



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

July 6, 2016

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

Dear Mr. Chairman:

I am pleased to present the Annual Summary of Major Projects from Fiscal Year (FY) 2015 in accordance with U.S. House of Representatives Report 106-622, which accompanied the FY 2001 Department of Transportation and Related Agencies Appropriations Act. Item three of the House Report, under the heading Central Artery/Third Harbor Tunnel Project, Boston, Massachusetts, requested an annual summary of reports that the Federal Highway Administration's Major Projects Team issued, including a summary of highway projects that cost over \$1 billion.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, reduced the cost threshold of major projects from \$1 billion to \$500 million. The enclosed summary includes major projects that meet this threshold.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Anthony R. Foxx", is positioned below the word "Sincerely,".

Anthony R. Foxx

Enclosure



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

July 6, 2016

The Honorable Barbara A. Mikulski  
Vice Chairwoman  
Committee on Appropriations  
United States Senate  
Washington, DC 20510

Dear Vice Chairwoman:

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

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WASHINGTON, DC 20590

July 6, 2016

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

Dear Mr. Chairman:

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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

July 6, 2016

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

Dear Congresswoman Lowey:

I am pleased to present the Annual Summary of Major Projects from Fiscal Year (FY) 2015 in accordance with U.S. House of Representatives Report 106-622, which accompanied the FY 2001 Department of Transportation and Related Agencies Appropriations Act. Item three of the House Report, under the heading Central Artery/Third Harbor Tunnel Project, Boston, Massachusetts, requested an annual summary of reports that the Federal Highway Administration's Major Projects Team issued, including a summary of highway projects that cost over \$1 billion.

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THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

July 6, 2016

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

Dear Madam Chairman:

I am pleased to present the Annual Summary of Major Projects from Fiscal Year (FY) 2015 in accordance with U.S. House of Representatives Report 106-622, which accompanied the FY 2001 Department of Transportation and Related Agencies Appropriations Act. Item three of the House Report, under the heading Central Artery/Third Harbor Tunnel Project, Boston, Massachusetts, requested an annual summary of reports that the Federal Highway Administration's Major Projects Team issued, including a summary of highway projects that cost over \$1 billion.

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July 6, 2016

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

Dear Senator Reed:

I am pleased to present the Annual Summary of Major Projects from Fiscal Year (FY) 2015 in accordance with U.S. House of Representatives Report 106-622, which accompanied the FY 2001 Department of Transportation and Related Agencies Appropriations Act. Item three of the House Report, under the heading Central Artery/Third Harbor Tunnel Project, Boston, Massachusetts, requested an annual summary of reports that the Federal Highway Administration's Major Projects Team issued, including a summary of highway projects that cost over \$1 billion.

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July 6, 2016

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

Dear Congressman Diaz-Balart:

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WASHINGTON, DC 20590

July 6, 2016

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

Dear Congressman Price:

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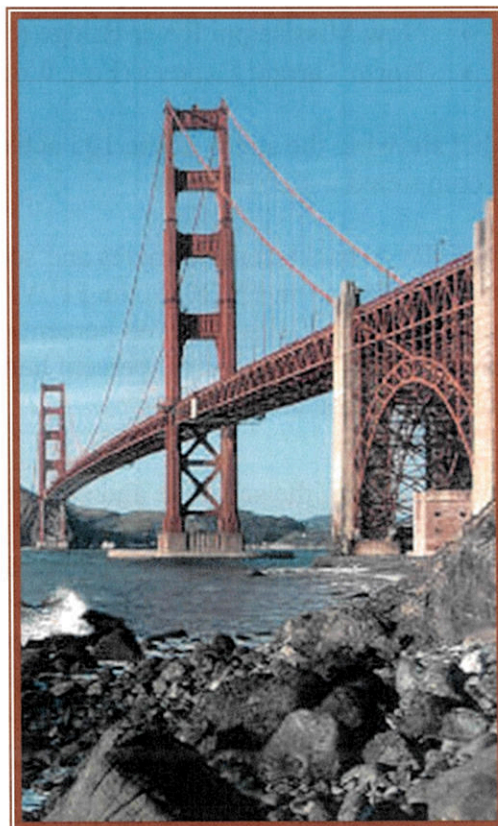
Enclosure



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

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

**Annual Summary of Major Projects  
(Fiscal Year 2015)**



**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) 2015, as of October 1, 2015. The FHWA takes an active leadership role in advancing transportation initiatives through the stewardship and oversight of major projects, which are defined as those with a total cost of \$500 million or more. In FY 2015, there were 105 active major projects. This annual summary documents the performance of these major projects and what actions the FHWA has taken to improve their performance.

Active major projects are those that have completed National Environmental Policy Act decision documents and have begun the next stage of project development such as design or construction. In addition, 27 major projects have been completed since the FHWA first started to track such projects in 2001. Five of these projects were completed in FY 2015:

- I-595 Corridor Improvements (Ft. Lauderdale, FL)
- I-465 West Leg Reconstruction (Accelerate 465) (Indianapolis, IN)
- Intercounty Connector (Montgomery and Prince George's Counties, MD)
- New Mississippi River Bridge (St. Louis, MO & IL)
- North Tarrant Express (Fort Worth, TX)

A list showing the status of the 105 active major projects is attached. This list also includes all 27 completed major projects.

The FHWA tracks cost estimates and scheduled completion dates for projects with approved Financial Plans. In FY 2015, the FHWA evaluated the cost and schedule performance from 81 financial plans. Seventy-seven percent of the projects had total costs within 2 percent of the previous year's costs and 68 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 the FHWA Division Offices to respond to schedule delays and cost increases for specific major projects. The FHWA uses this performance data to assist in the identification of agency Projects of Corporate Interest and Projects of Division Interest. Enhanced stewardship and oversight strategies are then developed for these projects and allow the FHWA to focus its efforts to reduce major project schedule delays and cost increases. For example, to help ensure that major projects remain on schedule and within cost, division offices are working with project sponsors to actively manage project risks, using processes and procedures identified in project management plans and updating where necessary, and increasing frequency of oversight through additional inspections and project meetings.

The FHWA also uses the cost and schedule data to improve the quality of the risk assumptions made during future cost and schedule estimate reviews for major projects. In FY 2015, the Project Delivery Team began developing schedule contingency guidance for FHWA Division Offices to help stakeholders in the development of financial plans based on schedule risk events identified during the cost estimate reviews performed on major projects.

### Financial Plans

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

- I-95 Express (Phase 3) (Broward and Palm Beach Counties, FL)
- SR 429 – Wekiva Parkway (Orange, Lake and Seminole Counties, FL)
- Three Mile Pensacola Bay Bridge (Escambia and Santa Rosa Counties, FL)
- Goethals Bridge Replacement (Staten Island, NY)
- Tappan Zee Hudson River Crossing/New NY Bridge Project (South Nyack, Rockland, Tarrytown and Westchester Counties, NY)
- I-77 Express Lanes from Exit 11 (I-277 Brookshire Freeway) to Exit 36 (NC 150) (Mecklenburg and Iredell Counties, NC)
- Central Susquehanna Valley Transportation (CSVT) (Snyder, Union, and Northumberland Counties, PA)
- SH 99, The Grand Parkway (Segments F-1, F-2, and G) (Houston, TX)

The financial plan annual updates for the following major projects were reviewed for acceptance concurrently with the applicable FHWA Division Offices.

- Birmingham Northern Beltline - BNB (Corridor X-1, AHS) (Birmingham, AL)
- State Route 303: I-10 to US-60 (Phoenix, AZ)
- BART Seismic Retrofit System Wide (San Francisco, CA)
- Doyle Drive/Presidio Parkway Project (San Francisco, CA)
- Gerald Desmond Bridge Replacement (Long Beach, CA)
- I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements (Los Angeles, CA)
- I-5 HOV North (SR-134 to SR-118) (Los Angeles County, CA)
- I-5 South Los Angeles County Widening Project (Los Angeles County, CA)
- I-80/I-680/SR-12 Interchange Project (Solano County, CA)
- I-80/San Francisco-Oakland Bay Bridge (East Span) (San Francisco/Oakland, CA)
- I-805 Managed Lanes North Project (San Diego, CA)
- Marin-Sonoma Narrows (Marin and Sonoma Counties, CA)
- SR 905, from I-805 to Otay Mesa Port of Entry (POE) (San Diego County, CA)
- SR-4 (East) Widening Project (Contra Costa County, CA)
- SR-91 Corridor Improvement Project/HOT Lanes (Initial Project) (Riverside County, CA)
- Connector - I-4 to Lee Roy Selmon Expressway (Hillsborough County, FL)
- I-595 Corridor Improvements (Ft. Lauderdale, FL)
- I-75/SR 826 Managed Lanes (Broward and Miami-Dade Counties, FL)
- Miami Intermodal Center (MIC) (Miami, FL)
- Port of Miami Tunnel & Access Improvement Project (POMT) (Miami, FL)

