWA also uses the cost and schedule data to improve the quality of the risk assumptions made during future cost and schedule estimate reviews for major projects.

### Financial Plans

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

- Birmingham Northern Beltline – BNB (Corridor X-1, AHS) (Birmingham, AL)
- Gerald Desmond Bridge Replacement (Long Beach, CA)
- I-805 Managed Lanes North Project, District 11 (San Diego, CA)
- Marin-Sonoma Narrows (Marin and Sonoma Counties, CA)
- Lake Bridges (US 68/KY 80 Reconstruction from Aurora, KY to Cadiz, KY) (Trigg and Marshall Counties, KY)

- Louisville-Southern Indiana Ohio River Bridge (Jefferson County, KY and Clark County, IN)
- St. Croix River Crossing (Stillwater, MN and St. Joseph Township, WI)
- Rt. 295 & 42/I-76 Direct Connection (Camden County, NJ)
- Kosciuszko Bridge Replacement, I-278 over Newtown Creek (Kings and Queens Counties, New York City, NY)
- Portsmouth Bypass (City of Portsmouth, Scioto County, OH)
- LBJ Freeway (Dallas, TX)
- North Tarrant Express (Fort Worth, TX)
- SH 161 - President George Bush Turnpike Western Extension (Dallas County, TX)
- I-95 HOT/HOV Lanes, Northern Segment (Fairfax, Prince William, and Stafford Counties, VA)
- SR 520, Medina to SR 202: Eastside Transit and HOV Project (Seattle, WA)

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

- SR 303: I-10 to US 60 (Phoenix, AZ)
- I-15 Managed Lanes (San Diego County, CA)
- I-215 San Bernardino North Corridor Project (from I-10 to I-210) (San Bernardino, 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)
- 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)
- I-465 West Leg Reconstruction (Accelerate 465) (Indianapolis, IN)
- Council Bluffs, IA I-29 & I-80 Interstate System (Council Bluffs, IA)
- I-10 Twin Span Structures (Slidell, LA)
- Intercountry Connector (Montgomery and Prince George's Counties, MD)
- I-95/Woodrow Wilson Bridge (MD/VA/DC)
- I-64, from Spoede Road to Sarah Street (St. Louis County, MO)
- 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)
- Cleveland Innerbelt (Cleveland, OH)
- Montgomery IR 75 Reconstruction Project (Dayton, OH)
- Eastern Extension of the President George Bush Turnpike (SH 190) (Dallas County, TX)
- SH 161 - President George Bush Turnpike Western Extension (Dallas County, TX)
- SH 130 Segments 5 & 6 (Central Texas/Austin and San Antonio, TX)

- Southwest Parkway (SH 121) (Fort Worth, TX)
- Capital Beltway High Occupancy Toll (HOT) Lanes (Fairfax, VA)
- Alaskan 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 active major projects.

- Gerald Desmond Bridge Replacement (Long Beach, CA)
- SR 91 Corridor Improvement Project/HOT Lanes (Riverside, CA)
- US 301, DE/MD Line to SR 1 (New Castle County, DE)
- Louisville-Southern Indiana Ohio River Bridge Project (Jefferson County, KY and Clark County, IN)
- I-69 SIU 14 (Greene County, IN)
- St. Croix River Crossing (Stillwater, MN and St. Joseph Township, WI)
- Rt. 295 & 42/I-76 Direct Connection (Camden County, NJ)
- Kosciuszko Bridge Replacement, I-278 over Newtown Creek (Kings and Queens Counties, New York City, NY)
- Brooklyn Bridge Project Contract #6 (New York and Kings Counties, New York City, NY)
- I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction (Philadelphia, PA)
- IH-35E Managed Lanes (Dallas and Denton), Phase I (Denton and Dallas Counties, TX)
- Project Horseshoe IH-30/IH-35E (Dallas, TX)
- I-95 HOT/HOV Lanes, Northern Segment (Fairfax, Prince William, and Stafford Counties, VA)
- Tri-County Freeway, USH 10/441 (Winnebago County, WI)

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-710 South Expansion (Los Angeles County, CA)
- Northwest Corridor Project (Cobb and Cherokee Counties, GA)
- Elgin O'Hare Western By-Pass (Cook and DuPage Counties, IL)
- Governor Harry W. Nice Bridge Improvement (Charles County, MD and King George County, VA)
- Tappan Zee Bridge Replacement, (Rockland and Westchester Counties, NY)
- Mid-Currituck Bridge (Currituck and Dare Counties, NC)
- Brent Spence Bridge Project (Cincinnati, OH and Covington, KY)
- US Route 460 Corridor Improvements Project (Prince George, Sussex, Southampton, Isle of Wight, and Suffolk Counties, VA)

#### Project Management Plans

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

- Birmingham Northern Beltline – BNB (Corridor X-1, AHS) (Birmingham, AL)

- Presidio Parkway Project (San Francisco, CA)
- SR 91 Corridor Improvement Project/HOT Lanes (Riverside, CA)
- Gerald Desmond Bridge Replacement (Long Beach, CA)
- SR 11/Otay Mesa East Port of Entry (San Diego County, CA)
- North I-25 Phase I ROD (Adams, Boulder, Broomfield, Denver, Jefferson, Larimer and Weld Counties, CO)
- Central Powers Boulevard (El Paso County, CO)
- Lake Bridges (US 68/KY 80 Reconstruction from Aurora, KY to Cadiz, KY) (Trigg and Marshall Counties, KY)
- Louisville-Southern Indiana Ohio River Bridge (Jefferson County, KY and Clark County, IN)
- St. Croix River Crossing (Stillwater, MN and St. Joseph Township, WI)
- Kosciuszko Bridge Replacement, I-278 over Newtown Creek (Kings and Queens Counties, New York City, NY)
- I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction (Philadelphia, PA)

