Introduction

Major projects require extra oversight by the Federal Highway Administration (FHWA). They are required to have a Project Management Plan (PMP), a Cost and Schedule Risk Assessment (CSRA), and an annual Financial Plan.

Major Project Defined

A major project is defined as: a project that has received (or will receive) any federal funding (even just $1) and has more than $500 million (Year of Expenditure $) total project costs based on its PD&E /NEPA limits. A major project includes all costs and phases under the project's NEPA scope, even if multiple construction segments are involved.

FHWA can deem a project as a major project such as one which: has a high level of public or congressional interest; is unusually complex; has extraordinary implications for the national transportation system; or is likely to exceed $500 million in total cost

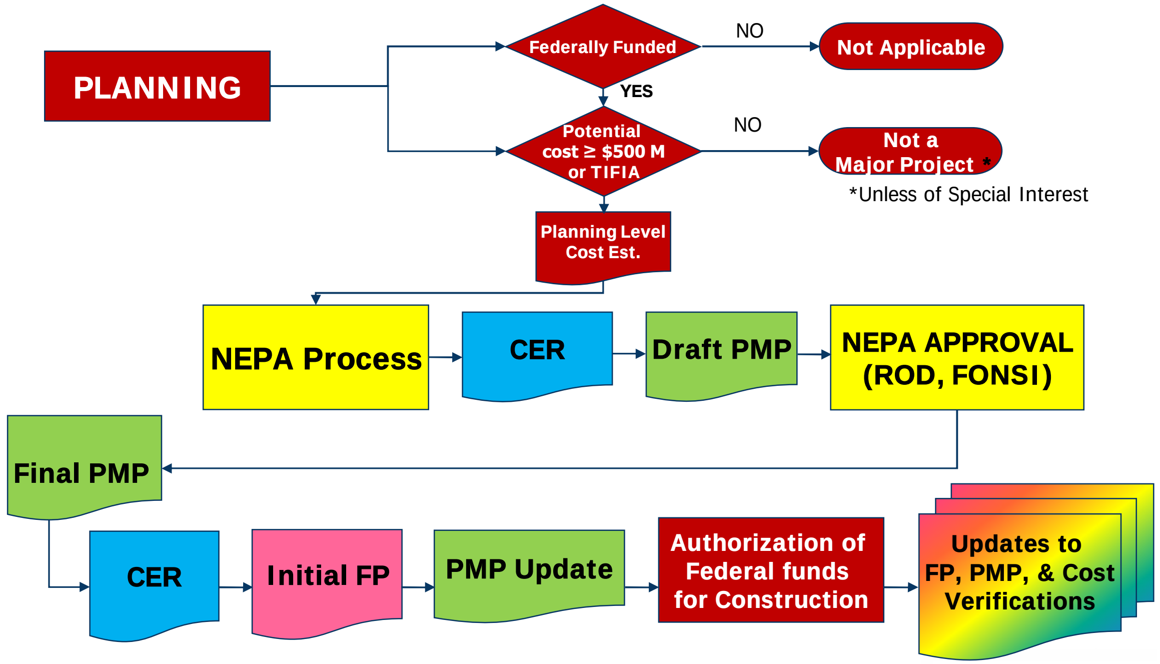
Please note that a major project can include multiple PD&Es, if being procured together. All past, current, and future work that falls under the approved NEPA scope must be included in the scope of the major project:

The scope of the PMP, CSRA, and Financial Plan should be consistent between documents. They should cover the same Financial Management (FM) numbers. All major project elements such as planning, environmental, preliminary engineering, right of way, construction, construction support, utilities, and CEI are to be included and cover the project's entire life cycle from planning to final acceptance. O&M phases are excluded unless the project is a P3 Design-Build-Finance-Operate-Maintain (DBFOM - like I-4 Ultimate, Port of Miami Tunnel, or I-595)

Additional FHWA Major Projects guidance is available on the FHWA Major Projects website: https://www.fhwa.dot.gov/majorprojects/

Major Project Process

The basic major project process is depicted below.



Once a project is determined to be a major project, a "Pre-NEPA" CSRA is conducted and a PMP is drafted. A "Pre-Construction" CSRA is held as the project approaches the start of procurement. An Initial Financial Plan (IFP) is finalized after the Pre-Construction CSRA is completed. The IFP must be approved by FHWA in order to receive federal authorization for the project. All major project documents (IFP, PMP, CSRA) must be approved by FHWA prior to Advertisement for Design-Bid-Build projects. For Design-Build or P3 projects, FHWA may grant "conditional" federal authorization contingent upon IFP approval up to NTP2.