- SR 826/SR 836 Interchange Reconstruction (Palmetto 5) (Miami, FL)
- Northwest Corridor Project (I-75/I-575) (Cherokee and Cobb Counties, GA)
- Circle Interchange (Chicago, IL)
- O'Hare Con-RAC (Chicago, IL)
- I-465 West Leg Reconstruction (Accelerate 465) (Indianapolis, IN)
- I-69 SIU 3 Section 4 (Greene and Monroe County, IN)
- US 31 Hamilton County (Indianapolis, IN)
- Council Bluffs Interstate System Improvements, Segments 1, 2, and 3 (Council Bluffs, IA)
- Louisville Southern Indiana Ohio River Bridges Project (Louisville, KY)
- US 68/KY 80, Land Between the Lakes, West of Cadiz, KY. (Trigg and Marshall Counties, KY)
- Intercounty Connector (Montgomery and Prince George's Counties, MD)
- I-94/Edsel Ford Freeway (Detroit, MI)
- I-269 Corridor (DeSoto and Marshall Counties, MS)
- New Mississippi River Bridge (St. Louis, MO & IL)
- I-93 Reconstruction (Salem to Manchester, NH)
- Rt. I-295 & 42/I-76 Direct Connection (Camden County, NJ)
- Brooklyn Bridge Contract 6 (New York and Kings Counties, NY)
- Kozciusko Bridge Replacement, I-278 over Newtown Creek (Brooklyn/Queens, NY)
- Route 347 (Smithtown, Islip and Brookhaven, NY)
- Tappan Zee Hudson River Crossing/New NY Bridge Project (South Nyack, Rockland, Tarrytown and Westchester Counties, NY)
- Willis Avenue Bridge (Manhattan and Bronx Counties, NY)
- Cleveland Innerbelt (Cleveland, OH)
- I-75 (HAM-75-2.30), city of Cincinnati (Mill Creek Expressway) (Cincinnati, OH)
- Portsmouth Bypass (Portsmouth, OH)
- I-40 Crosstown (Oklahoma City, OK)
- DFW Connector (Grapevine, TX)
- IH 35E Managed Lanes (Dallas and Denton), Phase I (Dallas and Denton, TX)
- LBJ Freeway (Dallas, TX)
- Loop 12/Interstate Highway 35E Corridor (Dallas, TX)
- North Tarrant Express (Fort Worth, TX)
- North Tarrant Express 3A & 3B (NTE 3A & 3B) (Fort Worth, TX)
- Project Horseshoe IH-30/IH-35E (Dallas, TX)
- SH 99, The Grand Parkway (Segments F-1, F-2, and G) (Houston, TX)
- Southwest Parkway (SH 121) – Chisolm Trail (Fort Worth, TX)
- US 290 (Houston, TX)
- I-95 HOV/HOT Lanes, Northern Segment (Fairfax, Prince William and Stafford Counties, VA)
- Route 460 Corridor Improvement Project (Petersburg to Suffolk, VA)
- SR 520 - Pontoon Construction Project (Grays Harbor, WA)
- SR 520, I-5 to Medina: Bridge Replacement and HOV Project - Floating Bridge and Landings Stage (Seattle, WA)
- SR 520, Medina to SR 202: Eastside Transit and HOV Project (Seattle, WA)
- SR 99: Alaskan Way Viaduct Replacement Project (Seattle, WA)

- I-94 North-South (Milwaukee, Racine, and Kenosha Counties, WI)
- US-41 Reconstruction (Winnebago and Brown Counties, WI)
- Zoo Interchange (I-94/I-894/US-45) (Milwaukee, WI)

### Cost Estimate Reviews

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

- SR-202L South Mountain Freeway (Maricopa County, AZ)
- Centennial Corridor Project (SR 58) (Kern County, CA)
- I-5 North Coast Corridor (NCC) Project, San Diego County (San Diego County, CA)
- US 301 Project DE/MD Line to SR 1 (Southern New Castle County, DE)
- Three Mile Pensacola Bay Bridge (Escambia and Santa Rosa Counties, FL)
- Council Bluffs Interstate System Improvements, Segments 1, 2, and 3 (Council Bluffs, IA)
- I-75 (Oakland County, MI)
- I-15/Project NEON (Las Vegas, NV)
- I-93 Reconstruction (Salem to Manchester, NH)
- Cleveland Innerbelt (Cleveland, OH)
- Bergstrom Expressway – US 183 From US 290 to SH 71 (Austin, TX)
- IH 35 (From IH 37 to Schertz Parkway) (Bexar County, TX)
- SH 288 (Brazoria and Harris Counties, TX)
- Trinity Parkway (from IH 35E/SH 83 to US 175/SH 310) (Dallas, TX).
- I-39/90 (Rock and Dane Counties, WI)

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

- I-405, SR-73 to I-605 (Orange County, CA)
- Pinellas County Gateway Expressway Project (Pinellas County, FL)
- I-395 Reconstruction (Miami, FL)
- I-285/GA 400 Interchange (Fulton County, GA)
- I-290 Reconstruction (Chicago, IL)
- Thimble Shoal Parallel Tunnel Project (Virginia Beach, VA)
- I-94 East-West Freeway (16<sup>th</sup> Street – 70<sup>th</sup> Street) (Milwaukee County, WI)

### Project Management Plans

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

- SR-202L South Mountain Freeway (Maricopa County, AZ)
- New Route, CETAP Mid-County Parkway (MCP) Corridor (Riverside County, CA)
- South Capitol Street Corridor Project (Washington, DC)
- I-95 Express (Phase 3) (Broward and Palm Beach Counties, FL)
- SR 429 – Wekiva Parkway (Orange, Lake and Seminole Counties, FL)
- I-285/GA 400 Interchange (Fulton County, GA)
- CREATE 75<sup>th</sup> Street Corridor Improvement Project (CIP) (Chicago, IL)
- Three Mile Pensacola Bay Bridge (Escambia and Santa Rosa Counties, FL)

- Central Susquehanna Valley Transportation (CSVTV) (Snyder, Union, and Northumberland Counties, PA)
- Commonwealth of PA Rapid Bridge Replacement Project (Statewide, PA)
- Bergstrom Expressway – US 183 From US 290 to SH 71 (Austin, TX)
- U.S. 181 Harbor Bridge Project (Corpus Christi, TX)
- SR 99: Alaskan Way Viaduct Replacement Project (Seattle, WA)
- I-43 North-South (Silver Spring Drive- Wis 60) (Milwaukee and Ozaukee Counties, 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 2015 – The Project Delivery Team continued a series of quarterly webinars for FHWA Project Oversight Managers on October 28, February 3, May 5, and August 4. Topics included environmental issues on major projects, cost and schedule risk-assessments, Disadvantaged Business Enterprise (DBE) goals, project management, 3D/4D modeling, the Pennsylvania Rapid Bridge Replacement Project, financial plan guidance, and project close-out procedures and lessons learned. Two of these webinars included presenters and participants from State departments of transportation and other transportation agencies.
- Ongoing in FY 2015 -The Project Delivery Team continued updating the cost estimate review template.
- October 2014 - 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 2015, 259 FHWA employees have received their Associate Certificates in Project Management and 71 FHWA employees have received their Masters Certificates. In FY 2015, 22 FHWA employees received their Associates Certificates and 2 received their Master Certificates in Project Management.
- September 15-16, 2015 – The Project Delivery Team held a meeting for the agency’s specially designated Project Oversight Managers.
- Ongoing in FY 2015 - The Project Delivery Team facilitated the annual risk assessment for all major projects.
- Ongoing in FY 2015 - The Project Delivery Team continues to implement the major projects discipline. A major project discipline kick-off webinar was held on January 20, 2015. The webinar provided the latest information regarding the Major Projects Discipline including membership, competencies, SharePoint site, and hot topics.
- December 18, 2014 – The Project Delivery Team finalized the Major Project Financial Plan Guidance after receiving comments from being published in the Federal Register.

Two separate webinars on the financial plan guidance update were held with FHWA staff and project stakeholders in February, 2015.

**Key to Acronyms:**

DOT=Department of Transportation

EIS=Environmental Impact Statement

FONSI=Finding of No Significant Impact

GARVEE=Grant Anticipation Revenue Vehicles

HOV=High Occupancy Vehicle

HOT=High Occupancy Toll

LDCA=Location Design Concept Acceptance

RABA=Revenue Aligned Budget Authority

RFP=Request for Proposals

ROD=Record of Decision

TIFIA=Transportation Infrastructure Finance and Innovation Act

TIGER= Transportation Investment Generating Economic Recovery

TBD=To Be Determined



**FHWA Annual Summary of Major Projects**

**October 1, 2015**

<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 '15</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>	<b>Remarks</b>
Birmingham Northern Beltline – BNB (Corridor X-1, AHS).	Birmingham, AL.	\$5.3 Baseline = \$5.5 in Initial Financial Plan 4/2012.	Under construction. Current completion date is 9/2054. Baseline completion = 12/2048.	Construction of 52 miles of freeway on new location from I-59/20 west of Birmingham to I-59 east of Birmingham.	Total project cost remained constant at \$5.3 billion.	Alabama DOT.	Federal and State funds.	None.
Juneau Access Project.	Juneau, AK.	\$0.95 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 4/2006.	Extension of an existing highway from Cascade Point to a terminus North of the Katzehin River. Ferries will provide connections to the road system in Haines and Skagway.	Total project cost remained constant at \$0.95 billion.	Alaska DOT and Public Facilities.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

**FHWA Annual Summary of Major Projects**

**October 1, 2015**

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Knik Arm Crossing.	Anchorage, AK.	\$1.0 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 12/2010.	Construction of toll bridge and associated road connections across the Knik Arm between the Municipality of Anchorage and the Matanuska-Susitna Borough.	Total project cost remained constant at \$1.0 billion.	Alaska DOT and Public Facilities.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
SR-202L South Mountain Freeway.	Maricopa County, AZ.	\$1.9 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 3/2015.	Construction of 22-miles to complete the Loop 202 and 101 Freeway system in the southwestern quadrant of the Phoenix metropolitan area.	New major project.	Arizona DOT and Maricopa Association of Governments (MAG).	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
State Route 303: I-10 to US-60.	Phoenix, AZ.	\$0.91 Baseline = \$1.2 in Initial Financial Plan 10/2010.	Under construction. Current completion date is 5/2017. Baseline completion = 10/2015.	Construction of 21-miles of new freeway.	Total project cost increased from \$0.89 billion based on Financial Plan Annual Update.	Arizona DOT.	Federal and State funds.	None.

