

***Wisconsin
Department of Transportation***

Report to the

Transportation Projects Commission

on the

Status of Major Highway Projects

and

***Southeast Wisconsin Freeway
Megaprojects***



February 2018

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Wisconsin Department of Transportation

www.wisconsindot.gov

Scott Walker
Governor

Dave Ross
Secretary

Office of the Secretary
4802 Sheboygan Avenue, Room 120B
P O Box 7910
Madison, WI 53707-7910

Telephone: 608-266-1113
FAX: 608-266-9912
E-mail: sec.exec@dot.wi.gov

February 1, 2018

Dear Members of the Transportation Projects Commission:

I am pleased to update the Transportation Projects Commission (TPC) on the status of the Major Highway Development Program (Majors) and Southeast Wisconsin Freeway Megaproject Program (Mega). Project schedules for Majors and Mega projects in this report are based on the approved 2017-19 biennial budget. The August 2017 TPC report used assumptions based on the proposed 2017-19 Governor's Budget.

Major Highway Development Program

Project estimates have been reduced by \$22.1 million compared to the August 2017 report. Program let savings, combined with estimate reductions have allowed the advancement of two USH 10/441 projects into the current fiscal year, resulting in project completion one year earlier than in the previous report.

Utilizing the current budget and savings, the department is advancing \$32.7 million of I 39/90 Major project work into SFY 2018. This advancement will allow the mainline portion of the I 39/90 project (the entire I 39/90 project with the exception of the Beltline Interchange) to be completed one year ahead of schedule (SFY 2020). This accelerated schedule is reflected in this report. A current rescoping and environmental analysis is underway to evaluate options for the Beltline Interchange that could allow completion within the schedule and cost estimate in this report (SFY 2021).

The STH 15 project in Outagamie County schedule and scope is currently being reviewed by the department. This report reflects a two-year schedule delay, as detailed below. All other Majors project schedules remain unchanged from the August 2017 report.

A comparison of the Governor's proposed budget and the approved 2017-19 biennial budget is shown below. Decreases can be attributed to the following factors:

- The estimated \$49 million in cost reductions identified in the August 2017 TPC report cover letter
- The delay of the STH 15 project, moving approximately \$53 million out of the biennium

Majors 2017-19 Funding Comparison (\$million)

	FY-18	FY-19	Total Biennium
Governor's proposed 2017-19 Budget (August 2017 TPC Report basis)*	\$372.1	\$297.8	\$669.9
Approved 2017-19 Budget*	\$265.1	\$298.6	\$563.7
Difference	-\$107.0	\$0.8	-\$106.2

*This table reflects Ch. 20 budgets and does not include the \$40 million FASTLANE grant scheduled for SFY-18.

The I 39/USH 51 Wausau Corridor and USH 41 Oconto – Peshtigo projects are open to traffic, with all work complete and all charges paid. These projects appear in this report for the final time.

Southeast Wisconsin Freeways Mega Projects

Southeast Mega project estimates have been updated to reflect the most current conditions. Final lets on the Zoo Interchange project remain on schedule compared to the August 2017 report. As required by the 2017-19 biennial budget, the north leg of the Zoo Interchange is not scheduled in the current biennium.

The schedule for the I 94 N-S project shows lets one year earlier than the August 2017 report. This schedule is conservative in that it doesn't reflect the \$252.4 million in bonding that the Wisconsin Legislature made available for this project. The department has applied for a \$246.2 million Infrastructure for Rebuilding America (INFRA) Grant. If the INFRA Grant is received as requested, the project is expected to be completed by the end of calendar year 2021. It is expected that news of a decision on the INFRA Grant application will arrive in time to more accurately update the project schedule in the next TPC Report (August 2018).

A comparison of the Governor's proposed budget and the approved 2017-19 biennial budget is shown below. Base funding is decreased by \$20.8 million, but the contingent bonding funds could allow advancement of projects on the I 94 N-S corridor, potentially resulting in an earlier completion date than reported here.

Southeast Megas 2017-19 Funding Comparison (\$million)

Funding Scenario	Total Biennium
Proposed Governor's 2017-19 Budget (August 2017 TPC Report basis)	\$121.9
Approved 2017-19 Budget	\$101.2
Approved 2017-19 Budget with Contingent Bonding	\$353.6

The department remains committed to delivering Major and Southeast Mega Highway projects in a cost-effective and responsible manner that ensures a safe and efficient transportation system for all of Wisconsin. If you have any questions or concerns, please feel free to contact Jeff Gust, Director of the Bureau of State Highway Programs, at (608) 267-7754.

Sincerely,



Dave Ross
Secretary

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Major/Southeast Mega Project Status Report

Glossary of Terms

Project: Route number and statutory limits of a project.

Enumeration Year: Year in which the project was enumerated in the statutes.

Region: Wisconsin Department of Transportation (WisDOT) region in which the project is primarily located.

Pre-enumeration Study Cost: Environmental study and preliminary engineering costs for work to develop Record of Decision.

Wisconsin Act 217 (2003) introduced the requirement of a completed federal environmental Record of Decision (ROD) for projects brought by the department to the TPC for enumeration recommendation. The 2011 enumerations were the first enumerations after Act 217 was enacted. Pre-enumeration costs for expansion type Majors projects enumerated in 2011 are provided in this report.

Pre-enumeration study costs are not provided for projects enumerated before 2011. The department is not able to provide accurate pre-enumeration costs for these projects because enumeration estimates were based on limited design and scope detail. These projects were enumerated before a final environmental document was an enumeration requirement.

High cost rehabilitation projects (STH 50 and USH 18/151 Verona Road) originated in study and design as standard rehabilitation projects. Although Majors reporting requirements were not originally anticipated, the pre-enumeration costs in this report are accurate.

Current Status: Expenditures to date and the estimated cost to complete construction of the project, by category. Major Project estimating procedures include a detailed cost estimating protocol. Estimates in this report include all project costs, including design, real estate, construction, utilities, consultant and in-house engineering for design and construction, and contingencies.

Cost Category: The cost for each project is broken into three primary categories:

Design: The cost to develop and design the project.

Real Estate: The cost to negotiate and purchase the land required to construct the project.

Construction: The cost to build the project including materials, jurisdictional transfers, and construction engineering.

Cost to Date: The cost, by category, expensed in the department's financial systems as of January 1, 2018.