### 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 2012 – The Project Delivery Team and the National Highway Institute offered a 2-day National Highway Institute Course called “Addressing Uncertainty in Cost Estimating.”
- October 2011 – The Project Delivery Team implemented an updated Cost Estimate Review process. The most significant changes to the Cost Estimate Review process include the incorporation of a risk register and analysis of the project schedule. Additionally, FHWA has begun delegating responsibilities for conducting cost estimate reviews in California to the California Department of Transportation based on the revised process.
- January 22-26, 2012 – The Project Delivery Team staffed an exhibit booth at the Transportation Research Board’s annual meeting in Washington, DC. The current status and the latest guidance for the management of major projects were available.
- June 12-14, 2012 – The Project Delivery Team hosted the Project Oversight Managers Meeting in St. Louis, MO. Over 80 FHWA Major Project Oversight Managers from around the country participated. Presentations included information and training on specific major projects, financial plans, project management plans, cost estimate reviews, innovative financing, and various types of procurements.
- July/August 2012 – 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 2012, 172 FHWA employees have received their Associate

Certificates in Project Management. Additionally, of these FHWA employees 25 received their Master Certificates in Project Management this year.

- August 2012 – The Project Delivery Team began a series of quarterly Webinars for FHWA Project Oversight Managers. Topics have included information on changes to major project oversight due to the passage of the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), current issues related to the development and delivery of major projects, and upcoming training opportunities.
- August 2012 – The Project Delivery Team hosted Webinars for the FHWA Division Offices and external project stakeholders to introduce MAP-21 provisions related to FHWA Major Projects and to receive feedback regarding potential implementation of these provisions.

**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  
HOT=High Occupancy Toll  
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, 2012**

<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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
Birmingham Northern Beltline – BNB (Corridor X-1, AHS).	Birmingham, AL.	\$5.5  Baseline = \$5.5 in Initial Financial Plan 4/2012.	Final Environmental Impact Statement (EIS) approved 6/1997.  Baseline completion = 12/2048.	Construction of 52 miles of freeway on new location from I-59/20 west of Birmingham to I-59 east of Birmingham.	Total project cost increased from \$3.3 billion based on the Initial Financial Plan. The estimate has been refined to better reflect design, construction phasing, and funding availability.	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 12/2010. The public-private partnership request for qualifications was issued 7/2011.	Construction of toll bridge and associated road connections across the Knik Arm between the Municipality of Anchorage and the Matanuska-Susitna Borough.	Total project cost remained constant at \$1.6 billion.	Knik Arm Bridge and Toll Authority and Alaska Department of Transportation and Public Facilities.	Federal and State funds.	None.



## FHWA Annual Summary of Major Projects

October 1, 2012

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
SR 303: I-10 to US 60.	Phoenix, AZ.	\$0.95  Baseline = \$1.2 in Initial Financial Plan 10/2010.	Under construction. Current completion date is 10/2015.  Baseline completion = 10/2015.	Construction of 21-miles of new freeway.	Total project cost decreased from \$1.2 billion based on 2012 Financial Plan Annual Update.	Arizona DOT.	Federal and State funds.	None.
Alameda Corridor.  <b>PROJECT COMPLETED.</b>	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.

**FHWA Annual Summary of Major Projects**

**October 1, 2012**

<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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
Gerald Desmond Bridge Replacement.	Long Beach, CA.	\$0.96  Baseline = \$0.96 in Initial Financial Plan 7/2012.	ROD issued 9/2010.  Current completion date is 2/2018.  Baseline completion = 2/2018.	Replacement of existing bridge structure in the Port of Long Beach.	New major project.	Port of Long Beach.	Federal (TIFIA), State, and local funds.	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 3/2015.  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, 2012**

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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 7/2014.  Baseline completion = 12/2012.	Construction of 20 miles of managed lanes in three segments on I-15, from SR 163 to SR 78.	Total project cost remained constant at \$1.0 billion.	Caltrans.	Federal, State, and local funds.	None.
I-215 San Bernardino North Corridor Project.	San Bernardino, CA.	\$0.60  Baseline = \$ 0.69 in 11/2007 Initial Financial Plan.	Under construction. Current completion date is 9/2013.  Baseline completion = 6/2013.	Addition of one High Occupancy Vehicle (HOV) lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements.	Total project decreased from \$0.70 billion based on 2012 Financial Plan Annual Update.	Caltrans and San Bernardino Association of Governments (SANBAG).	Federal, State and local funds.	None.
I-405 Sepulveda Pass Widening and HOV Improvements (EA 07-120300).	Los Angeles, CA.	\$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, 2012**

<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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
I-5 HOV North (SR 134 to SR 118).	Los Angeles County, CA.	\$0.98  Baseline = \$0.97 based on 12/2008 Initial Finance Plan.	Under construction. Current completion date is 12/2016.  Baseline completion = 12/2013.	Addition of one HOV lane from SR 134 to SR 118.	Total project cost decreased from \$0.99 billion based on 2012 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 12/2007.	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 EIS was approved 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.	Total project cost remained constant at \$0.66 billion.	Solano Transportation Authority.	Federal, State, and local funds.	None.