FHWA Annual Summary of Major Projects

October 1, 2015

Project Name	Project Location	Total Cost (Billions)	Status	Project Description	Cost Trend in Fiscal Year '15	Project Sponsor	Funding Sources	Remarks
Alameda Corridor. <b>PROJECT COMPLETED.</b>	Los Angeles, CA.	Completed cost = \$2.4  Baseline = \$2.1 4/1997.  Final cost was 14.3% over budget.	Project completed 4/2002.  Baseline completion = 3/2001.	20-mile express lane corridor linking Los Angeles and Long Beach ports with rail network in downtown Los Angeles.	Project completed.	California DOT (Caltrans) and Alameda Corridor Transportation Authority.	21% Federal and 79% Non-Federal funding.	None.
Gerald Desmond Bridge Replacement.	Long Beach, CA.	\$1.3  Baseline = \$0.96 in Initial Financial Plan 7/2012.	Under construction. Current completion date is 2/2018.  Baseline completion = 2/2018.	Replacement of existing bridge structure in the Port of Long Beach.	Total project increased from \$1.1 billion based on Financial Plan Annual Update.	Port of Long Beach.	Federal (TIFIA), State, and local funds.	None.
BART Seismic Retrofit System Wide.	San Francisco, CA.	\$1.3  Baseline = \$1.3 in Initial Financial Plan 3/2008.	Under construction. Current completion date is 12/2022.  Baseline completion = 6/2013.	Retrofitting and strengthening of the San Francisco Bay Area Rapid Transit District (BART) system.	Total project cost increased from \$1.2 billion based on Financial Plan Annual Update.	BART.	Federal, State, and Local 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 '15</b>	<b>Project Sponsor</b>	<b>Funding Sources</b>	<b>Remarks</b>
Centennial Corridor Project (SR 58).	Kern County, CA.	\$0.62 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Final EIS under review.	Construction of an extension of SR 58 from SR 99 to Westside Parkway.	New major project.	California DOT (Caltrans) and the City of Bakersfield.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
I-15 Managed Lanes, SR-163 to SR-78. <b>PROJECT COMPLETED.</b>	San Diego County, CA.	Completed cost = \$1.0 Baseline = \$1.1 in Initial Financial Plan 3/2008. Final cost was 9.1% under budget.	Project completed 1/2013. Baseline completion = 12/2012.	Construction of 20 miles of managed lanes in three segments on I-15, from SR 163 to SR 78.	Project completed.	California DOT (Caltrans).	31% Federal and 69% Non-Federal funding.	None.

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I-215 San Bernardino North Corridor Project (from I-10 to I-210). <b>PROJECT COMPLETED.</b>	San Bernardino, CA.	Completed cost = \$0.59 Baseline = \$0.69 in Initial Financial Plan 11/2007. Final cost was 14.5% under budget.	Project completed 5/2014. Baseline completion = 6/2013.	Addition of one HOV lane and one mixed flow lane in each direction. Also, new interchanges and interchange improvements.	Project completed.	California DOT (Caltrans) and San Bernardino Association of Governments (SANBAG).	55% Federal and 45% Non-Federal funding.	None.
I-405 Sepulveda Pass Widening and High Occupancy Vehicle Improvements.	Los Angeles, CA.	\$1.1 Baseline = \$0.95 in Initial Financial Plan 4/2009.	Under construction. Current completion date is 3/2016. Baseline completion = 4/2013.	Addition of one HOV lane in the northbound direction and interchange improvements.	Total project cost remained constant at \$1.1 billion.	California DOT (Caltrans) and Los Angeles County Metropolitan Transportation Authority (LA Metro).	Federal, State and local funds.	None.

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I-5 HOV North (SR-134 to SR-118).	Los Angeles County, CA.	\$0.86 Baseline = \$0.97 in Initial Finance Plan 12/2008.	Under construction. Current completion date is 12/2019. Baseline completion = 12/2013.	Addition of one HOV lane from SR 134 to SR 118.	Total project cost increased from \$0.79 billion based on Financial Plan Annual Update.	California DOT (Caltrans) and LA Metro.	Federal, State and local funds.	None.
I-5 North Coast Corridor (NCC) Project, San Diego County.	San Diego County, CA.	\$0.68 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Final EIS approved 10/2013.	Addition of HOV and general purpose lanes from Solana Beach, Encinitas, Carlsbad, and Oceanside from the Del Mar Heights Overcrossing to north of Camp Pendleton. Also double tracking existing rail line.	Total project cost decreased from \$1.1 billion based on 6/2015 Cost Estimate Review.	California DOT (Caltrans), and San Diego Association of Governments.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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I-5 South Los Angeles County Widening Project.	Los Angeles County, CA.	\$1.5 Baseline = \$1.6 in Initial Finance Plan 4/2014.	Under construction. Current completion date is 7/2019. Baseline completion = 1/2019.	Addition of one HOV lane and modification of interchanges from Artesia Avenue to Florence Avenue.	Total project cost decreased from \$1.6 billion based on Financial Plan Annual Update.	California DOT (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.	\$0.71 Baseline = \$0.69 in Initial Finance Plan 8/2013.	Under construction. Current completion date is 12/2020. Baseline completion = 12/2018.	Reconstruction of a 6-mile segment of I-80 between Red Top Road and Abernathy Road, a 3-mile segment between Gold Hill road and I-80, and a 1-mile segment of SR 12 West between Red Top Road and I-80.	Total project cost increased from \$0.69 billion based on Financial Plan Annual Update.	Solano Transportation Authority.	Federal, State, and local funds.	None.

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I-80/San Francisco-Oakland Bay Bridge (East Span).	San Francisco/Oakland, CA.	\$6.4 Baseline = \$2.6 in Initial Financial Plan 12/2001.	Under construction. Current completion date is 3/2018. Baseline completion = 1/2010.	Seismic retrofit of the replacement of the San Francisco-Oakland Bay Bridge East Span.	Total project cost decreased from \$6.5 billion based on Financial Plan Annual Update.	California DOT (Caltrans).	Federal, State and local funds.	None.
I-805 Managed Lanes North Project.	San Diego, CA.	\$0.55 Baseline = \$0.55 in Initial Financial Plan 3/2012.	Under construction. Current completion date is 12/2020. Baseline completion = 6/2020.	Construction of 4.4 miles of managed lanes on I-805 from SR 52 to Mira Mesa Blvd.	Total project cost remained constant at \$0.55 billion.	California DOT (Caltrans).	Federal, State, and local funds.	None.
Marin-Sonoma Narrows.	Marin and Sonoma County, CA.	\$0.72 Baseline = \$0.67 in Initial Financial Plan 5/2012.	Under construction. Current completion date is 1/2027. Baseline completion = 7/2021.	Widening and realignment of Highway 101 (Marin-Sonoma Narrows) to add one HOV lane and replacing bridges.	Total project cost increased from \$0.69 billion based on Financial Plan Annual Update.	California DOT (Caltrans).	Federal, State and local funds.	None.



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New Route, CETAP Mid-County Parkway (MCP) Corridor.	Riverside County, CA.	\$2.3 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 8/2015.	Construction of new 6-lane multimodal facility for 16-miles between SR 79 to I-215.	New major project.	California DOT (Caltrans), and the Riverside County Transportation Commission (RCTC).	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
Doyle Drive/Presidio Parkway Project.	San Francisco, CA.	\$0.85 Baseline = \$0.88 in Initial Financial Plan 5/2009.	Under construction. Current completion date is 9/2016. Baseline completion = 6/2013.	Reconstruction and widening of existing Doyle Drive on new alignment with two tunnels and several bridges.	Total project cost remained constant at \$0.85 billion.	California DOT (Caltrans).	Federal (TIFIA), State, and local funds. TIGER Grant recipient.	None.

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SR 52 Extension. <b>PROJECT COMPLETED.</b>	City of Santee in San Diego County, CA.	Completed cost = \$0.52 Baseline = \$0.6 in Initial Financial Plan 4/2008. Final cost was 13.3% under budget.	Project completed 11/2011. Baseline completion = 12/2010.	Construction of 4 miles of a four-lane freeway including interchanges.	Project completed.	San Diego Association of Governments.	22% Federal and 78% Non-Federal funding.	None.
SR 210/Foothill Freeway. <b>PROJECT COMPLETED.</b>	Los Angeles, CA.	Completed cost = \$1.2 Baseline = \$1.2. At the beginning of construction in late 1997. Final cost on budget.	Project completed 7/2008.	28.2 miles of eight-lane freeway construction, including two HOV lanes, from Foothill Boulevard in LA County to I-215 in San Bernardino County.	Project completed.	California DOT (Caltrans), SANBAG, and LA Metro.	Federal, State and local funds.	None.