Major Project Map

A good major project map defines the limits of the major and ensure that no item segments are left out. Often, the PD&E limits, design limits, and/or construction limits do not always neatly line up, especially if there are multiple PD&Es and/or multiple construction segments. The major project is the scope of the entire PD&E limits, unless the District is procuring construction segments that cover multiple PD&Es. The Department has several major projects with overlapping PD&E limits.

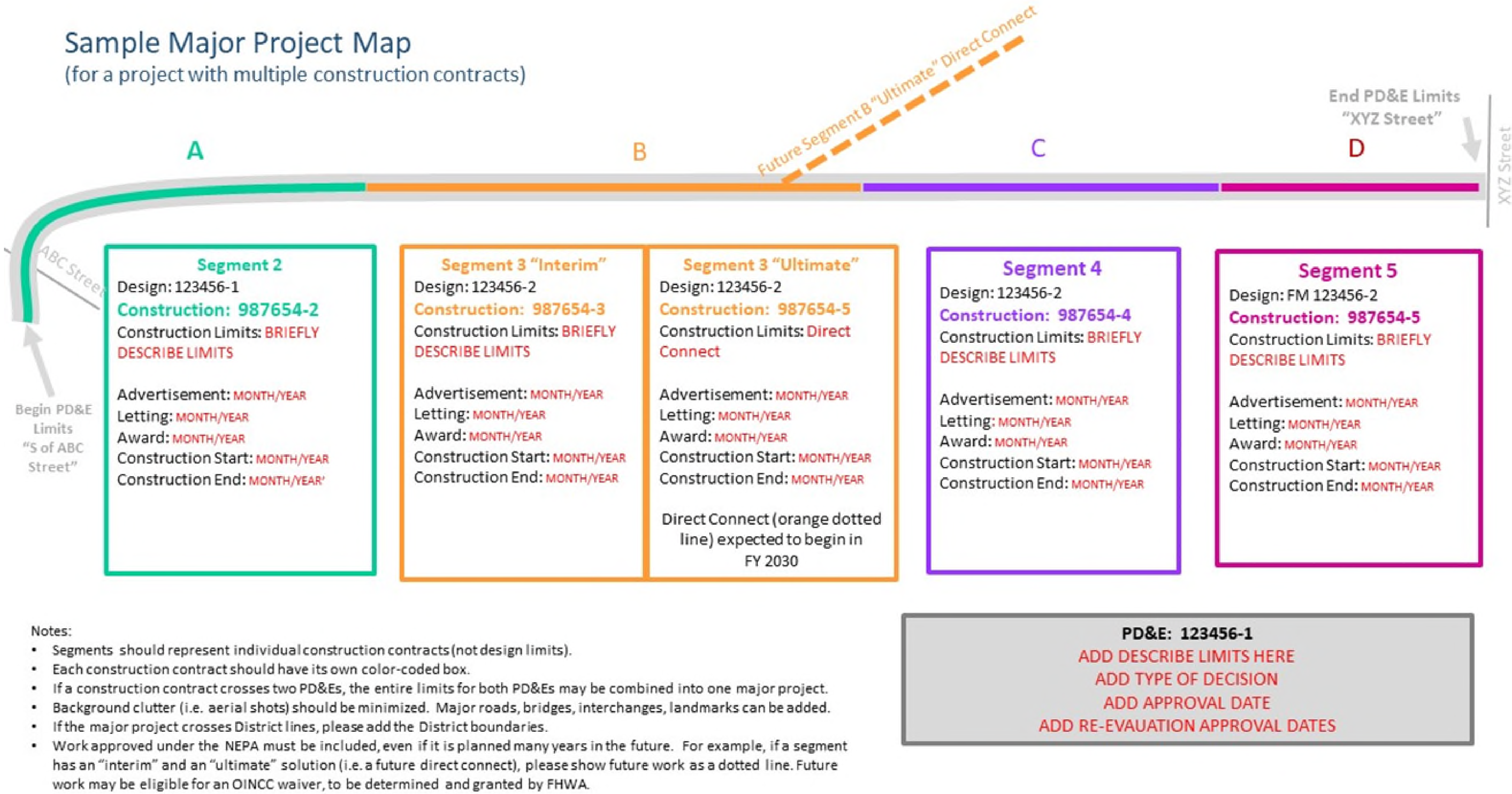
The map for the major project should:

- Have an information box for the PD&E and an information box for each of the construction segments that includes item segments.
- The color of the PD&E information box should match the PD&E limits on the map. The start and end arrows of the PD&E study should be marked in the same color as the PD&E box, especially if there are multiple PD&E limits involved.
- For a PD&E information box, include the environmental decision type (i.e., Categorical Exclusion II), approval date or expected approval date, and re-evaluation approval or expected approval dates.
- If a reevaluation has occurred or is pending that is different from the original NEPA limits, it should be shown with its own color-coded box with start/end limits clearly labeled.
- The PD&E limits should be underlaid under the construction contracts.
- Each construction segment (not design) should have their own distinct color and have a corresponding color-coded box that contains a short description and associated FM numbers.
- For construction segments with “ultimate” work approved under the NEPA documents, show the i ultimate construction limits with a dotted line, using the same color as the near-term construction segment.
- Any overlapping NEPA limits and/or reevaluations should be called out and explained.
- If the major project is included as part of a larger “system,” it is fine to show the entire system, however, the major project portion should be highlighted.
- Do not leave out any work that might be far in the future but approved under the NEPA decision (i.e., future interchange work, direct connects, park and ride lots).
- Adjacent, supporting, or related projects that are not part of the PD&E study may be shown, but they should be clearly marked that they are not included in the scope of the major project.
- Refrain from adding any cost or schedule information on the map as this information will get out of sync from the Financial Plan fairly quickly.

All of the major project information should be on a single major project map, not on separate maps.

This same map should be used in PMP, the CSRA, and the Financial Plan. The use of the major project map helps to ensure that the entire scope is being included and that all financial management numbers associated with the Project have been identified for all three major project documents.

A sample Major Project Map is shown below.


Sample Major Project Map
(for a project with multiple construction contracts)
Future Segment B "Ultimate" Direct Connect
End PD&E Limits "XYZ Street"
XYZ Street
A
B
C
D
ABC Street
Begin PD&E Limits "S of ABC Street"
Segment 2
Design: 123456-1
Construction: 987654-2
Construction Limits: BRIEFLY DESCRIBE LIMITS
Advertisement: MONTH/YEAR
Letting: MONTH/YEAR
Award: MONTH/YEAR
Construction Start: MONTH/YEAR
Construction End: MONTH/YEAR
Segment 3 "Interim"
Design: 123456-2
Construction: 987654-3
Construction Limits: BRIEFLY DESCRIBE LIMITS
Advertisement: MONTH/YEAR
Letting: MONTH/YEAR
Award: MONTH/YEAR
Construction Start: MONTH/YEAR
Construction End: MONTH/YEAR
Segment 3 "Ultimate"
Design: 123456-2
Construction: 987654-5
Construction Limits: Direct Connect
Advertisement: MONTH/YEAR
Letting: MONTH/YEAR
Award: MONTH/YEAR
Construction Start: MONTH/YEAR
Construction End: MONTH/YEAR
Direct Connect (orange dotted line) expected to begin in FY 2030
Segment 4
Design: 123456-2
Construction: 987654-4
Construction Limits: BRIEFLY DESCRIBE LIMITS
Advertisement: MONTH/YEAR
Letting: MONTH/YEAR
Award: MONTH/YEAR
Construction Start: MONTH/YEAR
Construction End: MONTH/YEAR
Segment 5
Design: FM 123456-2
Construction: 987654-5
Construction Limits: BRIEFLY DESCRIBE LIMITS
Advertisement: MONTH/YEAR
Letting: MONTH/YEAR
Award: MONTH/YEAR
Construction Start: MONTH/YEAR
Construction End: MONTH/YEAR
Notes:
• Segments should represent individual construction contracts (not design limits).
• Each construction contract should have its own color-coded box.
• If a construction contract crosses two PD&Es, the entire limits for both PD&Es may be combined into one major project.
• Background clutter (i.e. aerial shots) should be minimized. Major roads, bridges, interchanges, landmarks can be added.
• If the major project crosses District lines, please add the District boundaries.
• Work approved under the NEPA must be included, even if it is planned many years in the future. For example, if a segment has an "interim" and an "ultimate" solution (i.e. a future direct connect), please show future work as a dotted line. Future work may be eligible for an OINCC waiver, to be determined and granted by FHWA.
PD&E: 123456-1
ADD DESCRIBE LIMITS HERE
ADD TYPE OF DECISION
ADD APPROVAL DATE
ADD RE-EVAUATION APPROVAL DATES