## FHWA Annual Summary of Major Projects

October 1, 2012

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
I-80/San Francisco-Oakland Bay Bridge (East Span).	San Francisco/Oakland, CA.	\$6.5  Baseline = \$2.6 Initial Financial Plan 12/2001.	Under construction. Current completion date is 12/2015.  Baseline completion = 1/2010.	Seismic retrofit of the replacement of the San Francisco-Oakland Bay Bridge East Span.	Total project cost increased from \$6.3 billion based on 2012 Financial Plan Annual Update.	Caltrans.	\$242 million in Advance Construction (AC) Federal-aid BR/IM funds. All AC is on the Skyway contract. Remaining funds are from an extended toll surcharge on this bridge and other State-owned toll bridges and commercial bonds.	None.
I-805 Managed Lanes North Project, District 11.	San Diego, CA.	\$0.55  Baseline = \$0.55 in Initial Financial Plan 3/2012.	Environmental document approved 12/2010.  Construction is anticipated to begin in early 2013.  Baseline completion = 6/2020.	Construction of 4.4 miles of managed lanes on I-805 from SR 52 to Mira Mesa Blvd.	Total project cost decreased from \$0.62 billion based on 2012 Initial Financial Plan.	Caltrans.	Federal, State, and local funds.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2012**

<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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
Marin-Sonoma Narrows.	Marin and Sonoma Counties, CA.	\$0.67  Baseline = \$0.67 in Initial Financial Plan 5/2012.	ROD issued 10/2009.  Baseline completion = 7/2022.	Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one HOV lane and replacing bridges.	Total project cost decreased from \$0.95 billion based on 2012 Initial Financial Plan. The estimate has been refined to better reflect dramatic economic conditions in the project area and construction phasing.	Caltrans.	Federal, State and local funds.	None.

## FHWA Annual Summary of Major Projects

October 1, 2012

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	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 12/2008. 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 will be delivered 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 (TIFIA), State, and local funds.  ARRA project and TIGER Grant recipient.	This estimate does not yet reflect recent changes in the delivery of Phase II. Updated information expected in FY 2013.

**FHWA Annual Summary of Major Projects**

**October 1, 2012**

<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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
SR 52 Extension.  <b>PROJECT COMPLETED.</b>	City of Santee in San Diego County, CA.	\$0.52  Baseline = \$0.6 Initial Financial Plan 4/2008.	Project was opened to traffic 3/2011.  Project completed in 11/2011.  Baseline completion = 12/2010.	Construction of 4 miles of a four-lane freeway including interchanges.	Total project cost decreased from \$0.55 billion based on the most recent Financial Plan Annual Update.  Project completed.	San Diego Association of Governments (SANDAG).	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.  Final cost on budget.	All 28.2 miles opened in 7/2007. Final acceptance on 7/2008.	28.2 miles of eight-lane freeway construction, including two HOV lanes, from Foothill Boulevard in LA County to I-215 in San Bernardino County.	Project completed.	Caltrans, SANBAG, and LA Metro.	Federal funds \$751 million; remainder State and local funds.	None.



**FHWA Annual Summary of Major Projects**

**October 1, 2012**

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SR 905.	San Diego County, CA.	\$0.55  Baseline = \$0.62 Initial Financial Plan 1/2008.	Under construction. Current completion date is 12/2017.  Baseline completion = 7/2012.	Construction of the connection between I-805 and Otoy Mesa Port of Entry.	Total project cost decreased from \$0.56 billion based on the 2012 Financial Plan Annual Update.	SANDAG.	Federal, State and local funds.	None.
SR 91 Corridor Improvement Project/High Occupancy Toll (HOT) Lanes.	Riverside County, CA.	\$1.6 (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.	Total project cost increased from \$1.3 billion based on updated project estimates.	Caltrans, Riverside County Transportation Commission.	Federal, State and local funds.	None.
SR 4 (East) Widening Project.	Contra Costa County, CA.	\$0.56  Baseline = \$0.60 Initial Financial Plan 8/2009.	Under construction. Current completion date is 5/2016.  Baseline completion = 7/2014.	Reconstruction and widening of SR 4 from Loveridge Road to SR 160.	Total project cost decreased from \$0.60 billion based on 2011 Financial Plan Annual Update.	Caltrans, Contra Costa Transportation Authority.	Federal, State and local funds.	None.

## FHWA Annual Summary of Major Projects

October 1, 2012

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
I-25/I-225 Southeast Corridor.  <b>PROJECT COMPLETED.</b>	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 1/2011.	Reconstruction of 11 miles of SH 21 from Woodmen Road to SH 6.	Total project cost remained constant at \$1.4 billion.	Colorado DOT, city of Colorado Springs and El Paso County.	Federal and State funds.	None.

## FHWA Annual Summary of Major Projects

October 1, 2012

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
North I-25 Phase I ROD.	Denver and Fort Collins, CO.	\$1.3 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 12/2011.  Construction is anticipated to be complete in 2035.	Reconstruction and widening of I-25 between Colorado 14 and Colorado 392 including tolled express lanes and several interchanges. Project also includes express/commuter bus service.	New major project.	Colorado DOT.	Federal, State, and local funds.	None.
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 11/2016.  Baseline completion = 5/2012.	Reconstruction of 7.2 miles of I-95, including a new 10-lane Pearl Harbor Memorial Bridge over New Haven Harbor, and Interchanges 46 through 54.	Total project cost remained constant at \$2.0 billion.	Connecticut DOT.	Federal and State funds. Federal funding estimated to be approximately 88% of total cost.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2012**