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SR 11 and Otay Mesa 'East' Port of Entry (OME-POE).	San Diego County, CA.	\$0.77 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 9/2012.	2.7 miles of new four-lane toll highway construction, from the future SR 905/SR 125 interchange east to the United States /Mexico Border in Otay Mesa.	Total project cost remained constant at \$0.77 billion.	California DOT (Caltrans), SANBAG.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
SR 905, from I-805 to Otay Mesa Port of Entry (POE).	San Diego County, CA.	\$0.65 Baseline = \$0.62 in Initial Financial Plan 1/2008.	Under construction. Current completion date is 6/2021. Baseline completion = 7/2012.	Construction of the connection between I-805 and Otay Mesa POE.	Total project cost increased from \$0.61 billion based on Financial Plan Annual Update.	SANDAG.	Federal, State and local funds.	None.
SR-91 Corridor Improvement Project/HOT Lanes (Initial Project).	Riverside County, CA.	\$1.2 Baseline = \$1.14 in Initial Finance Plan 10/2013.	Under construction. Current completion date is 9/2017. Baseline completion = 9/2017.	Construction of managed lanes on SR 91 from SR 24 to Pierce Street and on I-15 from Hidden Valley Parkway to Cajalco Road.	Total project cost increased from \$1.14 billion based on Financial Plan Annual Update.	California DOT (Caltrans), Riverside County Transportation Commission.	Federal (TIFIA), State, and local funds.	None.

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SR-4 (East) Widening Project.	Contra Costa County, CA.	\$0.53 Baseline = \$0.60 in Initial Financial Plan 8/2009.	Under construction. Current completion date is 2/2016. Baseline completion = 7/2014.	Reconstruction and widening of SR 4 from Loveridge Road to SR 160.	Total project cost remained constant at \$0.53.	California DOT (Caltrans), Contra Costa Transportation Authority.	Federal, State and local funds.	None.
State Route 46 Corridor Improvement Project.	San Luis Obispo County, CA.	\$0.54 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 5/2006.	Convert 24.1 mile 2-lane highway to 4-lane expressway.	New major project.	California DOT (Caltrans).	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
I-25/I-225 Southeast Corridor. <b>PROJECT COMPLETED.</b>	Denver, CO.	Completed cost = \$1.8 Baseline = \$1.7 in Initial Financial Plan 5/2001. Final cost was 5.9% over budget.	Project completed 11/2006. Baseline completion = 11/2007.	Reconstruction of 18 miles of I-25 and I-225, construction of 19 miles of light-rail transit line with 13 new rail stations.	Project completed.	Colorado DOT and Denver Area Regional Transportation District. Also, local cities, counties, and associations.	53% Federal and 47% Non-Federal funding.	None.

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I-70 East.	Denver, CO.	\$1.8 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Final EIS under review.	Improve capacity and safety to 12 miles of I-70 from I-25 to Tower Road (Denver International Airport).	New major project.	Colorado DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
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.	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.	Total project cost remained constant at \$1.3 billion.	Colorado DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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I-95/New Haven Harbor Crossing.	New Haven, CT.	\$1.9 Baseline = \$0.8 in Initial Financial Plan 12/2000.	Under construction. Current completion date is 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 \$1.9 billion.	Connecticut DOT.	Federal and State funds.	None.
US 301 Project DE/MD Line to SR 1.	Middletown, DE.	\$0.76 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 4/2008.	Realignment of 12.5 miles of US Route 301 and construction of a new spur road to Summit Bridge.	Total project cost increased from \$0.7 billion based on 1/2015 Cost Estimate Review.	Delaware DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
South Capitol Street Corridor Project	Washington, DC	\$1.1 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Final EIS approved 2/2012.	Reconstruction of South Capitol Street Corridor and the Frederick Douglas Memorial Bridge.	Total project cost remained constant at \$1.1 billion.	District of Columbia DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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(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 in Initial Financial Plan 4/2006. Final cost on budget.	Project completed 9/2010. Baseline completion = 8/2010.	Widening of I-75 from four to six lanes and reconstruction of one interchange from Colonial Boulevard to Golden Gate Parkway.	Project completed.	Florida DOT.	67% Federal and 33% Non-Federal funding.	None.
Connector - I-4 to Lee Roy Selmon Expressway.	Hillsborough County, FL.	\$0.69 Baseline = \$0.65 in Initial Financial Plan 10/2009.	Project opened to traffic on 1/2014. Baseline completion = 7/2013.	Construct a new north-south elevated toll road, which will connect I-4 with the Selmon Expressway.	Total project cost increased from \$0.66 billion based on Financial Plan Annual Update.	Florida DOT and Florida's Turnpike Enterprise.	Federal, State, and local funds.	Financial Plan to complete Major Project requirements expected shortly.
I-595 Corridor Improvements. <b>PROJECT COMPLETED.</b>	Ft. Lauderdale, FL.	Completed cost = \$1.4 Baseline = \$1.9 in Initial Financial Plan 4/2008. Final cost was 26.3% under budget.	Project completed 9/2014. Baseline completion = 6/2012.	Widening, adding reversible lanes, and major interchange improvements between I-75 and I-95.	Project completed.	Florida DOT.	17% Federal and 83% Non-Federal funding (\$603 million TIFIA loan).	None.

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I-4 Ultimate w/Managed (Tolled) Lanes (Moving-4 Ward).	Orlando, FL (Orange and Seminole Counties).	\$2.8 Baseline = \$2.8 in Initial Financial Plan 9/2013.	Under Construction. Current completion date is 3/2021. Baseline completion = 3/2021.	Reconstruction of 18 miles of I-4 in Orange and Seminole Counties.	Total project cost remained constant at \$2.8 billion.	Florida DOT, and the Orlando-Orange County Expressway Authority.	Federal (TIFIA) and State funds.	None.
I-75/SR 826 Managed Lanes.	Broward and Miami Dade Counties, FL.	\$0.86 Baseline = \$0.85 in Initial Financial Plan 8/2013.	Under construction. Current completion date is 7/2019. Baseline Completion = 1/2018.	Widening, addition of two managed lanes in median of I-75 from SR 826 to I-595.	Total project cost increased from \$0.85 billion based on Financial Plan Annual Update.	Florida DOT.	Federal and State funds.	None.
I-95 Express (Phase 3).	Broward and Palm Beach Counties, FL.	\$1.2 Baseline = \$1.2 in Initial Financial Plan 5/2015.	LDCA approved 9/2013. Current completion date is 1/2024. Baseline completion = 1/2024.	Widening, addition of two express lanes in each direction of I-95 in Broward and Palm Beach Counties, FL.	New major project. The Initial Finance Plan established the baseline cost at \$1.2 billion.	Florida DOT.	Federal and State funds.	None.



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Miami Intermodal Center (MIC).	Miami, FL.	\$2.0 Baseline = \$1.3 in Initial Financial Plan 7/1999.	Under construction. Current completion date is 7/2016.  Baseline completion = 7/2005.	Construction of multimodal center for MIA, including rental car garage, intermodal center, people mover, and roadways.	Total project cost remained constant at \$2.0 billion.	Florida DOT, Miami-Dade Aviation Dept. (MDAD). Also, Miami-Dade Expressway (MDX), Miami-Dade County, and Tri-County Commuter Rail Authority.	Federal (TIFIA) and State funds.	None.
Port of Miami Tunnel & Access Improvement Project (POMT).	Miami, FL.	\$0.92 Baseline = \$0.92 in Initial Financial Plan 11/2010.	Project opened to traffic on 8/2014.  Baseline completion = 5/2014.	Improves access to and from the Port of Miami including a dedicated roadway connector linking the Port of Miami with the MacArthur Causeway and I-395.	Total project cost increased from \$0.91 billion based on Financial Plan Annual Update.	Florida DOT, Miami-Dade County, and the city of Miami.	Federal (TIFIA), State, and Local funds.	Financial Plan to complete Major Project requirements expected shortly.

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SR 429 – Wekiva Parkway.	Orange, Lake and Seminole Counties, FL.	\$1.9 Baseline = \$1.9 in Initial Financial Plan 7/2015.	Under Construction. Current completion date is 9/2021. Baseline completion = 9/2021.	Constructs northwest quadrant of beltway around Orlando. This will be a 4 to 6 lane divided limited access highway.	New major project. The Initial Finance Plan established the baseline cost at \$1.9 billion.	Florida DOT, and Central Florida Expressway Authority (CFX).	Federal (TIFIA) and State funds.	None.
SR 826/SR 836 Interchange Reconstruction (Palmetto 5).	Miami, FL.	\$0.83 Baseline = \$0.84 in Initial Financial Plan 9/2009.	Under construction. Current completion date is 11/2015. Baseline completion = 12/2016.	Interchange upgrade. Reconstruction and widening of SR 826 and SR 836.	Total project cost increased from \$0.82 billion based on Financial Plan Annual Update.	Florida DOT and Miami-Dade Expressway Authority.	Federal, State, and local funds.	None.

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Tampa Interstate System (TIS).	Tampa, FL.	\$1.2 Baseline = \$1.0 in 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 remained constant at \$1.2 billion.	Florida DOT.	Federal and State funds.	None.
Three Mile Pensacola Bay Bridge.	Escambia and Santa Rosa Counties, FL.	\$0.53 Baseline = \$0.53 in Initial Financial Plan 9/2015.	FONSI approved 5/2015. Current completion date is 11/2021. Baseline completion = 11/2021.	Replacement of the Pensacola Bay Bridge with 4-lane bridge, connecting downtown Pensacola with the City of Gulf Breeze.	New major project. The Initial Finance Plan established the baseline cost at \$0.53 billion.	Florida DOT.	Federal and State funds.	None.