Cost to Complete: Estimated cost, by category, remaining to complete the project at 2017 market prices.

Project Cost Estimate Information: Additional information about the current cost estimates, the previous cost estimates, and reasons for changes since the last report.

Current Estimate (August 2017): The estimate provided to the Transportation Projects Commission in the August 2017 report.

Current Estimate (February 2018): The updated estimate provided to the Transportation Projects Commission in this report.

Change Since Last Report: The difference between the current cost estimate of this report and the cost estimate in the last report, and the associated percent change by category.

Scope: Estimate changes based on adjustments to the scope of the project per the approved Record of Decision.

Design & Quantity Refinements: Estimate changes based on adjustments to design elements, refinements to cost estimates, and changes to bid item quantities.

Inflation: Inflationary changes are included only in August reports.

Reason for Change in Cost Estimate: A brief explanation for the change in the cost estimates between reports.

Cost to Complete Expenditure Schedule: An expenditure schedule is provided for each project in accordance WIS STAT 13.489(5)(c). This schedule shows remaining expenditures (Cost To Complete) for the project, in the years they're expected to occur. The total of all costs in the expenditure schedule is equal to the "Cost to Complete" for each project.

The Major Highway project expenditure schedules in this report are based on the Major Highway appropriation amount in the 2017-19 biennial budget, \$265.1M in FY-18 and \$298.6M in FY-19, in addition to an additional \$40M FASTLANE grant for FY-18. Schedules assume no purchasing power increases; i.e. project costs are assumed to rise in future years according to the Global Insight projected inflation rates shown in the bottom table below, while the FY-19 budget value is assumed to continue beyond the biennium.

The expenditure schedules for SE Mega projects are based on the Southeast Mega project appropriation amount in the 2017-19 biennial budget, in addition to potential discretionary funding.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$77.2	Current Year \$	\$15.8	\$57.3	\$7.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$77.2	YOE \$	\$16.2	\$60.6	\$8.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

***Encumbered but not yet expended** represents the unpaid balance portion of projects that have a signed contract, but not all work has been invoiced and paid. **Committed but not expended** are those projects that have an accepted bid, but are awaiting contract execution to encumber funds.

Current Year Dollars (Current Year \$): Represent a schedule of future expenditures listed at current market prices.

Year of Expenditure Cost (YOE \$): The year of expenditure costs in this report are based on current schedules, inflated to a projected year of expenditure dollar value using Global Insight's Chained Price Index for State and Local Gross Investment in Highways and Streets. Inflation rates used to inflate from current prices for this report are as follows:

2018	2019	2020	2021	2022	2023	2024	2025
2.82%	2.84%	2.67%	2.52%	2.21%	2.36%	2.46%	2.38%

Completed Projects: Projects are included in this report until they are open to traffic, all work is complete and all charges have been paid. For a project to be considered complete it cannot have had a charge for at least 18 months, cannot have any scheduled work and must not have any known outstanding costs (i.e., litigation). Once a project has met these criteria it will be reported a final time, and will include a note so readers know that it will not be included in future reports.

Major/Southeast Mega Project Cost Information Summary							
Page	Project	Cost-to-Date (Millions)	Estimated Cost-to- Complete (Millions)	Previous Report Estimate (Millions)	Current Cost Estimate (Millions)	Cost Estimate Change Since Last Report (%)	Reason for Cost Change
Major Highway Projects							
1	USH 10: USH 10 - USH 10/STH 441	\$283.4	\$116.6	\$400.0	\$400.0	0.0%	
2	USH 10: Marshfield – Stevens Point	\$248.7	\$3.4	\$252.1	\$252.1	0.0%	
3	USH 12: Lake Delton – Sauk City	\$175.9	\$8.2	\$190.8	\$184.1	-3.5%	Real estate and construction refinements
4	USH 12: Sauk City - Middleton	\$139.8	\$0.0	\$139.8	\$139.8	0.0%	
5	STH 15: STH 76 – New London	\$23.8	\$113.9	\$137.7	\$137.7	0.0%	
6	USH 18: Prairie du Chien – STH 60	\$41.3	\$0.7	\$40.8	\$42.0	2.9%	Design refinement
7	USH 18/151: Verona Rd.	\$197.9	\$71.9	\$279.6	\$269.8	-3.5%	Design and construction refinements
8	STH 23: STH 67 – USH 41	\$35.2	\$115.3	\$150.5	\$150.5	0.0%	
9	STH 26: Janesville – Watertown	\$429.8	\$0.1	\$431.7	\$429.9	-0.4%	Real estate and construction refinements
10	I 39/USH 51: Wausau Corridor	\$281.7	\$0.0	\$281.7	\$281.7	0.0%	
11	I 39/90: USH 12 to Illinois	\$417.2	\$772.5	\$1,194.7	\$1,189.7	-0.4%	Real estate refinements
12	USH 41: Oconto – Peshtigo	\$161.6	\$0.0	\$161.6	\$161.6	0.0%	
13	USH 41: Brown and Winnebago County	\$1,382.7	\$7.4	\$1,390.1	\$1,390.1	0.0%	
14	STH 50: I 94 - 43rd Ave	\$0.3	\$97.5	\$97.8	\$97.8	0.0%	
15	USH 53: Lacrosse Corridor	\$6.7	\$136.5	\$143.2	\$143.2	0.0%	
Southeast Megaprojects							
16	I 94: North - South Freeway	N/A	\$548.5	\$1,546.6	\$1,564.3	1.1%	Construction scope change; real estate and construction refinements
17	Zoo Interchange	N/A	\$294.3	\$1,521.2	\$1,541.5	1.3%	Design and construction refinements

Southeast Mega Projects Summary - All Costs in \$Millions									
	Initial Estimate* (YOE)	Initial Estimate Year	Record of Decision (ROD)** Year	Pre-ROD costs	Initial Year of Completion (last let year)	Year of Completion August 2017 TPC report (last let year)	Year of Completion February 2018 (last let year)***	Schedule change introduced in this report	Current Estimate - Feb 2018 (YOE)
I 94: North - South Freeway	\$1,912.0	2007	2008	\$27.0	2015	2033	2032	1 year earlier	\$1,693.6
Zoo Interchange	\$1,717.8	2007	2012	\$26.1	2017	2022	2022	none	\$1,566.1

*Total reported project costs for SE Mega projects include pre-Record of Decision (ROD) costs

**SE Mega projects do not follow the Majors enumeration process. Completion of ROD is the milestone that most resembles Majors enumeration.