<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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
US 301 Project DE/MD Line to SR 1.	Middletown, DE.	\$0.7 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 4/2008.  Construction is anticipated to begin in 2013 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.  <b>PROJECT COMPLETED.</b>	Lee and Collier Counties, FL.	Completed Cost = \$0.5  Baseline = \$0.5 Initial Financial Plan 4/2006.  Final cost on budget.	Construction was completed 9/2010.  Baseline completion = 8/2010.	Widening of I-75 from four to six lanes and reconstruction of one interchange from Colonial Boulevard to Golden Gate Parkway.	Project completed.	Florida DOT.	70% Federal and 30% Non-Federal funding.	None.
I-4 to Lee Roy Selmon Expressway, Connector.	Hillsborough County, FL.	\$0.63  Baseline = \$0.65 Initial Financial Plan 10/2009.	Under construction. Current completion date is 7/2013.  Baseline completion = 7/2013.	Construct a new north-south elevated toll road, which will connect I-4 with the Selmon Expressway.	Total project cost increased from \$0.61 billion in based on 2012 Financial Plan Annual Update.	Florida DOT and Florida's Turnpike Enterprise.	Federal, State, and local funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
I-595 Corridor Improvements.	Ft. Lauderdale, FL.	\$1.4  Baseline = \$1.9 Initial Financial Plan 4/2008.	Under construction. Current completion date is 6/2014.  Baseline completion = 6/2012.	Widening, adding reversible lanes, and major interchange improvements between I-75 and I-95.	Total project cost decreased from \$1.9 billion based on the most recent Financial Plan Annual Update.	Florida DOT.	Federal, State, and private funds.  TIFIA loan for \$603 million.	None.
I-75 (From SR 78 in Lee County to Kings Highway (CR 769)).	Lee and Charlotte Counties, FL.	\$1.1 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	Environmental document completed 11/2006.	Widening of existing I-75 to eight lanes.	Total project cost remained constant at \$1.1 billion.	Florida DOT, Lee County, Charlotte County, and Punta Gorda Metropolitan Planning Organization.	Federal and State funds.	None.
I-75 (Pasco & Hernando) 411014-1/411011-2/411012-2.	Pasco, Hernando, and Sumter Counties, FL.	\$0.6 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	Environmental document completed 3/2007.	Widening of 20 miles from north of SR 52 to south of CR 467B.	Total project cost remained constant at \$0.6 billion.	Florida DOT.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
Miami Intermodal Center.	Miami, FL.	\$2.0  Baseline = \$1.3 Initial Financial Plan 7/1999.	Major roadway improvements completed in 5/2008, the Rental Car Center opened for business in 7/2010, the Miami International Airport (MIA) Mover was opened in 9/2011, and the Miami Central Station is scheduled to be completed 9/2013.  Baseline completion = 7/2005.	Construction of multimodal center for MIA, including rental car garage, intermodal center, people mover, and roadways.	Total project cost decreased from \$2.1 billion based on the 2012 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.

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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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
Port of Miami Tunnel & Access Improvement Project.	Miami, FL.	\$0.91  Baseline = \$0.92 in Initial Financial Plan 11/2010.	Under construction. Current completion date is 6/2014.  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 decreased from \$0.92 billion based on 2012 Financial Plan Annual Update.	Florida DOT, Miami-Dade County, and the city of Miami.	Federal (TIFIA), State, Miami-Dade County, and the city of Miami funds.	None.
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 3/2015.  Baseline completion = 12/2016.	Interchange upgrade. Reconstruction and widening of SR 826 and SR 836.	Total project cost remained constant at \$0.82 billion.	Florida DOT and Miami-Dade Expressway Authority.	Federal, State, and Miami-Dade Expressway Authority funds.  ARRA project.	None.
Tampa Interstate System.	Tampa, FL.	\$1.2  Baseline = \$1.0 Initial Financial Plan 3/2003.	Under construction. Current completion date is 9/2016.  Baseline completion = 12/2013.	Reconstruction and widening of approximately 13 miles of I-4 and I-275, and construction of the Crosstown Connector to improve operation, capacity, and safety.	Total project cost decreased from \$1.3 billion based on 2012 Quarterly Reports.	Florida DOT.	FHWA/State normal funding (90/10 for Interstate and 80/20 for Congestion Management).	None.

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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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
Moving4ward (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 12/2005.  Construction is anticipated to begin in 2013.	Reconstruction of 18 miles of I-4 in Orange and Seminole Counties.	Total project cost remained constant 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 (ROW) acquisition.	This project was formerly called Trans4mation (I-4), from SR 435 (Kirkman Rd) to SR 434.
I-465 West Leg Reconstruction (Accelerate 465).	Indianapolis, IN.	\$0.56  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 <sup>th</sup> Street. Also, seven interchanges will be reconstructed.	Total project cost decreased from \$0.74 billion based on 2011 Financial Plan Annual Update.	Indiana DOT.	Federal and Major Moves State funds.	None.
I-69 Section 4.	Bloomington, IN.	\$0.6  Baseline = \$0.6 Initial Financial Plan 9/2011.	ROD was issued 9/2011. Current completion date is 11/2015.  Baseline completion = 11/2015.	Construction of 27 miles of new freeway.	Total project cost remained constant at \$0.6 billion.	Indiana DOT.	Federal and State funds.	None.



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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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
US 31 Hamilton County.	Indianapolis, IN.	\$0.6  Baseline = \$0.6 Initial Financial Plan 12/2010.	Under construction. Current completion date is 8/2017.  Baseline completion = 8/2017.	Reconstruction of 12.5 miles of divided signalized expressway from I-465 north to SR 38.	Total project cost remained constant at \$0.6 billion.	Indiana DOT.	Federal and Major Moves State funds.	None.
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 6/2022.  Baseline completion = 12/2018.	Reconstruction of 18 miles of Interstates 29, 80, and 480, including 16 interchanges.	Total project cost remained constant at \$1.03 billion.	Iowa DOT and Nebraska Department of Roads.	Federal and State funds.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
I-74 Quad Cities Corridor Study.	Davenport and Bettendorf, IA; and Moline, IL.	\$1.4 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	ROD issued 4/2009. 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 <sup>rd</sup> Street Interchange in Davenport, IA.	Total project cost remained constant at \$1.4 billion.	Iowa DOT (lead) and Illinois DOT.	Federal and State funds.	None.
Land Between the Lakes.	Trigg and Marshall Counties, KY.	\$0.58  Baseline = \$0.58 Initial Financial Plan 9/2012.	FONSI issued 10/2006.  Construction of bridges anticipated to begin in 2013.  Baseline completion = 4/2017.	Reconstruction of US 68/KY 80 from Cadiz to Aurora, including two new bridges over Kentucky Lake and Lake Barkley.	Total project cost increased from \$0.56 billion based on 9/2012 Initial Financial Plan.	Kentucky Transportation Cabinet.	Federal and State funds.	None.

