

1982	<ul style="list-style-type: none"> • Work begins on Final Environmental Impact Statement/Report (FEIS/R).
1985	<ul style="list-style-type: none"> • Final Environmental Impact Statement/Report (FEIS/R) filed; approved early the next year.
1986	<ul style="list-style-type: none"> • Bechtel/Parsons Brinckerhoff begins work as management consultant.
1987	<ul style="list-style-type: none"> • Congress approves funding and scope of project.
1988	<ul style="list-style-type: none"> • Final design process under way.
1989	<ul style="list-style-type: none"> • Preliminary/final design and environmental review continue.
1990	<ul style="list-style-type: none"> • Congress allocates \$755 million to project.
1991	<ul style="list-style-type: none"> • Federal Highway Administration issues Record of Decision, the construction go-ahead. • Final Supplemental Environmental Impact Statement/Report (FSEIS/R) approved. • Construction contracts advertised and awarded. • Construction begins on Ted Williams Tunnel and South Boston Haul Road.
1992	<ul style="list-style-type: none"> • More than \$1 billion in design and construction contracts under way. • Dredging and blasting for the Ted Williams Tunnel ongoing. • Downtown utility relocation to clear path for Central Artery tunnel construction begins. • Archaeologists find 17th and 18th century artifacts at a North End dig.
1993	<ul style="list-style-type: none"> • South Boston Haul Road opens. • All 12 tube sections for Ted Williams Tunnel placed and connected on harbor floor.
1994	<ul style="list-style-type: none"> • Charles River Crossing revised design and related FSEIS/R approved. • New set of loop ramps open in Charlestown.
1995	<ul style="list-style-type: none"> • Ted Williams Tunnel opens to commercial traffic.
1996	<ul style="list-style-type: none"> • Downtown slurry work under way for I-93 tunnels.
1997	<ul style="list-style-type: none"> • Utility work 80 percent complete.
1998	<ul style="list-style-type: none"> • Enter peak construction years. • Construction begins on the Charles River Crossing.
1999	<ul style="list-style-type: none"> • Construction 50 percent complete. • New Broadway Bridge opens. • Leverett Circle Connector Bridge opens.
2000	<ul style="list-style-type: none"> • Close to 5,000 workers employed on the Big Dig.
2001	<ul style="list-style-type: none"> • Construction 70 percent complete.
2002	<ul style="list-style-type: none"> • Leonard P. Zakim Bunker Hill Bridge completed.
2003	<ul style="list-style-type: none"> • I-90 Connector from South Boston to Rt. 1A in East Boston opens in January. • I-93 Northbound opens in March. • I-93 Southbound opens in December.
2004	<ul style="list-style-type: none"> • Dismantling of the elevated Central Artery (I-93). • Opening of tunnel from Storrow Drive to Leverett Circle Connector, providing access to I-93 North and Tobin Bridge.
2005	<ul style="list-style-type: none"> • Full opening of I-93 South. • Opening of Dewey Square Tunnel, including new entrance and exit ramps. • Opening of the two cantilevered lanes on Leonard P. Zakim Bunker Hill Bridge. • Opening of permanent ramps and roadways at I-90/I-93 Interchange and in other areas.
2006	<ul style="list-style-type: none"> • Reached majority completion of the Central Artery/Tunnel Project in January.
2007	<ul style="list-style-type: none"> • Construction on development parcels continues after Central Artery/Tunnel Project completes.