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Northwest Corridor Project (I-75/I-575).	Cherokee and Cobb Counties, GA.	\$0.83 Baseline = \$0.83 in Initial Financial Plan 4/2014.	Under construction. Current completion date is 11/2018. Baseline completion = 11/2018.	Construct 29 miles of reversible managed lanes on I-75 and I-575.	Total project cost remained constant at \$0.83 billion.	Georgia DOT and State Road and Tollway Authority.	Federal (TIFIA), State, and Local funds.	None.
Circle Interchange.	Chicago, IL.	\$0.6 Baseline = \$0.54 in Initial Financial Plan 9/2013.	Under construction. Current completion date is 6/2019. Baseline completion = 6/2018.	I-90/I-94 at I-290 Interchange reconstruction.	Total project cost increased from \$0.54 billion based on Financial Plan Annual Update.	Illinois DOT.	Federal, State and local funds.	None.

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Elgin-O'Hare Western Access.	Chicago, IL.	\$3.4 Baseline = \$3.4 in Initial Financial Plan 9/2014.	Under construction. Current completion date is 11/2025.  Baseline completion = 11/2025.	Converting existing controlled access to a tolled facility from US 20 to I-290 and constructing a new full access controlled tolled facility from I-90 to I-294.	Total project cost remained constant at \$3.4 billion.	Illinois State Toll Highway Authority and Illinois DOT.	Federal, State and local funds.	None.
Illiana Corridor.	Wilmington, IL and Lowell, IN.	\$1.6 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	Tier 1 ROD issued 1/2013.	Construct new 50 mile east-west expressway extending from I-55 in Will County, Illinois to I-65 in Lake County, Indiana.	Total project cost increased from \$1.5 billion based on 4/2014 Cost Estimate Review.	Illinois DOT (lead) and Indiana DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
O'Hare Con-RAC.	Chicago, IL.	\$0.82 Baseline = \$0.82 in Initial Financial Plan 7/2014.	Under construction. Current completion date is 12/2016.  Baseline completion = 12/2016.	Construction of a parking structure, rental car service center and automated transit facilities in the Chicago O'Hare Airport.	Total project cost remained constant at \$0.82 billion.	Chicago Department of Aviation.	Federal (TIFIA) and local funds.	None.

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I-465 West Leg Reconstruction (Accelerate 465). <b>PROJECT COMPLETED.</b>	Indianapolis, IN.	Final cost = \$0.55 Baseline = \$0.74 in Initial Financial Plan 6/2008. Final cost was 25.7% under budget.	Project completed 6/2015. Baseline completion = 12/2012.	Pavement replacement and widening from three to four lanes between SR 67 and 56 <sup>th</sup> Street. Also, seven interchanges will be reconstructed.	Project completed.	Indiana DOT.	18% Federal and 82% Non-Federal funding.	None.
I-69 SIU 3 Section 4.	Greene and Monroe Counties, IN.	\$0.62 Baseline = \$0.6 in Initial Financial Plan 9/2011.	Under construction. Current completion date is 11/2015. Baseline completion = 11/2015.	Construction of 27 miles of new freeway.	Total project increased from \$0.59 billion based on Financial Plan Annual Update.	Indiana DOT.	Federal and State funds.	None.
US 31 Hamilton County.	Indianapolis, IN.	\$0.58 Baseline = \$0.6 in Initial Financial Plan 12/2010.	Under construction. Current completion date is 6/2016. 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 \$0.58 billion.	Indiana DOT.	Federal and State funds.	None.

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Council Bluffs Interstate System Improvements, Segments 1, 2, and 3.	Council Bluffs, IA.	\$1.4 Baseline = \$0.76 in Initial Financial Plan 1/2008.	Under construction. Current completion date is 6/2023. Baseline completion = 12/2018.	Reconstruction of 18 miles of Interstates 29, 80, and 480, including 16 interchanges.	Total project cost increased from \$0.99 billion based on Financial Plan Annual Update.	Iowa DOT (lead) and Nebraska Department of Roads.	Federal and State funds.	None.
I-74 Quad Cities Corridor Study.	Davenport and Bettendorf, IA; and Moline, IL.	\$1.2 Baseline = \$1.2 in Initial Financial Plan 7/2014.	Under construction. Current completion date is 11/2023. Baseline completion = 11/2023.	Reconstruction of the I-74 corridor from the Avenue of the Cities Interchange in Moline, IL to 1 mile north of the 53 <sup>rd</sup> Street Interchange in Davenport, IA.	Total project cost remained constant at \$1.2 billion.	Iowa DOT (lead) and Illinois DOT.	Federal, State and Local funds.	None.
US 68/KY 80, Land Between the Lakes, West of Cadiz, KY.	Trigg and Marshall Counties, KY.	\$0.51 Baseline = \$0.58 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 9/2018. Baseline completion = 4/2017.	Reconstruction of US 68/KY 80 from Cadiz to Aurora, including two new bridges over Kentucky Lake and Lake Barkley.	Total project cost decreased from \$0.58 billion based on Financial Plan Annual Update.	Kentucky Transportation Cabinet.	Federal and State funds.	None.

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Louisville Southern Indiana Ohio River Bridges Project.	KY/IN (Louisville, KY).	\$2.3 Baseline = \$2.6 in Initial Financial Plan 8/2012.	Under construction. Current completion date is 4/2017. Baseline completion = 12/2018.	Construction of two new bridges crossing the Ohio River, and construction of the new Kennedy interchange in downtown Louisville.	Total project cost remained constant at \$2.3 billion.	Kentucky Transportation Cabinet (lead) and Indiana DOT.	Federal and State funds.	None.
I-10 Twin Span Structures. <b>PROJECT COMPLETED.</b>	Slidell, L.A.	Completed cost = \$0.73 Baseline = \$0.80 in Initial Financial Plan 3/2006. Final cost was 8.8% under budget.	Project completed 10/2012. Baseline completion = 3/2011.	Replacement of the I-10 Twin Span structures over Lake Pontchartrain east of New Orleans.	Project completed.	Louisiana Department of Transportation and Development.	100% Federal Funding (ER Program funding).	None.



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Intercountry Connector. <b>PROJECT COMPLETED.</b>	Prince George's and Montgomery Counties, MD.	Completed cost = \$2.4 Baseline = \$2.4 in Initial Financial Plan 6/2006. Final cost on budget.	Project completed 11/2014. Baseline completion = 12/2012.	Construction of an east-west highway with limited access between the I-270 and I-95/US 1 corridors.	Project completed.	Maryland State Highway Administration and Maryland Transportation Authority.	22% Federal and 78% Non-Federal funding (\$516 million TIFIA loan).	None.
Central Artery/Ted Williams Tunnel. <b>PROJECT COMPLETED.</b>	Boston, MA.	Completed cost=\$14.8 Year 2000 Baseline = \$13.5 in Financial Plan Update 6/2000. Final cost was 9.6% over budget.	Project completed 10/2007. Baseline completion = 12/2004.	Replacement of existing I-93 viaduct in downtown Boston with eight- to ten-lane tunnels and new cable-stayed bridge over the Charles River, and construction of I-90 extension with four-lane tunnel to Logan Airport.	Project completed.	Massachusetts Turnpike Authority.	58% Federal and 42% Non-Federal funding.	None.

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I-75.	Oakland County, MI.	\$1.3 (preliminary) Baseline = TBD when Initial Financial Plan is prepared.	ROD issued 1/2006.	Addition of capacity to I-75.	Total project cost increased from \$0.6 billion based on 6/2015 Cost Estimate Review.	Michigan DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
I-94/Edsel Ford Freeway.	Detroit, MI.	\$2.9 Baseline = \$2.9 in Initial Financial Plan 2/2014.	Under construction. Current completion date is 9/2036. Baseline completion = 9/2036.	Reconstruction of 6.7 miles of I-94 from I-96 to Conner Avenue.	Total project cost remained constant at \$2.9 billion.	Michigan DOT.	Federal, State and Local funds.	None.
Gordie Howe International Bridge.	Detroit, MI.	\$1.8 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	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 and Transport Canada.	TBD during preparation of Initial Financial Plan.	None.

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I-35W St. Anthony Falls Bridge. <b>PROJECT COMPLETED.</b>	Minneapolis, MN.	Completed cost = \$0.3 Baseline = \$0.3 in Initial Financial Plan 9/2007. Final cost on budget.	Project completed 11/2008. Baseline completion = 12/2008.	Rebuilding the I-35W bridge over the Mississippi River that collapsed on 8/1/2007.	Project completed.	Minnesota DOT.	98% Federal (ER Program funding) and 2% Non-Federal funding.	None.
St. Croix River Crossing.	Stillwater, MN and St. Joseph Township, WI.	\$0.68 Baseline = \$0.68 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 11/2017. Baseline completion = 11/2017.	Construction of a new river crossing on Trunk Highway 36 over the St. Croix River.	Total project cost remained constant at \$0.68 billion.	Minnesota DOT (lead) and Wisconsin DOT.	Federal and state funding.	None.
I-269 Corridor.	DeSoto and Marshall Counties, MS.	\$0.67 Baseline = \$0.67 in Initial Financial Plan 2/2011.	Under construction. Current completion date is 10/2018. Baseline completion = 6/2018.	Construction of 26 miles of a new four-lane facility.	Total project increased from \$0.66 billion based on Financial Plan Annual Update.	Mississippi DOT.	Federal and State funds.	None.