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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 '12</b>	<b>Project Sponsor (State)</b>	<b>Funding Sources</b>	<b>Remarks</b>
Louisville Southern Indiana Ohio River Bridges Project.	KY/IN (Louisville, KY).	\$2.6  Baseline = \$2.6 Initial Financial Plan 8/2012.	Project was rescoped and ROD for Supplemental EIS issued 6/2012.  Construction is scheduled to begin in 2013.  Baseline completion = 12/2018.	Construction of two new bridges crossing the Ohio River, and construction of the new Kennedy interchange in downtown Louisville.	Total project cost decreased from \$4.1 billion based on 2012 Initial Financial Plan due to rescoping of project.	Kentucky Transportation Cabinet (lead) and Indiana DOT.	Federal and State funds.  Kentucky - Grant anticipation revenue vehicle (GARVEE) bonds.  Indiana- Major Moves State funds.	None.
I-10 Twin Span Structures.	Slidell, LA.	\$0.73  Baseline = \$0.80 Initial Financial Plan 3/2006.	Under construction. Current completion date is 10/2012.  Baseline completion = 3/2011.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Total project cost decreased from \$0.75 billion based on 2012 Financial Plan Annual Update.	Louisiana Department of Transportation and Development.	Federal Emergency Relief (ER) Program funding.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
Intercounty Connector.	Prince George's and Montgomery Counties, MD.	\$2.4  Baseline = \$2.4 Initial Financial Plan 6/2006.	Under construction. Current completion date is 4/2014.  Baseline completion = 12/2012.	Construction of an east-west limited access highway between the I-270 and I-95/US 1 corridors.	Total project cost decreased from \$2.6 billion based on 2012 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.
Central Artery/Ted Williams Tunnel.  <b>PROJECT COMPLETED.</b>	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 10/2007.  Baseline completion = 12/2004.	Replacement of existing I-93 viaduct in downtown Boston with eight- to ten-lane tunnels and new cable-stayed bridge over the Charles River, and construction of I-90 extension with four-lane tunnel to Logan Airport.	Project completed.	Massachusetts Turnpike Authority.	58% Federal and 42% Non-Federal funding.	None.

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I-75.	Oakland County, MI.	\$0.6 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 1/2006.	Addition of capacity to I-75.	Total project cost remained constant at \$0.6 billion.	Michigan DOT.	TBD.	None.
I-94/Edsel Ford Freeway.	Detroit, MI.	\$2.8 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 12/2005.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost increased from \$1.2 billion based on updates to the project estimate.	Michigan DOT.	TBD.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
New International Trade Crossing.	Detroit, MI.	\$1.8 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	ROD was issued 2/2009.	New international border crossing including a bridge, custom plaza, and interchange.	Total project cost remained constant at \$1.8 billion.	Michigan DOT.	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.
I-35W St. Anthony Falls Bridge.  <b>PROJECT COMPLETED.</b>	Minneapolis, MN.	Completed cost = \$0.3  Baseline = \$0.3 Initial Financial Plan 9/2007.  Final cost on budget.	Project opened to traffic 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.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
St. Croix River Crossing.	Stillwater, MN.	\$0.68  Baseline = \$0.68 Initial Financial Plan 9/2012.	ROD was signed on 11/2006.  Baseline completion = 11/2017.	Construction of a new river crossing on Trunk Highway 36 over the St. Croix River.	Total project cost decreased from \$0.74 billion based on 2012 Initial Financial Plan.	Minnesota DOT and Wisconsin DOT.	TBD.	None.
I-269.	DeSoto and Marshall Counties, MS.	\$0.67  Baseline = \$0.67 Initial Financial Plan 2/2011.	Under construction.  Current completion date is 6/2018.  Baseline completion = 6/2018.	Construction of 26 miles of a new four-lane facility.	Total project cost remained constant at \$0.67 billion.	Mississippi DOT.	Federal and State funds.	None.
I-64, from Spoede Road to Sarah Street.  <b>PROJECT COMPLETED.</b>	St. Louis County and St. Louis City, MO.	\$0.53  Baseline = \$0.53 Initial Financial Plan 6/2006.  Final cost on budget.	Project opened to traffic in spring 2010.  Project completed 12/2011.  Baseline completion = 10/2010.	Reconstruction of 12 miles of I-64, including interchanges at I-170 and other locations.	Total project cost decreased from \$0.54 billion based on the 2012 Financial Plan Annual Update.  Project completed.	Missouri DOT.	GARVEE Bonds = \$136.7 million; Federal funds = \$337 million; State funds = \$38 million.	None.

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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
New Mississippi River Bridge.	Illinois/Missouri (St. Louis, MO).	\$0.70  Baseline = \$0.66 Initial Financial Plan 9/2009.	Under construction. Current completion date is 7/2014.  Baseline completion = 1/2014.	Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois, and associated interchange and local road improvements.	Total project cost decreased from \$0.75 billion based on 2012 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 between \$0.4 billion to \$0.9 billion.	Nevada DOT.	Federal funds and Public-Private Partnerships are being considered.	None.
I-15 South.	Las Vegas, NV.	\$1.4  Baseline = \$1.4 Initial Financial Plan 9/2009.	NEPA document was completed 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.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
I-15/Project NEON.	Las Vegas, NV.	\$1.5 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 10/2010.  Construction anticipated to start in 2013 with project completion scheduled for 2030.	Widening of I-15 from 6 to 14 lanes.	Total project cost remained constant at \$1.5 billion.	Nevada DOT, Regional Transportation Commission of Southern Nevada.	Federal, State, local, and private developer funds.	None.
US 95 Northwest Corridor.	Las Vegas, NV.	\$0.71  Baseline = \$0.71 Initial Financial Plan 5/2009.	Under construction. Current completion date is 9/2028.  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.