***The expenditure schedules for SE Mega projects are based on the SE Mega project appropriation amount in the 2017-19 biennial budget, in addition to potential discretionary funding.

Major Projects Cost and Schedule Summary

Project	Cost Summary - All Costs in \$Millions						Schedule Summary				
	Pre-enumeration Costs ¹	Initial TPC Estimate (Enumeration year dollars)	Current TPC Estimate - Feb 2018	YOE - Assumed Governor's Budget	Additional Associated Costs Outside of Majors Program ²	Total Cost Estimate (Current TPC + Outside Majors)	Initial Estimate Year	Initial Year of Completion ³ (last let year)	Year of Completion August 2017 TPC report (last let year)	Year of Completion February 2018 Report (last let year)	Schedule change introduced in this report
Majors Projects with Final Expenditures FY-17 or Earlier²											
USH 10: Marshfield - Stevens Point ⁴		\$169.0	\$252.1		\$1.2	\$253.3	1998				
USH 12: Sauk City - Middleton		\$51.0	\$139.8		\$0.0	\$139.8	1993				
USH 18: Prairie du Chien - STH 60		\$29.2	\$42.0		\$0.0	\$42.0	2003				
STH 26: Janesville - Watertown		\$187.0	\$429.9		\$0.0	\$429.9	2001				
I 39/USH 51: Wausau Corridor		\$120.5	\$281.7		\$0.0	\$281.7	2001				
USH 41: Oconto - Peshtigo		\$79.0	\$161.6		\$0.0	\$161.6	1999				
USH 41: Brown and Winnebago County		\$430.0	\$1,390.1		\$0.2	\$1,390.3	2003				
Majors Projects Estimate Summary for Projects with Expenditures Scheduled in FY-18 & Beyond											
USH 10: USH 10 - USH 10/STH 441	\$2.6	\$390.0	\$400.0	\$403.0	\$0.0	\$400.0	2011	2019	2020	2019	1 year earlier
USH 12: Lake Delton – Sauk City	see footnote 1	\$50.0	\$184.1	\$184.1	\$0.6	\$184.7	1997	see footnote 1	2018	2018	none
STH 15: STH 76 – New London	\$3.3	\$125.0	\$137.7	\$151.7	\$0.0	\$137.7	2011	2018	2021	2023	2 year delay
USH 18/151: Verona Rd.	\$25.2 ⁵	\$150.0	\$269.8	\$272.2	\$2.2	\$272.0	2011	2019	2019	2019	none
STH 23: STH 67 – USH 41	see footnote 1	\$39.5	\$150.5	\$161.0	\$0.0	\$150.5	1999	see footnote 1	2021	2021	none
I 39/90: USH12 to Illinois	\$3.5	\$715.0	\$1,189.7	\$1,234.0	\$5.1	\$1,194.8	2011	2019	2021	2020 ⁷	1 year earlier ⁷
STH 50: IH 94 - 43rd Ave	\$3.9	\$93.0	\$97.8	\$109.2	\$11.2	\$109.0	2014	2023	2023	2023	none
USH 53: Lacrosse Corridor	see footnote 1	\$67.1	\$143.2	\$173.8	\$1.8	\$145.0	1997	N/A ⁶	N/A ⁶	N/A ⁶	N/A ⁶
		Totals	\$2,572.8								

¹The department is not able to provide accurate pre-enumeration costs or initial completion year for projects enumerated before 2011 because enumeration estimates for these projects were based on limited design and scope detail. These projects were enumerated before a final environmental document was an enumeration requirement.

²Additional costs outside of program include costs not born by the Major project but needed for the project. Costs are funded via the local program or State Highway Rehabilitation program.

³The department is not able to provide accurate pre-enumeration costs or initial completion year for projects enumerated before 2011 because enumeration estimates for these projects were based on limited design and scope detail. These projects were enumerated before a final environmental document was an enumeration requirement.

⁴The USH 10 project was enumerated in 1989 as part of the USH 10 corridor from Appleton - Marshfield. There was no estimate at the time of enumeration. The original design estimate shown is in 1998 dollars, as reported in the February 2005 TPC report.

⁵The USH 18/151 Verona Road project pre-enumeration costs include design and real estate encumbered in the State Highway Rehabilitation (SHR) program before enumeration. \$17.9M of these costs were not reported in the August 2017 report.

⁶The USH 53 La Crosse Corridor project does not have a complete environmental document; therefore, the scope and schedule of the project are yet to be determined.

⁷FY-20 completion reflects the schedule for mainline I 39/90 (the entire I 39/90 project with the exception of the Beltline Interchange). The schedule for Beltline Interchange lets will be determined in the current rescoping and analysis effort.

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**Major Project Status Report
February 2018**

Project: USH 10 - USH 10/STH 441

Enumeration Year: 2011 **Region:** NE

Project Description: This project reconstructs USH 10/STH 441 from USH 41 to STH 47. Expansion for an additional through lane will occur on the median side, and expansion for auxiliary lanes on 10/441 from STH 47 to approximately Oneida Street will occur on the outside. This project also constructs an additional bridge over Little Lake Butte des Morts and a new connection to USH 41.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$44.2	\$7.3	\$46.5	\$51.5	\$5.0	\$0.0	\$0.0	10.8%	Design scope increase due to certain construction costs being treated as design costs, such as field office and corridor construction efforts.
Real Estate	\$19.6	\$4.4	\$24.0	\$24.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$219.6	\$104.9	\$329.5	\$324.5	-\$5.0	\$0.0	\$0.0	-1.5%	Scope decrease due to certain construction costs being treated as design costs, such as field office and corridor construction efforts
Totals	\$283.4	\$116.6	\$400.0	\$400.0	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$38.2	Current Year \$	\$54.7	\$16.3	\$7.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$38.2	YOE \$	\$56.2	\$17.2	\$8.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$403.0M (see Pages i-ii for budget and inflation assumptions).