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I-64, from Spoede Road to Sarah Street. <b>PROJECT COMPLETED.</b>	St. Louis County and St. Louis City, MO.	Completed cost = \$0.53 Baseline = \$0.53 in Initial Financial Plan 6/2006. Final cost on budget.	Project completed 12/2011. Baseline completion = 10/2010.	Reconstruction of 12 miles of I-64, including interchanges at I-170 and other locations.	Project completed.	Missouri DOT.	83% Federal and 17% Non-Federal funding.	None.
New Mississippi River Bridge. <b>PROJECT COMPLETED.</b>	Illinois/Missouri (St. Louis, MO).	Completed cost = \$0.68 Baseline = \$0.66 in Initial Financial Plan 9/2009. Final cost was 3% over budget.	Project completed 2/2014. Baseline completion = 1/2014.	Construction of new bridge crossing the Mississippi River, relocation of I-70 in Illinois, and associated interchange and local road improvements.	Project completed.	Missouri DOT (lead) and Illinois DOT.	45% Federal and 55% Non-Federal funding.	None.

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I-15 South.	Las Vegas, NV.	\$1.2 Baseline = \$1.4 in Initial Financial Plan 9/2009.	Under construction. Current completion date is 9/2030. 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 \$1.2 billion.	Nevada DOT; Clark County; city of Henderson.	Federal, State, and local funds.	None.
I-15/Project NEON.	Las Vegas, NV.	\$0.69 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 10/2010.	Widening of I-15 from 6 to 14 lanes.	Total project cost decreased from \$1.5 billion based on 2/2015 Cost Estimate Review.	Nevada DOT, Regional Transportation Commission of Southern Nevada.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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US 95 Northwest Corridor.	Las Vegas, NV.	\$0.55 Baseline = \$0.71 in Initial Financial Plan 5/2009.	Under construction. Current completion date is 3/2029.  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. Completing the system interchange at US 95/CC 215 Northern Beltway. Adding a new interchange at US 95/ Horse Drive.	Total project cost remained constant at \$0.55 billion.	Nevada DOT, Clark County Public Works, city of Las Vegas, and Regional Transportation Commission of Southern Nevada.	Federal, State, local and private funds.	None.
I-93 Reconstruction.	Salem to Manchester, NH.	\$0.78 Baseline = \$0.78 in Initial Financial Plan 7/2007.	Under construction. Current completion date is 9/2020.  Baseline completion = 9/2017.	Construction of safety and transportation improvements along a 19-mile segment of I-93 between Salem and Manchester, NH.	Total project cost increased from \$0.75 billion based on Financial Plan Annual Update.	New Hampshire DOT.	Federal and State funds.	None.

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Rt. I-295 & 42/ I-76 Direct Connection.	Camden County, New Jersey.	\$0.89 Baseline = \$0.87 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 11/2021. Baseline completion = 11/2021.	Construction of a direct connection for I-295 traffic through the interchange with I-76 and Route 42.	Total project decreased from \$0.93 billion based on Financial Plan Annual Update.	New Jersey DOT.	Federal and State funds.	None.
Brooklyn Bridge Contract 6.	New York and Kings Counties, NY.	\$0.65 Baseline = \$0.45 in Initial Financial Plan 11/2008.	Under construction. Current completion date is 4/2016. Baseline completion = 9/2013.	Rehabilitation of existing bridge structure, including painting of entire bridge and reconstruction of approach spans and ramps.	Total project cost increased from \$0.62 billion based on Financial Plan Annual Update.	New York City DOT.	Federal, State, and local funds.	None.
Goethals Bridge Replacement.	Elizabeth City, NJ to Staten Island, NY, New York.	\$1.2 Baseline = \$1.2 in Initial Financial Plan 6/2015.	Under construction. Current completion date is 10/2018. Baseline completion = 10/2018.	Replacement of the Goethals Bridge over the Arthur Kill Channel between Elizabeth City, NJ and Staten Island, NY.	The Initial Finance Plan established the baseline cost at \$1.2 billion.	Port Authority of New York and New Jersey.	Federal (TIFIA), State, and private funds.	None.

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Kozciusko Bridge Replacement, I-278 over Newtown Creek.	Brooklyn/Queens, NY, New York.	\$0.96 Baseline = \$0.97 in Initial Financial Plan 9/2012.	Under construction. Current completion date is 6/2020. Baseline completion = 6/2020.	Reconstruction of bridge to improve Interstate operations, eliminate substandard features, and improve safety.	Total project increased from \$0.95 billion based on Financial Plan Annual Update.	New York State DOT.	Federal and State funds.	None.
Route 347.	Smithtown, Islip, Brookhaven, NY, New York.	\$0.96 Baseline = \$1.0 in Initial Finance Plan 4/2013.	Under construction. Current completion date is 11/2033. Baseline completion = 11/2033.	Improve safety and mobility for 15 miles between the Northern State Parkway and NY Rt. 25A.	Total project increased from \$0.93 billion based on Financial Plan Annual Update.	New York State DOT.	Federal and State funds.	None.



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Tappan Zee Hudson River Crossing/New NY Bridge Project.	South Nyack, Rockland, Tarrytown and Westchester Counties, NY.	\$4.1 Baseline = \$4.0 in Initial Financial Plan 3/2015.	Under construction. Current completion date is 7/2018. Baseline completion = 7/2018.	Bridge Replacing for existing Tappan Zee Toll Bridge carrying Interstates 87 and 287 over the Hudson River.	Total project cost increased from \$4.0 billion based on Financial Plan Annual Update.	New York State Thruway Authority.	Federal (TIFIA), State, and local funds.	None.
Willis Avenue Bridge.	Manhattan and Bronx Counties, NY.	\$0.76 Baseline = \$0.50 in Initial Financial Plan 1/2007.	Under construction. Current completion date is 10/2015. Baseline completion = 11/2012.	Reconstruction of the Willis Avenue Bridge over the Harlem River.	Total project cost increased from \$0.75 billion based on Financial Plan Annual Update.	New York State DOT and New York City DOT.	Federal, State, and local funds.	None.
I-77 Express Lanes from Exit 11 (I-277 Brookshire Freeway) to Exit 36 (NC 150).	Mecklenburg and Iredell Counties, NC.	\$0.62 Baseline = \$0.62 in Initial Financial Plan 8/2015.	Under construction. Current completion date is 5/2019. Baseline completion = 5/2019.	Improvements of 26 miles of I-77 from I-277 to NC 150, inclusion of High Occupancy Toll (HOT) managed lanes.	The Initial Finance Plan established the baseline cost at \$0.62 billion.	North Carolina DOT.	Federal (TIFIA), State, and private funds.	None.

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Monroe Bypass.	Mecklenburg and Union Counties, NC.	\$0.72 Baseline = \$0.72 in Initial Financial Plan 9/2011.	Under Construction. Current completion date is 11/2016. Baseline completion = 11/2016.	Construction of 19.7 miles of high-speed controlled access facility.	Total project cost remained constant at \$0.72 billion.	North Carolina DOT.	Federal and State funds.	None.
Triangle Expressway, Western Wake Freeway. <b>PROJECT COMPLETED.</b>	Raleigh, NC.	Completed cost = \$0.98 Baseline = \$1.03 in Initial Financial Plan 9/2009. Final cost was 4.9% under budget.	Project completed 8/2013. Baseline completion = 12/2012.	Construction of a new 12.6 mile freeway from NC 55 at SR 1172 to NC 55 near SR 1630 on the west side of Raleigh.	Project completed.	North Carolina Turnpike Authority.	9% Federal and 91% Non-Federal funding (\$387 million TIFIA loan).	

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Brent Spence Bridge Corridor Project.	Cincinnati, OH and Kenton, KY.	\$2.7 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 8/2012.	Operational improvements of I-71, I-75, and Brent Spence Bridge by improving safety capacity and geometric deficiencies.	Total project cost remained constant at \$2.7 billion.	Ohio DOT (lead) and Kentucky Transportation Cabinet.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
Cleveland Innerbelt.	Cleveland, OH.	\$2.9 Baseline = \$3.2 in Initial Financial Plan 9/2010.	Under construction. Current completion date is 6/2033. 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 \$2.9 billion.	Ohio DOT.	Federal and State funds.	None.
I-70/71 Columbus Crossroads - Phases 1-5.	Columbus, OH.	\$1.1 Baseline = \$1.1 in Initial Financial Plan 3/2011.	Under construction. Current completion date is 3/2025. 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.

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I-75 (HAM-75-2.30), city of Cincinnati (Mill Creek Expressway).	Cincinnati, OH.	\$0.73 Baseline = \$0.80 in Initial Financial Plan 12/2009.	Under construction. Current completion date is 9/2022. Baseline completion = 5/2020.	Reconstruction, widening, and modernization of 7.80 miles of I-75 (eight construction contracts).	Total project cost decreased from \$0.75 billion based on Financial Plan Annual Update.	Ohio DOT.	Federal and State funds.	None.
Portsmouth Bypass.	Portsmouth, OH.	\$0.57 Baseline = \$0.58 in Initial Financial Plan 1/2012.	Under construction. Current completion date is 4/2019. Baseline completion = 5/2024.	Construction of a new four-lane limited access bypass of Portsmouth.	Total project cost decreased from \$0.58 billion based on Financial Plan Annual Update.	Ohio DOT.	Federal (TIFIA), State, and private funds.	None.
I-40 Crosstown.	Oklahoma City, OK.	\$0.71 Baseline = \$0.58 in Initial Financial Plan 8/2007.	Under construction. Current completion date is 12/2016. 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 \$0.69 billion based on Financial Plan Annual Update.	Oklahoma DOT and Oklahoma City.	Federal and State Funds.	None.