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I-93 Reconstruction.	Salem to Manchester, NH.	\$0.79  Baseline = \$0.78 Initial Financial Plan 7/2007.	Under construction. Current completion date is 9/2020.  Baseline completion = 9/2017.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	Total project cost decreased from \$0.80 billion based on 2012 Financial Plan Annual Update.	New Hampshire DOT.	Federal and State funds.	None.
Rt. I-295 & 42/ I-76 Direct Connection.	Camden County, New Jersey.	\$0.87  Baseline = \$0.87 Initial Financial Plan 9/2012.	Under construction. Current completion date is 11/2021.  Baseline completion = 11/2021.	Construction of a direct connection for I-295 traffic through the interchange with I-76 and Route 42.	Total project cost decreased from \$0.90 billion based on 2012 Initial Financial Plan.	New Jersey DOT.	Federal funds.	None.

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Brooklyn Bridge Contract 6.	New York and Kings Counties, New York City, NY	\$0.45 Baseline = \$0.45 Initial Financial Plan 11/2008.	Under construction since 1/2010.  Current completion anticipated in 2014.  Baseline completion = 9/2013.	Rehabilitation of existing bridge structure, including painting of entire bridge and reconstruction of approach spans and ramps.	New major project.	New York City DOT.	Federal, State, and local funds.	The original project estimate was less than \$500 million; however, due to subsequent estimate and schedule refinements, current project costs are expected to exceed the FHWA Major Project threshold. Updated project information is expected in FY 2013.
Kozciusko Bridge Replacement, I-278 over Newtown Creek.	Brooklyn/Queens, NY, New York.	\$0.97 Baseline = \$0.97 Initial Financial Plan 9/2012.	ROD signed 3/2009. Construction estimated to start in 2014.  Baseline completion = 6/2020.	Reconstruction of bridge to improve Interstate operations, eliminate substandard features, and improve safety.	Total project cost decreased from between \$1.4 billion to \$1.7 billion based on 2012 Initial Financial Plan.	New York State DOT.	Federal and State funds.	None.

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Route 347.	Smithtown, Islip, Brookhaven, NY, New York.	\$0.85 to \$1.06 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	Phases 1 and 2 are 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 between \$0.85 billion to \$1.06 billion.	New York State DOT.	Federal and State funds.	None.
Willis Avenue Bridge.	Manhattan and Bronx Counties, NY.	\$0.74  Baseline = \$0.50 Initial Financial Plan 1/2007.	Under construction. Current completion date is 12/2012.  Baseline completion = 11/2012.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	Total project cost increased from \$0.72 billion based on the 2012 Financial Plan Update.	New York State DOT and New York City DOT.	Federal, State, and local funds.	None.

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Monroe Connector-Bypass.	Mecklenburg and Union Counties, NC.	\$0.72  Baseline = \$0.72 Initial Financial Plan 9/2011.	ROD issued 8/2010.  Current completion date is 11/2016.  Baseline completion = 11/2016.	Construction of 19.7 miles of high-speed, controlled access facility.	New major project.	North Carolina DOT.	Federal and State funds.	None.
Triangle Expressway, Western Wake Freeway.	Raleigh, NC.	\$0.97  Baseline = \$1.03 Initial Financial Plan 9/2009.	Under construction. Current completion date is 7/2013.  Baseline completion = 12/2012.	Construction of a new 12.6 mile freeway from NC 55 at SR 1172 to NC 55 near SR 1630 on the west side of Raleigh.	Total project cost decreased from \$1.05 billion based on the 2012 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.

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Hamilton IR 75 (Thru the Valley).	Cincinnati, OH.	\$0.62 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	FONSI approved 3/2011.  Construction completion anticipated in 10/2015.	Reconstruction, widening, and modernization of 6.5 miles of I-75.	New major project.	Ohio DOT.	Federal, State, and local 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 10/2018.  Baseline completion = 10/2018.	Reconstruction, widening, and modernization of I-70/71.	Total project cost remained constant at \$1.1 billion.	Ohio DOT.	Federal and State funds.	None.
I-75 (HAM-75-2.30), City of Cincinnati.	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.

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Portsmouth Bypass.	Portsmouth, OH.	\$0.58  Baseline = \$0.58 Initial Financial Plan 1/2012.	ROD was issued in 6/2006.  Construction scheduled to begin in 2013 with a project completion of 5/2025.  Baseline completion = 5/2025.	Construction of a new four-lane limited access bypass of Portsmouth.	Total project cost increased from \$0.54 billion based on 2012 Initial Financial Plan.	Ohio DOT.	Federal and State Funds.  Appalachian Development Highway System funding will be used for construction.	None.
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 7/2015.  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 remained constant at \$0.69 billion.	Oklahoma DOT and Oklahoma City.	Federal and State Funds.	None.

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Central Susquehanna Valley Transportation.	Snyder, Union, and Northumberland Counties, PA.	\$0.604 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	Design and ROW acquisition are underway.  Construction anticipated to take 10 years.	Construction of 12+ miles of new limited access highway.	New major project.	Pennsylvania DOT.	Federal and State funds.	The project has been designated as part of the Appalachian Development Highway System.
I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction.	Philadelphia, PA.	\$0.95 (preliminary)  Baseline = TBD when Initial Financial Plan is prepared.	Environmental clearance issued 7/2011.  Construction anticipated between 2014 and 2023.	Reconstruction of the I-95/Betsy Ross Bridge Interchange and Bridge Street Ramps.	New major project.	Pennsylvania DOT.	Federal and State funds.	None.