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: USH 10 MARSHFIELD - STEVENS POINT

Enumeration Year: 1989 **Region:** NC

Project Description:

This project constructs four new lanes for 31 miles, with the majority on new location. Bypasses of Stevens Point, Junction City, Milladore, Blenker, and Auburndale will significantly decrease travel time and increase safety. The project also includes a new crossing of the Wisconsin River, two railroad grade separations, and construction of four interchanges to reduce at grade crossings.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$14.1	\$0.9	\$15.0	\$15.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$25.1	\$0.0	\$25.1	\$25.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$209.5	\$2.5	\$212.0	\$212.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$248.7	\$3.4	\$252.1	\$252.1	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*	Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$3.1	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: USH 12 LAKE DELTON - SAUK CITY

Enumeration Year: 1997 **Region:** SW

Project Description: This project will add a 4-lane bypass for USH 12 from IH 90/94 to Ski Hi Road where it will blend into an existing 4-lane roadway. This 4-lane bypass will be built to freeway standards with access at interchanges only.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$13.9	\$0.1	\$14.0	\$14.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$41.2	\$0.1	\$55.1	\$41.3	\$0.0	-\$13.8	\$0.0	-25.0%	\$7.1M is shifted to construction. An additional \$6.7M is reduced to reflect actual costs.
Construction	\$120.8	\$8.0	\$121.7	\$128.8	\$0.0	\$7.1	\$0.0	5.8%	\$7.1M of real estate dollars shifted to construction to reflect actual costs.
Totals	\$175.9	\$8.2	\$190.8	\$184.1	\$0.0	-\$6.7	\$0.0	-3.5%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$7.0	Current Year \$	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$7.0	YOE \$	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$184.1M (see Pages i-ii for budget and inflation assumptions).

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: USH 12 SAUK CITY - MIDDLETON

Enumeration Year: 1993 **Region:** SW

Project Description:

This project replaces 18 miles of 2-lane roadway with a four-lane divided highway. Approximately 2 miles in the Middleton area is built to freeway standards and the remaining 16 miles is built to expressway standards. The two-mile freeway section of the Middleton Bypass is built on new alignment with two new interchanges and one reconstructed existing interchange at USH 14/University Avenue. On the remaining 16 miles, the new roadway uses a combination of old and new alignments. Old, deteriorated pavement was replaced, deficient vertical and horizontal alignment elements were improved and at-grade accesses and interchanges were consolidated and improved. Access control was acquired in the expressway portion of the project. On the Middleton Bypass section, the project constructed 14 bridges. A new 900-foot structure was built across the Wisconsin River in Sauk City along side the existing redecked structure. This new structure's deck is joined with the existing structure giving the appearance of a single bridge.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$14.1	\$0.0	\$14.1	\$14.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$46.3	\$0.0	\$46.3	\$46.3	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$79.4	\$0.0	\$79.4	\$79.4	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$139.8	\$0.0	\$139.8	\$139.8	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*	Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Major Project Status Report February 2018

Project: STH 15 STH 76 - NEW LONDON

Enumeration Year: 2011 **Region:** NE

Project Description: This project will reconstruct 11 miles of STH 15 from STH 76 to USH 45 near New London, in Outagamie County to provide additional capacity. The Village of Hortonville is bypassed to minimize conflicts between through and local traffic. Roundabouts at each end of the bypass will provide access to the village. Inadequate crossroad intersections will be improved.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$6.1	\$2.4	\$8.5	\$8.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$17.7	\$14.8	\$32.5	\$32.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$0.0	\$96.7	\$96.7	\$96.7	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$23.8	\$113.9	\$137.7	\$137.7	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expended*		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$5.8	Current Year \$	\$0.0	\$1.5	\$3.5	\$48.0	\$31.8	\$23.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$5.8	YOE \$	\$0.0	\$1.6	\$3.8	\$53.4	\$36.2	\$27.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$151.7M (see Pages i-ii for budget and inflation assumptions).

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: USH 18 PRAIRIE DU CHIEN - STH 60

Enumeration Year: 2003 **Region:** SW

Project Description:

This project begins at STH 60 near Bridgeport and extends to the Wisconsin St/Iowa Street intersections in Prairie du Chien. The work involves reconstructing the existing two-lane highway to a four-lane divided highway south of Prairie du Chien between South Town Lane and STH 60. The project also constructs a two-lane urban roadway with right of way preserved for a future four-lane facility on the La Pointe Street - Main Street alignment. A grade separation over the BNSF railroad is included in the plans.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	\$4.9	\$0.0	\$4.9	\$4.9	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$7.1	\$0.0	\$7.1	\$7.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$29.3	\$0.7	\$28.8	\$30.0	\$0.0	\$1.2	\$0.0	4.2%	Updated estimate reflects actual costs.
Totals	\$41.3	\$0.7	\$40.8	\$42.0	\$0.0	\$1.2	\$0.0	2.9%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*	Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: USH 18/STH 151 VERONA ROAD **Enumeration Year:** 2011 **Region:** SW

Project Description: Stage I of the project will reconstruct the Verona Road/Beltline interchange to a single-point urban interchange and increase the Beltline section west through Whitney Way to six lanes, including improvements to the Whitney Way interchange ramps. It will add a Summit Road jug-handle and a Carling Drive extension. Seminole Highway bridge will be replaced. Stage II of the project will include adding an interchange at CTH PD and Verona Road and will add an additional lane in both directions on Verona Road from County PD interchange to the Raymond Rd. intersection.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$24.9	\$0.8	\$25.2	\$25.7	\$0.0	\$0.5	\$0.0	2.0%	Additional in-house engineering for design from now through the end of construction for project management, public involvement, plan review, and refinement requests.
Real Estate	\$26.1	\$1.5	\$27.6	\$27.6	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$146.9	\$69.6	\$226.8	\$216.5	\$0.0	-\$10.3	\$0.0	-4.5%	Plan updates based on advancing portions of future let work and updating quantities and unit prices for current bidding environment.
Totals	\$197.9	\$71.9	\$279.6	\$269.8	\$0.0	-\$9.8	\$0.0	-3.5%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$31.7	Current Year \$	\$1.9	\$35.7	\$2.0	\$0.5	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$31.7	YOE \$	\$2.0	\$37.7	\$2.2	\$0.6	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$272.2M (see Pages i-ii for budget and inflation assumptions).