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Central Susquehanna Valley Transportation (CSVT).	Snyder, Union, and Northumberland Counties, PA.	\$0.67  Baseline = \$0.67 in Initial Financial Plan 8/2014.	Under construction. Current completion date is 11/2022.  Baseline completion = 11/2022.	Construction of 12 miles of new limited access highway.	The Initial Finance Plan has established a baseline cost of \$0.67 billion.	Pennsylvania DOT.	Federal and State Funds.	None.
Commonwealth of PA Rapid Bridge Replacement Project.	Statewide, PA.	\$0.87 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	Environmental document will be approved individually before bridge progresses through project development.	Replacement of 558 Bridges across the State of Pennsylvania.	Total project cost remained constant at \$0.87 billion.	Pennsylvania DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
I-95 Betsy Ross Interchange and Bridge Street Ramps Reconstruction.	Philadelphia, PA.	\$1.4  Baseline = \$1.4 in Initial Financial Plan 8/2014.	Under construction. Current completion date is 9/2026.  Baseline completion = 9/2026.	Reconstruction of the I-95/Betsy Ross Bridge Interchange and Bridge Street Ramps.	Total project cost remained constant at \$1.4 billion.	Pennsylvania DOT.	Federal and State Funds.	None.

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Bergstrom Expressway – US 183 From US 290 to SH 71.	Austin, TX.	\$0.66 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 3/2015.	Reconstruction of non-tolled and addition of managed (tolled) lanes on US 183 between US 290 and SH 71.	New major project.	Texas DOT and Central Texas Regional Mobility Authority.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
Central Texas Turnpike. <b>PROJECT COMPLETED.</b>	Austin, TX.	Completed cost = \$2.7 Baseline = \$2.9 in Initial Financial Plan 9/2002. Final cost was 6.9% under budget.	Project completed 4/2008. Baseline completion = 12/2007.	Construction of 120+ miles of toll facilities to ease congestion on I-35 in Central Texas. This project is the first of three phases.	Project completed.	Texas Turnpike Authority, a Division of Texas DOT. Also, local cities, counties, and associations.	19% Federal and 81% Non-Federal funding (\$900 million TIFIA loan).	None.

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DFW Connector.	Grapevine, TX.	\$1.2 Baseline = \$1.1 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 1/2017. Baseline completion = 5/2014.	Reconstruction of SH 121 and SH 114, including additional toll managed lanes on SH 114.	Total project cost remained constant at \$1.2 billion.	Texas DOT.	Federal, State, and private funds.	None.
Eastern Extension of the President George Bush Turnpike (SH 190). <b>PROJECT COMPLETED.</b>	Dallas County, TX.	Completed cost = \$0.80 Baseline = \$1.0 in Initial Financial Plan 7/2008. Final cost was 20% under budget.	Project completed 12/2013. Baseline completion = 6/2012.	Construction of a new six-lane toll road from SH 78 to IH-30, including frontage roads and an interchange at IH-30.	Project completed.	Texas DOT and the North Texas Tollway Authority.	20% Federal and 80% Non-Federal funding.	None.

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I-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 was 12% over budget.	Project completed 11/2010. Baseline completion = 11/2008.	Reconstruction of 38 miles of I-10 from Houston to Katy. Also, reconstruction of 2.6 miles of I-610.	Project completed.	Texas DOT.	49% Federal and 51% Non-Federal funding.	None.
IH 35 (From IH 37 to Schertz Parkway).	Bexar County, TX.	\$1.7 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 7/2015.	Construction of Managed lanes and improving interchanges on IH 35 from IH 37 to Schertz Parkway in San Antonio metropolitan area.	New major project.	Texas DOT and Alamo Regional Mobility Authority.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.



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IH 35E Managed Lanes (Dallas and Denton), Phase I.	Dallas and Denton, TX.	\$7.1 Baseline = \$7.1 in Initial Financial Plan 9/2013.	Under construction. Current completion date is 12/2034.  Baseline completion = 12/2034.	Reconstruction and expansion of general purpose lanes and frontage road of IH-35E from IH-635 to US 380. Includes construction of tolled managed lanes.	Total project cost remained constant at \$7.1 billion.	Texas DOT.	Federal, State, and local funds.	None.
LBJ Freeway.	Dallas, TX.	\$2.2 Baseline = \$2.2 in Initial Financial Plan 12/2011.	Under construction. Current completion date is 3/2016.  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 remained constant at \$2.2 billion.	Texas DOT.	Federal (TIFIA), State, and private funds.	None.
Loop 12/Interstate Highway 35E Corridor.	Dallas, TX.	\$0.89 Baseline = \$1.3 in Initial Financial Plan 2/2009.	Under construction. Current completion date is 12/2022.  Baseline completion = 9/2015.	Reconstruction and widening of Loop 12 and IH-35E. Project includes free main lanes, reversible managed lanes, and frontage roads.	Total project cost decreased from \$0.99 billion based on the Financial Plan Annual Update.	Texas DOT.	Federal and State funds.	None.

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North Tarrant Express. <b>PROJECT COMPLETED.</b>	Fort Worth, TX.	Completed cost = \$1.9 Baseline = \$1.9 in Initial Financial Plan 5/2012. Final cost on budget.	Project completed 10/2014. Baseline completion = 9/2015.	Reconstruction of IH-820 and opportunity to develop and reconstruct SH 183 and IH-35W. Project includes free main lanes, interconnected toll managed lanes, and frontage roads.	Project completed.	Texas DOT.	27% Federal and 73% Non-Federal funding (\$650 million TIFIA loan).	None.
North Tarrant Express 3A & 3B (NTE 3A & 3B).	Fort Worth, TX.	\$4.2 Baseline = \$4.2 in Initial Financial Plan 12/2014.	Under construction. Current completion date is 12/2029. Baseline completion = 12/2029.	Reconstruction and addition of tolled managed lanes.	Total project cost remained constant at \$4.2 billion.	Texas DOT.	Federal (TIFIA), State, and Local funds.	None.
Project Horseshoe IH-30/IH-35E.	Dallas, TX.	\$0.83 Baseline = \$0.84 in Initial Financial Plan 9/2013.	Under construction. Current completion date is 4/2017. Baseline completion = 3/2017.	Reconstruction of the IH-30/IH-35E Interchange over the Trinity River Floodway.	Total project cost remained constant at \$0.83 billion.	Texas DOT and city of Dallas.	Federal, State, and local funds.	None.

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Midtown Express (SH 183 Managed Lanes Project).	Dallas, TX.	\$5.3 Baseline = \$5.3 in Initial Financial Plan 9/2014.	Under construction. Current completion date is 12/2035. Baseline completion = 12/2035.	Improvements of 27.8 miles of managed lanes, general purpose lanes and construction of interchange and intersection connectivity.	Total project cost remained constant at \$5.3 billion.	Texas DOT and the North Texas Tollway Authority.	Federal, State, and local funds.	None.
SH 161 – President George Bush Turnpike Western Extension. <b>PROJECT COMPLETED.</b>	Dallas County, TX.	Completed cost = \$1.1 Baseline = \$1.1 in Initial Financial Plan 3/2012. Final cost on budget.	Project completed 12/2012. Baseline completion = 10/2012.	Construction of a new four and six-lane toll road with frontage roads from IH-20 to SH 183.	Project completed.	Texas DOT, North Texas Tollway Authority, and the cities of Grand Prairie and Irving.	100% Non-Federal funding (\$418 million TIFIA loan).	None.

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SH 288.	Brazoria and Harris Counties, TX.	\$1.9 (preliminary)  Baseline = TBD during preparation of Initial Financial Plan.	FONSI issued 5/2013.	Construction of 37 miles of toll and general purpose lanes between US 59 N and I-10E.	Total project cost remained constant at \$1.9 billion.	Texas DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
Southwest Parkway (SH 121) – Chisolm Trail.	Fort Worth, TX.	\$1.2  Baseline = \$1.5 in Initial Financial Plan 2/2010.	Project open to traffic 9/2014.  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 remained constant at \$1.2 billion.	Texas DOT, North Texas Tollway Authority, and the city of Fort Worth.	Federal, State, and Local funds.	Financial Plan to complete Major Project requirements expected shortly.