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Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '12	Project Sponsor (State)	Funding Sources	Remarks
Central Texas Turnpike.  <b>PROJECT COMPLETED.</b>	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.
DFW Connector.	Grapevine, TX.	\$1.1  Baseline = \$1.1 Initial Financial Plan 8/2011.	Under construction. Current completion date is 5/2014.  Baseline completion = 5/2014.	Reconstruction of SH 121 and SH 114, including additional toll managed lanes on SH 114.	Total project cost increased from \$1.0 billion.	Texas DOT.	Federal, State, and developer funds.	None.

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Eastern Extension of the President George Bush Turnpike (SH 190).	Dallas Co., TX.	\$0.84  Baseline = \$1.0 Initial Financial Plan 7/2008.	Under construction. Current completion date is 9/2014.  Baseline completion = 6/2012.	Construction of a new six-lane toll road from SH 78 to IH-30, including frontage roads and an interchange at IH-30.	Total project cost decreased from \$0.88 billion based on the 2012 Financial Plan Annual Update.	Texas DOT and the North Texas Tollway Authority.	Toll Bonds, Federal, and State funds.	None.
IH-10/Katy Freeway.  <b>PROJECT COMPLETED.</b>	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 11/2010.  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.

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IH-35E Managed Lanes (Dallas and Denton), Phase I.	Dallas and Denton, TX.	\$1.1 to \$1.5 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	RFP issued 7/2012.  Completion anticipated in 2016.	Reconstruction and expansion of general purpose lanes and frontage road of IH 35E from IH 635 to US 380. Includes construction of tolled managed lanes.	New major project.	Texas DOT.	Federal, State, and local funds.	None.
LBJ Freeway.	Dallas, TX.	\$2.2  Baseline = \$2.2 Initial Financial Plan 12/2011.	Public-Private Partnership developer has been selected by Texas DOT.  Under construction. Current completion date is 7/2016.  Baseline completion = 7/2016.	Reconstruction of IH-635 from IH-35E to US Route 75. Project includes free main lanes, toll managed lanes, and frontage roads.	Total project cost increased from \$2.0 billion based on 2011 Initial Financial Plan.	Texas DOT.	Federal, State, and developer funds.	None.

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Loop 12/IH-35E Corridor.	Dallas, TX.	\$1.3  Baseline = \$1.3 in 2/2009 Initial Financial Plan.	Under construction. Current completion date is 9/2015.  Baseline completion = 9/2015.	Reconstruction and widening of Loop 12 and IH-35E. Project includes free main lanes, reversible managed lanes, and frontage roads.	Total project cost remained constant at \$1.3 billion.	Texas DOT.	Federal and State funds.	None.
North Tarrant Express.	Fort Worth, TX.	\$1.9  Baseline = \$1.9 Initial Financial Plan 5/2012.	Under construction. Current completion date is 9/2015.  Baseline completion = 9/2015.	Reconstruction of IH-820 and opportunity to develop and reconstruct SH 183 and IH-35W. Project includes free main lanes, interconnected toll managed lanes, and frontage roads.	Total project cost decreased from \$2.0 billion based on 2012 Initial Financial Plan.	Texas DOT.	Federal, State, and developer funds.	None.

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Project Horseshoe IH-30/IH-35E.	Dallas, TX	\$0.81 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	Environmental Assessment will be issued in 2013.  Construction completion anticipated in 3/2016.	Reconstruction of the IH-30/IH-35E Interchange over the Trinity River Floodway.	New major project.	Texas DOT and city of Dallas.	Federal, State, and local funds.	None.
SH 161 – President George Bush Turnpike Western Extension.	Grand Prairie and Irving in Dallas County, TX.	\$1.08  Baseline = \$1.1 Initial Financial Plan 3/2012.	Under construction. Current completion date is 10/2012.  Baseline completion = 10/2012.	Construction of a new four and six-lane toll road with frontage roads from IH- 20 to SH 183.	Total project cost increased from \$0.9 billion based on 2012 Financial Plan Annual Update.	Texas DOT, North Texas Tollway Authority, and the cities of Grand Prairie and Irving.	Federal (TIFIA), State, and local funds.  TIGER Grant recipient.	None.
Southwest Parkway (SH 121).	Fort Worth, TX.	\$1.2  Baseline = \$1.5 in 2/2010 Initial Financial Plan.	Construction is underway. Current completion date is 7/2014.  Baseline completion = 12/2012.	Construction of 15 miles of a controlled access divided toll facility from IH-30 near downtown Fort Worth to Farm to Market (FM) Road 1187 in Tarrant County.	Total project cost decreased from \$1.3 billion based on 2012 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.

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SH 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 11/2012.  Baseline completion = 11/2012.	Construction of a new 40-mile toll road connecting the completion portions of SH 130 (Central Texas Turnpike system) to Seguin, Texas, near San Antonio.	Total project cost remained constant at \$1.1 billion.	Texas DOT.	TIFIA loan of \$430 million and Developer financing through tolling and private bonds.	None.
SH 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 SH 99 project that encircles the Greater Houston region.	Total project cost remained constant at \$0.87 billion.	Texas DOT and Harris County Toll Authority.	State and local funds including Harris County Toll Authority funds.	None.