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: STH 23 STH 67 - USH 41

Enumeration Year: 1999 **Region:** NE

Project Description:

The ultimate facility type design for this project converts the existing two-lane STH 23 roadway between the cities of Fond du Lac and Plymouth to a four-lane, median divided expressway with at-grade intersections. The existing highway at each end of this project is already a four-lane facility. This last remaining two-lane section of STH 23 between Fond du Lac and Sheboygan is approximately 19 miles in length. The expressway improvements typically will provide for two new lanes alongside the existing roadway while flattening hills and curves and replacing old pavement.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$10.7	\$3.7	\$14.4	\$14.4	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$19.8	\$5.7	\$25.5	\$25.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$4.7	\$105.9	\$110.6	\$110.6	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$35.2	\$115.3	\$150.5	\$150.5	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$5.0	Current Year \$	\$0.0	\$17.0	\$35.5	\$57.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$5.0	YOE \$	\$0.0	\$18.0	\$38.5	\$64.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$161.0M (see Pages i-ii for budget and inflation assumptions).

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: STH 26 JANESVILLE - WATERTOWN

Enumeration Year: 2001 **Region:** SW

Project Description: This project replaces 50.4 miles of 2-lane roadway in Rock, Jefferson and Dodge Counties with a four-lane divided expressway. Bypasses of Milton, Jefferson and Watertown will be added and 2 new lanes will be added to the existing bypass of Fort Atkinson. The existing alignment will be followed elsewhere and the recently constructed four-lane segment at Johnson Creek will remain as is. Old, deteriorated pavement will be replaced and deficient vertical alignment elements will be improved. At-grade accesses and intersections will be consolidated and improved, and twelve interchanges and approximately 25 grade separations will be added. Interchange-only access will be used in the new alignment segments; access control will be acquired everywhere else.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$28.5	\$0.0	\$28.5	\$28.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$73.3	\$0.1	\$74.8	\$73.4	\$0.0	-\$1.4	\$0.0	-1.9%	Estimate reduced to reflect actual costs.
Construction	\$328.0	\$0.0	\$328.4	\$328.0	\$0.0	-\$0.4	\$0.0	-0.1%	Estimate reduced to reflect actual costs.
Totals	\$429.8	\$0.1	\$431.7	\$429.9	\$0.0	-\$1.8	\$0.0	-0.4%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*	Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: I 39/USH 51 WAUSAU CORRIDOR

Enumeration Year: 2001 **Region:** NC

Project Description:

This project reconstructs seven miles of USH 51/STH 29, between Foxglove Road and Bridge Street in Marathon County. The project expands the current four-lane divided highway to a six-lane divided highway between the STH 29 east and STH 29 west interchanges. The existing interchanges are being replaced and modernized, including free flow interchanges at STH 29 east and west. A parallel local road system is being constructed to relieve pressure on the freeway during peak periods.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	\$23.8	\$0.0	\$23.8	\$23.8	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$54.6	\$0.0	\$54.6	\$54.6	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$203.3	\$0.0	\$203.3	\$203.3	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$281.7	\$0.0	\$281.7	\$281.7	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*	Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: I 39/90 USH 12 - ILLINOIS

Enumeration Year: 2011 **Region:** SW

Project Description: This project will reconstruct 45 miles of I 39/90 from USH 12/18 in Dane County to the Illinois state line in Rock County to provide additional capacity. The project expands the current four-lane divided highway to a six-lane divided highway, and reconstructs multiple interchanges. Bridge widening and use of permanent and temporary roadway to enable four lanes of traffic to operate safely on one side of the interstate, while the other is being reconstructed, will minimize user delay.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate*		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$113.9	\$29.2	\$143.1	\$143.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$30.5	\$20.0	\$55.5	\$50.5	\$0.0	-\$5.0	\$0.0	-9.0%	Updated estimates for real estate acquisition costs.
Construction	\$272.8	\$723.3	\$996.1	\$996.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$417.2	\$772.5	\$1,194.7	\$1,189.7	\$0.0	-\$5.0	\$0.0	-0.4%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed**		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$185.9	Current Year \$	\$90.6	\$166.3	\$184.5	\$145.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$185.9	YOE \$	\$93.2	\$175.8	\$200.3	\$161.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$1,234.0M (see Pages i-ii for budget and inflation assumptions).

* Costs for the Beltline Interchange are dependent on the outcome of its current environmental document. A rescoping and environmental analysis is underway to evaluate options for the Beltline Interchange that could allow completion within the schedule and cost estimate listed above.

**Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: USH 41 OCONTO-PESHTIGO **Enumeration Year:** 1999 **Region:** NE

Project Description: This project converts the existing two-lane USH 41 roadway between the cities of Oconto and Peshtigo to a four-lane, median divided expressway with at-grade intersections. This is the last remaining USH 41 two-lane rural segment within Wisconsin. The length of the expressway is 10.4 miles. The expressway improvements typically will provide for two new lanes alongside the existing USH 41 roadway while flattening hills and replacing old pavement. The project also includes construction of Oconto and Peshtigo bypasses. The bypasses will be built to freeway standards with access limited by the use of interchanges, side road overpasses and side road closures. Total length of the project, including the bypasses, is 21.4 miles.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$8.8	\$0.0	\$8.8	\$8.8	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$18.3	\$0.0	\$18.3	\$18.3	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$134.5	\$0.0	\$134.5	\$134.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$161.6	\$0.0	\$161.6	\$161.6	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*	Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: USH 41 BROWN AND WINNEBAGO COUNTY

Enumeration Year: 2003 **Region:** NE

Project Description: The project will reconstruct 14 miles of USH 41 in Brown County and 17 miles in Winnebago County to provide additional capacity. Portions of the project will also have auxiliary lanes added between interchanges to reduce congestion and improve safety. The Brown County portion of the project includes the reconstruction of eight interchanges (County F, County G, County AAA, County VK, STH 54, STH 29 and USH 141) to accommodate existing and future traffic volumes. The Winnebago County portion of the project includes reconstruction of the 9th Avenue, STH 21, USH 45 and Breezewood interchanges and minor revisions to interchanges at STH 44 and STH 76. The 40+ year old pavement will be replaced with the project.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$191.8	\$0.7	\$192.5	\$192.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$84.0	\$0.6	\$84.6	\$84.6	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$1,106.9	\$6.1	\$1,113.0	\$1,113.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$1,382.7	\$7.4	\$1,390.1	\$1,390.1	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*	Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
\$7.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: STH 50 I 94 - 43rd Avenue