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SH 130 Segments 5 & 6. <b>PROJECT COMPLETED.</b>	Central Texas/Austin and San Antonio, TX.	Completed cost = \$1.1 Baseline = \$1.1 in Initial Financial Plan 3/2008. Final cost on budget.	Project completed 5/2013. Baseline completion = 11/2012.	Construction of a new 40-mile toll road connecting the completion portions of SH 130 (Central Texas Turnpike system) to Seguin, Texas, near San Antonio.	Project completed.	Texas DOT.	0.3% Federal and 99.7% Non-Federal funding (\$430 million TIFIA loan).	None.
SH 99, Grand Parkway (Segment H and I-1).	Montgomery, Harris, Liberty and Chambers Counties, TX.	\$1.2 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 6/2014.	Construction of a new 37-mile four lane toll road from US 59 to IH-10E. This segment is one of 10 segments that make up the 188 miles of SH 99 project that encircles the Greater Houston region.	Total project cost remained constant at \$1.2 billion.	Texas DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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SH 99, The Grand Parkway (Segments F-1, F-2, and G).	Houston, TX.	\$2.1 Baseline = \$2.4 in Initial Financial Plan 11/2014.	Under Construction. Current completion date is 01/2016. Baseline completion = 12/2015.	Constructs segments F-1, F-2, and G of the Grand Parkway, a 180-mile limited access, tolled facility around the Houston metropolitan area.	Total project cost decreased from \$2.4 billion based on Financial Plan Annual Update	Texas DOT.	Federal (TIFIA), State, and private funds.	None.
Southern Gateway Managed Lanes Project.	Dallas County, TX.	\$0.52 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	FONSI approved 6/2006.	Reconstruction and widening of approximately 19 miles along the IH 35E/US 67 corridor in southern Dallas county.	New major project.	Texas DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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Trinity Parkway (from IH 35E/SH 83 to US 175/SH 310).	Dallas, TX.	\$1.5 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 4/2015.	Construction of a six-lane 9-mile tolled bypass around downtown Dallas which will connect IH 35E to US 175.	New major project.	Texas DOT and North Texas Tollway Authority.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
U.S. 181 Harbor Bridge Project.	Corpus Christi, TX.	\$1.1 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	Final EIS approved 11/2014.	Improvements to US 181 including the replacement of the existing Harbor Bridge in the city of Corpus Christi.	New major project.	Texas DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
US 290.	Houston, TX.	\$2.5 Baseline = \$2.5 in 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.	None.

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I-15 Corridor. <b>PROJECT COMPLETED.</b>	Salt Lake City, UT.	Completed cost = \$1.6 Baseline = \$1.4 in Initial Financial Plan 7/1996. Final cost was 14.3% over budget.	Project completed summer 2001.	Reconstruction of 17 miles of I-15, with auxiliary and HOV lanes added.	Project completed.	Utah DOT.	9% Federal and 91% Non-Federal funding.	None.
Capital Beltway High Occupancy Toll (HOT) Lanes. <b>PROJECT COMPLETED.</b>	Fairfax County, VA.	Completed cost = \$1.7 Baseline = \$1.7 in Initial Financial Plan 4/2009. Final cost on budget.	Project completed 12/2012. Baseline completion = 12/2012.	Widening of 14 miles of I-495 (Capital Beltway) from the Springfield Interchange to the Dulles Toll Road to implement four new HOT Lanes and access points.	Project completed.	Virginia DOT.	16% Federal and 84% Non-Federal funding (\$589 million TIFIA loan).	None.
I-95 HOV/HOT Lanes, Northern Segment.	Fairfax, Prince William, and Stafford Counties, VA.	\$0.84 Baseline = \$0.86 in Initial Financial Plan 7/2012.	Project opened to traffic on 12/2014. Baseline completion = 3/2015.	Development of 29 miles of HOT lanes, including conversion of HOV lanes to HOT lanes.	Total project decreased from \$0.85 billion based on Financial Plan Annual Update.	Virginia DOT.	Federal (TIFIA), State and private funds.	Financial Plan to complete Major Project requirements expected shortly.



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I-95/Woodrow Wilson Bridge.  <b>PROJECT COMPLETED.</b>	VA/MD/DC.	Completed cost = \$2.5  Baseline = \$2.4 in Initial Financial Plan 9/2001.  Final cost was 4.2% over budget.	Project completed 6/2013.  Baseline completion = 5/2011.	Replacement of existing 6-lane bridge with new 12-lane double structure, including auxiliary and HOV lanes.  Reconstruction of adjacent interchanges.	Project completed.	Maryland State Highway Administration, Virginia DOT, and District of Columbia DOT.	86% Federal and 14% Non-Federal funding.	None.
I-95/I-395/I-495 Springfield Interchange.  <b>PROJECT COMPLETED.</b>	Springfield, VA.	Completed cost = \$0.68  Baseline = \$0.68 in Initial Financial Plan 1/2003.  Final cost on budget.	Project completed 7/2007.  Baseline completion = 11/2007.	Reconstruction of I-95/I-495 and I-95/Route 644 interchanges, with separation of local, through, and HOV traffic and direct ramp access.	Project completed.	Virginia DOT.	93% Federal and 7% Non-Federal funding.	None.

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Midtown Tunnel/ Downtown Tunnel/Martin Luther King Extension Project.	Hampton Roads, V.A.	\$1.6 Baseline = \$1.6 in Initial Financial Plan 2/2013.	Under construction. Current completion date is 8/2018. Baseline completion = 8/2018.	Construction of new tunnel under the Elizabeth River parallel to existing Midtown Tunnel, improvements to existing Midtown and Downtown tunnels, and extension US 58 to I-264.	Total project cost remained constant at \$1.6 billion.	Virginia DOT.	Federal (TIFIA), State and private funds.	None.
SR 520 – Pontoon Construction Project.	Grays Harbor, W.A.	\$0.57 Baseline = \$0.61 in Initial Financial Plan 1/2011.	Construction completed on 7/2015. Baseline completion = 11/2014.	Construction of casting basin and pontoons that will be used to reconstruct the SR 520 Floating Bridge in Seattle.	Total project cost remained constant at \$0.57 billion.	Washington State DOT.	Federal and State funds.	Financial Plan to complete Major Project requirements expected shortly.
SR 520, I-5 to Medina: Bridge Replacement and HOV Project – Floating Bridge and Landings Stage.	Seattle, W.A.	\$1.5 Baseline = \$1.1 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 6/2017. Baseline completion = 7/2016.	Replacement of the existing SR 520 Evergreen Floating Bridge and east approach with 6-lane facility that includes 2 HOV lanes.	Total project cost increased from \$1.3 billion based on Financial Plan Annual Update.	Washington State DOT.	Federal (TIFIA) and State funds.	None.

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SR 520, Medina to SR 202: Eastside Transit and HOV Project.	Seattle, W.A.	\$0.51 Baseline = \$0.53 in Initial Financial Plan 10/2011.	Under construction. Current completion date is 12/2015. Baseline completion = 6/2017.	Construction of SR 520 from Medina (East side of Lake Washington) to SR 202 to enhance travel time reliability, mobility, access, safety for transit, public, and HOV traffic.	Total project cost remained constant at \$0.51 billion.	Washington State DOT.	Federal and State funds.	None.
SR 99: Alaskan Way Viaduct Replacement Project.	Seattle, W.A.	\$2.2 Baseline = \$2.2 in Initial Financial Plan 8/2011.	Under construction. Current completion date is 10/2018. Baseline completion = 12/2018.	Replacement of SR 99 from South Royal Brougham Way to Roy Street with a tolled-single bore tunnel. The facility will have 2-lanes in each direction.	Total project cost remained constant at \$2.2 billion.	Washington State DOT.	Federal, State, and local funds.	None.

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I-43/I-94/I-794 Marquette Interchange. <b>PROJECT COMPLETED.</b>	Milwaukee, WI.	Completed cost = \$0.8 Baseline = \$0.8 in Initial Financial Plan 12/2003. Final cost on budget.	Project completed 12/2008. Baseline completion = 12/2008.	Reconstruction of the Marquette Interchange and approaches in downtown Milwaukee.	Project completed.	Wisconsin DOT.	58% Federal and 42% Non-Federal funding.	None.
I-39/90.	Rock and Dane Counties, WI.	\$1.9 (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 increased from \$1.5 billion based on 7/2015 Cost Estimate Review.	Wisconsin DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.

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I-43 North-South (Silver Spring Drive-Wis 60).	Milwaukee and Ozaukee Counties, WI.	\$0.56 (preliminary) Baseline = TBD during preparation of Initial Financial Plan.	ROD issued 11/2014.	Reconstruction of 14.1 miles including capacity expansion from 4 to 6 lanes.	New major project.	Wisconsin DOT.	TBD during preparation of Initial Financial Plan. At this time, Federal financial assistance is anticipated for construction.	None.
I-94 North-South.	Milwaukee, Racine, and Kenosha Counties, WI.	\$1.7 Baseline = \$1.9 in Initial Financial Plan 3/2009.	Under construction. Current completion date is 12/2021. Baseline completion = 12/2016.	Reconstruction of 35 miles of I-94, including interchanges and capacity expansion from six to eight lanes.	Total project cost increased from \$1.6 billion based on the Financial Plan Annual Update.	Wisconsin DOT.	Federal and State funds.	None.

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Tri-County Freeway, USH 10/441.	Appleton, WI.	\$0.55 Baseline = \$0.55 in Initial Financial Plan 7/2014.	Under construction. Current completion date is 11/2019. Baseline completion = 11/2019.	Reconstruction and widening of 5 miles of Tri-County Freeway.	Total project cost remained constant at \$0.55 billion.	Wisconsin DOT.	Federal and State funds.	None.
I-41 Reconstruction.	Winnebago and Brown Counties, WI.	\$1.52 Baseline = \$1.52 in Initial Financial Plan 1/2010.	Under construction. Current completion date is 1/2017. Baseline completion = 1/2018.	Reconstruction of US 41 including all interchanges and capacity expansion of one lane in each direction.	Total project cost remained constant at \$1.52 billion.	Wisconsin DOT.	Federal and State funds.	None.
Zoo Interchange (I-94/I-894/US-45).	Milwaukee, WI.	\$1.7 Baseline = \$1.7 in Initial Financial Plan 10/2012.	Under construction. Current completion date is 11/2018. Baseline completion = 10/2018.	Reconstruction of I-94/I-894/US-45 Interchange with safety and operational improvements.	Total project cost remained constant at \$1.7 billion.	Wisconsin DOT.	Federal and State funds.	None.