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SH 99, The Grand Parkway (Segments F-1, F-2, and G).	Houston, TX.	\$1.2 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	RODs issued for each segment in 2009 and 2010.  Construction completion anticipated in 2015.	Constructs segments F-1, F-2, and G of the Grand Parkway, a 180-mile limited access, tolled facility around the Houston metropolitan area.	New major project.	Texas DOT.	Federal, State, and local funds.	None.
US 290.	Houston, TX.	\$2.5  Baseline = \$2.5 Initial Financial Plan 6/2011.	Under construction.  Current completion date is 8/2021.  Baseline completion = 8/2021.	Improvements to 38 miles of the US 290 corridor from IH-610 to FM 2920.	Total project cost remained constant at \$2.5 billion.	Texas DOT and Harris County Toll Authority.	Federal, State and local funds including Harris County Toll Authority funds.	None.
I-15 Corridor. <b>PROJECT COMPLETED.</b>	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.

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Capital Beltway 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 12/2012.  Baseline completion = 12/2012.	Widening of 14 miles of I-495 (Capital Beltway) from the Springfield Interchange to the Dulles Toll Road to implement four new HOT Lanes and access points.	Total project cost remained constant at \$1.7 billion based on the 2012 Financial Plan Annual Update.	Virginia DOT.	TIFIA loan, Private Activity Bonds, Private Sector Equity, State and Federal funds.	None.
I-95 HOV/HOT Lanes, Northern Segment.	Northern Virginia, Fairfax, Prince William, and Stafford Counties, VA.	\$0.86 Baseline = \$0.86 in Initial Financial Plan 7/2012.	Construction is underway. Current completion date is 3/2015.  Baseline completion = 3/2015.	Development of 29 miles of HOT lanes, including conversion of HOV lanes to HOT lanes.	New major project.	Virginia DOT.	TIFIA loan, GARVEE bonds, Private Sector Equity, State and Federal funds.	None.



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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 6/2013.  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.  <b>PROJECT COMPLETED.</b>	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.

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Midtown Tunnel/ Downtown Tunnel/ Martin Luther King Extension Project.	Hampton Roads, VA.	\$1.45 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	Construction expected to start in 2013.  Construction completion anticipated in 2016.	Construction of new tunnel under the Elizabeth River parallel to existing Midtown Tunnel, improvements to existing Midtown and Downtown tunnels, and extension US 58 to I-264.	New major project.	VDOT.	TIFIA loan, Private Activity Bonds, Private Sector Equity, State and Federal funds.	None.
North Spokane Freeway.	Spokane, WA.	\$3.3 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	Phase I is 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.

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SR 509.	Seattle, WA.	\$1.0 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued in 3/2003.  Design and ROW acquisition underway.	Extension of SR 509 from the existing terminus to I-5, south of Seattle-Tacoma Airport.	Total project cost remained constant at \$1.0 billion.	Washington State DOT.	TBD.	None.
SR 520 – Pontoon Construction Project.	Grays Harbor, WA.	\$0.61  Baseline = \$0.61 Initial Financial Plan 1/2011.	Under construction. Current completion date is 11/2014.  Baseline completion = 11/2014.	Construction of casting basin and pontoons that will be used to reconstruct the SR 520 Floating Bridge in Seattle.	Total project cost remained constant at \$0.61 billion.	Washington State DOT.	Federal and State funds, tolls, GARVEE bonds.	None.

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SR 520, I-5 to Medina: Bridge Replacement and HOV Project – Floating Bridge and Landings Stage.	Seattle, WA.	\$1.1  Baseline = \$1.1 Initial Financial Plan 8/2011.	Under construction. Current completion date is 7/2016.  Baseline completion = 7/2016.	Replacement of the existing SR 520 Evergreen Floating Bridge and east approach with 6-lane facility that includes 2 HOV lanes.	New major project.	Washington State DOT.	Federal (TIFIA) and State funds.	None.
SR 520, Medina to SR 202: Eastside Transit and HOV Project.	Seattle, WA.	\$0.53  Baseline = \$0.53 Initial Financial Plan 10/2011.	Under construction. Current completion date is 6/2017.  Baseline completion = 6/2017.	Construction of SR 520 from Medina (East side of Lake Washington) to SR 202 to enhance travel time reliability, mobility, access, safety for transit, public, and HOV traffic.	Total project cost remained constant at \$0.53 billion.	Washington State DOT.	Federal and State funds.	None.

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SR 99: Alaskan Way Viaduct Replacement Project.	Seattle, WA.	\$2.2  Baseline = \$2.2 Initial Financial Plan 8/2011.	Construction is underway. Current completion is 12/2018.  Baseline completion = 12/2018.	Replacement of SR 99 from South Royal Brougham Way to Roy Street with a tolled-single bore tunnel. The facility will have 2-lanes in each direction.	New major project.	Washington State DOT.	Federal, State, and local funding.	None.
I-43/I-94/I-794 Marquette Interchange.  <b>PROJECT COMPLETED.</b>	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.	\$1.0 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	FONSI issued in 10/2010.	Reconstruction of 45.5 miles of I-39/90 from the Illinois State line to Madison.	Total project cost remained constant at \$1.0 billion.	Wisconsin DOT.	State funds.	None.

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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 12/2021.  Baseline completion = 12/2016.	Reconstruction of 35 miles of I-94, including interchanges and capacity expansion from six to eight lanes.	Total project cost remained constant at \$1.9 billion.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.
Tri-County Freeway, USH 10/441.	Appleton, WI.	\$0.61 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	FONSI issued 5/2010.  Construction scheduled to begin in 2016.	Reconstruction and widening of five miles of Tri-County Freeway.	Total project cost remained constant at \$0.61 billion.	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 1/2018.  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.	Wisconsin DOT.	Federal funds, State Transportation funds, and State General Obligation Bonds.	None.

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Zoo Interchange (I-94/I-894/US-45).	Milwaukee, WI.	\$1.9 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 2/2012. Construction completion anticipated in 2018.	Reconstruction of I-94/I-894/US-45 Interchange with safety and operational improvements.	New major project.	Wisconsin DOT.	Federal and State funds.	None.