Enumeration Year: 2014 **Region:** SE

Project Description:

This project reconstructs an existing 4.4-mile corridor of urban roadway in Kenosha county. West of 57th Avenue the corridor will be widened from 4 to 6 lanes. East of 57th Avenue to the easterly project limit the roadway will be reconstructed as a 4-lane facility. Additional capacity will be provided at all intersections, including a jug-handle design at the STH 50/STH 31 intersection to accommodate heavy through and turning traffic. Access management techniques such as restricted median openings, closing of driveways, and using existing local roads will be implemented to improve overall access and service.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.0	\$0.2	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$0.1	\$13.9	\$14.0	\$14.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$0.2	\$83.4	\$83.6	\$83.6	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$0.3	\$97.5	\$97.8	\$97.8	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$0.1	Current Year \$	\$4.2	\$8.6	\$2.2	\$38.0	\$37.6	\$6.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$0.1	YOE \$	\$4.3	\$9.1	\$2.4	\$42.3	\$42.8	\$7.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$109.2M (see Pages i-ii for budget and inflation assumptions).

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
February 2018**

Project: USH 53 LACROSSE CORRIDOR **Enumeration Year:** 1997 **Region:** SW

Project Description: The currently enumerated Alternative 5B-1 (project length 6.1 miles):

- Extends STH 157 to existing River Valley Drive near Palace Street; extends 12th Avenue from CTH SS to STH 16; and constructs a new interchange between the STH 157 and 12th Avenue extensions
- Follows River Valley Drive corridor between Palace and St. James Streets
- Follows Harvey Street Corridor between St. James and Monitor Streets
- Follows abandoned railroad corridor between Monitor and La Crosse Streets
- Follows Sixth and Seventh Street Corridor (converted to a one way pair) as system connection to South Avenue

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$2.2	\$5.2	\$7.4	\$7.4	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$0.0	\$13.7	\$13.7	\$13.7	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$4.5	\$117.6	\$122.1	\$122.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$6.7	\$136.5	\$143.2	\$143.2	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		Remaining 2018	2019	2020	2021	2022	2023	2024**	2025**	2026**	2027	2028
\$0.0	Current Year \$	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$50.0	\$24.5	\$62.0	\$0.0	\$0.0
\$0.0	YOE \$	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$59.7	\$29.9	\$77.5	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$173.8M (see Pages i-ii for budget and inflation assumptions).

*Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**The La Crosse project does not have a complete environmental document; therefore, the scope of the project has yet to be determined. The costs in the expenditure schedule for FY-24 thru FY-26 are planning placeholders for possible work. Those amounts may or may not be needed based on the results of the environmental study related work.

**Southeast Megaproject Status Report
February 2018**

Project: I 94 North-South Freeway Project **Enumeration Year:** 2008 **Region:** SE

Project Description: This Southeast Freeways Mega-Project reconstructs and expands 35 miles of I 94 in Kenosha, Racine, and Milwaukee Counties from 6 to 8 lanes, reconstructs 19 interchanges including the Mitchell Interchange (system interchange), and reconstructs as all frontage roads along the freeway in Kenosha and Racine Counties.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$123.4	\$3.5	\$126.9	\$126.9	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$67.0	\$0.5	\$69.1	\$67.5	\$0.0	-\$1.6	\$0.0	-2.3%	Reduced litigation risk; completed acquisitions.
Construction	\$825.4	\$544.5	\$1,350.6	\$1,369.9	-\$20.7	\$40.0	\$0.0	1.4%	\$40 M of contingency added to the estimate for design changes to accommodate traffic from new development in the area. Scope change due to removing projects from the North-South Program with cost of \$20.7M. The three projects removed are not integral to the functionality of I 94 N-S.
Totals	\$1,015.8	\$548.5	\$1,546.6	\$1,564.3	-\$20.7	\$38.4	\$0.0	1.1%	

COST TO COMPLETE EXPENDITURE SCHEDULE*												
Encumbered or Committed, not yet Expended**		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028-2033
\$39.1	Current Year \$	\$10.7	\$3.6	\$0.0	\$0.5	\$61.0	\$29.7	\$36.2	\$61.7	\$97.2	\$8.2	\$200.6
\$39.1	YOE \$	\$11.0	\$3.8	\$0.0	\$0.6	\$69.4	\$34.6	\$43.2	\$75.4	\$121.4	\$10.5	\$268.8

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$1,693.6M (see Pages i-ii for budget and inflation assumptions).

Note that the YOE Total Cost Estimate above is trending higher than that in the current federal financial plan at \$1,676.4M.

*This schedule is conservative in that it doesn't reflect the \$252.4 million in bonding that the Wisconsin Legislature made available for this project. The department has applied for a \$246.2 million Infrastructure for Rebuilding America (INFRA) Grant. If the INFRA Grant is received as requested, the project is expected to be completed by the end of calendar year 2021. It is expected that news of a decision on the INFRA Grant application will arrive in time to more accurately update the project schedule in the next TPC Report (August 2018).

**Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Southeast Megaproject Status Report
February 2018**

Project: Zoo Interchange Project

Enumeration Year: 2012 **Region:** SE

Project Description: This Southeast Freeways Mega-Project reconstructs nine miles of interstate highway including the Zoo Interchange as well as several arterial roads adjacent to the core interchange and approximately two miles of auxiliary lanes leading up to the core interchange. The project will replace all left hand system ramps with right hand ramps, extend on and off ramp merge distances and make several other safety improvements. Freeway expansion is included at several locations including expansion from 6 to 8 lanes along I 894/USH 45 and expansion of several system ramps.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2017 (Millions)	February 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$131.7	\$0.2	\$130.9	\$131.9	\$0.0	\$1.0	\$0.0	0.8%	Increase for conducting design alternatives analysis that includes the UPRR bridge, North Avenue, Meinecke Avenue Bridge and maintaining three lanes of traffic during construction.
Real Estate	\$93.7	\$2.5	\$96.2	\$96.2	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$1,021.8	\$291.6	\$1,294.1	\$1,313.4	\$0.0	\$19.3	\$0.0	1.5%	Change management savings from Core II (-\$3.0M). Let savings (-\$2.3M). \$24.6M of contingency added to the estimate for design modifications, real estate litigation risk, remaining compensable utility and railroad modifications, core interchange construction risks, and remaining risk associated with the north leg construction schedule and let packages.
Totals	\$1,247.2	\$294.3	\$1,521.2	\$1,541.5	\$0.0	\$20.3	\$0.0	1.3%	

COST TO COMPLETE EXPENDITURE SCHEDULE*												
Encumbered or Committed, not yet Expended**		Remaining 2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
\$52.8	Current Year \$	\$25.5	\$5.2	\$16.6	\$186.8	\$5.5	\$1.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$52.8	YOE \$	\$26.2	\$5.5	\$18.0	\$207.9	\$6.3	\$2.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).

Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$1,566.1M (see Pages i and ii for budget and inflation assumptions).

Note that the YOE Total Cost Estimate above is trending lower than that in the current federal financial plan at \$1,557.4M.

*This schedule assumes sufficient funding will be provided in the 2019-21 biennium to enable letting of the remaining north leg project work.

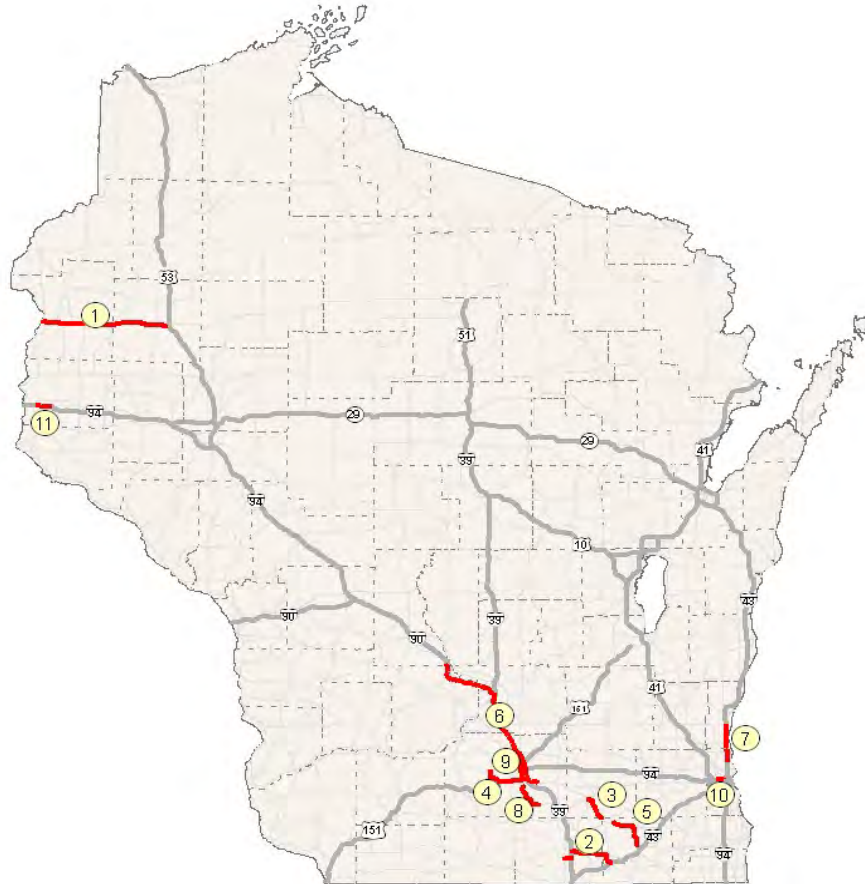
**Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

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Wisconsin Department of Transportation

February 2018

Major Highway Study Projects Status Report Update To the Transportation Projects Commission



Number Key to Map	Highway	Termini	Status	Page
1	USH 8	STH 35 – USH 53	EIS Complete	21
2	STH 11/USH 14	Janesville – I 43	Suspended	22
3	USH 12	Fort Atkinson Bypass	Suspended	23
4	USH 12	USH 14 – CTH N	In Progress	24
5	USH 12	Elkhorn – Whitewater	Suspended	25
6	I 39/90	USH 12 (Madison) – USH 12 (Wis Dells)	Cancelled	26
7	I 43	Silver Spring Drive – STH 60	EIS Complete	27
8	USH 51	Stoughton – McFarland	EA Postponed	28
9	USH 51	USH 12 – STH 19	In Progress	29
10	I 94	70 th Street – 16 th Street	EIS Complete	30
11	I 94	USH 12 – STH 65	EA Complete	31

General Information

This report provides information regarding the Major Highway Study Projects. The status report for each project includes a project location map, as well as general information such as:

- Project length
- Existing AADT
- Need for study
- Possible concept
- Study status

Also provided is a Cost Status Table that lists cost information related to the environmental studies. The Cost Status Table provides estimates of Total Study Cost and Cost to Complete, as well as Cost to Date information. A sample cost table and definition of terms are as follows:

Total Study Cost Estimate: an estimate of the total cost required to conduct the environmental study through Record of Decision (ROD) or Finding of No Significant Impact (FONSI).

Please note that it is often difficult to predict how much work (cost) or how long it will take to conduct environmental studies. The sensitive environmental, social, economic, and political issues associated with most major studies involve unique circumstances that must be addressed through an evolving study process. These unique project characteristics make it difficult to develop study cost estimates with pinpoint precision.

Cost to Date: is the dollar amount expended on the study to date (as of 1/1/2018). This information was obtained through the department’s financial systems.

Cost to Complete: an estimate of cost required to complete the study at 2017 prices (through ROD/FONSI).

Study Project Cost Status Table – February 2018							
Project: <i>Sample Study Project</i>						Region	
Cost Information in Millions of Dollars							
Cost Category	Cost To Date	Estimated Cost To Complete	Total Study Cost Estimate August 2017	Total Study Cost Estimate February 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	1.0	2.0	3.0	3.0	0.0		

Cost to Date is the amount expended on the project at the time of this report

Cost to Complete is the difference between Total Study Cost Estimate and Cost To Date.

Total Study Cost Estimate is the estimated total cost required to conduct the environmental study through ROD or FONSI.

Difference between Total Study Cost Estimate of this report and that of the previous report.

USH 8 STH 35 North - USH 53
 EIS Complete – No further study expected



Study Project Cost Status Table - February 2018							
Project: USH 8 STH 35 North - USH 53							
Region: NW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$5.3	\$0.7	\$6.0	\$6.0	\$0.0	0.0%	

Length: 40 miles in Polk and Barron Counties

Existing AADT: (Annual average daily traffic) 6,400 – 14,800 (rural) 11,600 – 16,100 (urban) vehicles per day

Need for study: Population growth and increased traffic volumes are generating concerns in several communities along the route. Approximately 50% of the project length will have 2030 volumes exceeding 12,000 AADT. There was a perceived need to identify and preserve a future four-lane corridor in order to make sound current and future highway improvement decisions.

Possible concept: To identify the future corridor detail to meet estimate accuracy requirements the study is being done under a 'Tiered EIS' concept. Tier 1 identifies basic corridor location and design standards for preferred alternatives. The Tier 2 phases are currently moving forward to achieve the detailed design necessary for estimate accuracy requirements. Officially map any future right-of-way needs for any preferred alternatives that are freeway/expressway concepts. Tier 3 would be considered to update NEPA work upon any segment being considered for construction.

Study status: Tier I – EIS completed
 Tier II - Environmental document completed April 2014 documenting all findings, evaluations and decisions to date. Due to reduction in traffic volumes and decreased growth rate no 84.295 official mapping will be completed at this time.

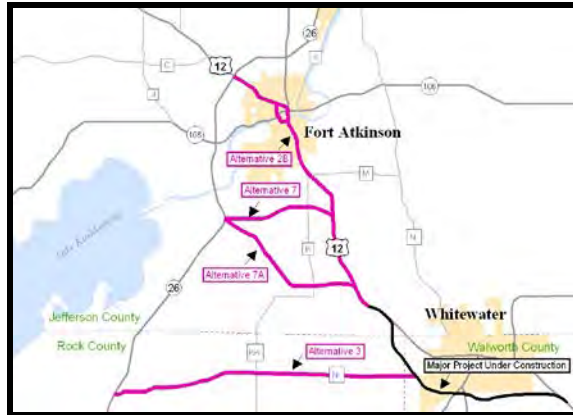
STH 11/USH 14 Janesville – I 43
Suspended – No work being done



Study Project Cost Status Table - February 2018							
Project: STH 11/USH 14 Janesville - I 43							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$2.2	\$0.5	\$2.7	\$2.7	\$0.0	0.0%	

- Length: 15 miles in Rock and Walworth Counties
- Existing AADT: (Annual average daily traffic) 7,900 - 10,300 vehicles per day
- Need for study: Expansion to four lanes will be necessary to accommodate the increasing traffic volumes on STH 11/USH 14. Increasing crash rates, lower level of service, system linkage, smart growth planning and emergency evacuation management planning are other needs identified.
- Possible concept: Expand the existing two-lane facility to four lanes. Provide for a freeway design in the I 39/90 and I 43 areas.
- Study status: The study remains suspended indefinitely. During the suspension, no work will be performed on the study. The final disposition of this study will be determined at a future Transportation Projects Commission (TPC) meeting.

USH 12 Fort Atkinson Bypass
Suspended – No work being done



Study Project Cost Status Table - February 2018							
Project: USH 12 Fort Atkinson Bypass							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$3.5	\$0.1	\$3.6	\$3.6	\$0.0	0.0%	

Length: 10.1 – 17.5 miles in Jefferson County

Existing AADT: (Annual average daily traffic) 6,900 (rural) - 15,500 (urban) vehicles per day

Need for study: Find ways to ensure USH 12 remains a safe and effective regional corridor meeting regional travel and shipping needs while continuing to support the existing and future transportation needs of the Fort Atkinson and Koshkonong communities.

Possible concept: Solutions to the needs identified in the study will include extending safe life of existing USH 12, mapping a bypass and building it when warranted by traffic and safety.

Study status: Draft EIS released for public comment in October 2005.
Percent of study completed: 90%

Work on study has been suspended indefinitely and will be discussed at the next TPC meeting. During the suspension, no work will be performed on the study. The final disposition of this study will be determined at a future TPC meeting.

USH 12 USH 14 – CTH N
In progress



Study Project Cost Status Table - February 2018							
Project: USH 12 USH 14 - CTH N							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$8.9	\$13.1	\$22.0	\$22.0	\$0.0	0.0%	

- Length: 18.7 miles in Dane County
- Existing AADT: (Annual average daily traffic) 30,800 – 146,500 vehicles per day
- Need for study: Address ways to increase capacity for existing and future traffic demand. Improve safety issues to reduce crash rates significantly greater than statewide average.
- Possible concept: Will begin by examining Madison metro area and looking for alternatives to improve the whole corridor from severe congestion. Anticipate transit, freight bike and pedestrian needs throughout corridor.
- Study status: The Beltline Study is nearing the completion of the Planning and Environmental Linkages (PEL) phase. The National Environmental Policy Act (NEPA) phase is anticipated to begin following the completion of the PEL phase.

USH 12 STH 67 Elkhorn – STH 59 Whitewater
 Suspended – No work being done



Study Project Cost Status Table - February 2018							
Project: USH 12 STH 67 Elkhorn - STH 59 Whitewater							
Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.2	\$2.4	\$2.6	\$2.6	\$0.0	0.0%	

- Length: 17.9 miles in Walworth County
- Existing AADT: 5,100 – 14,900 vehicles per day
- Need for study: To address capacity and safety needs associated with this National Highway System route.
- Possible concept: Possible alignment adjustments and capacity improvement for safety concerns and future traffic demands.
- Study status: As of July 2016, this study has been suspended indefinitely. The final disposition of this study will be determined at a future TPC meeting.

I 39/90 USH 12 (Madison) – USH 12 (Wis Dells)
Cancelled



Study Project Cost Status Table - February 2018							
Project: I 39/90 USH 12 (Madison) - USH 12 (Wis Dells)							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change In Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$7.9	\$10.1	\$18.0	\$18.0	\$0.0	0.0%	

Length: 56.3 miles in Dane/Columbia/Sauk Counties

Existing AADT: 37,800 – 90,000 vehicles per day

Need for study: The corridor is an important route for moving freight throughout the state and to outside destinations. If no improvements are made, the majority of corridor will have significant problems from reductions in travel speeds and recurring breakdowns in traffic flow. Need to find ways to ensure the corridor remains safe and effective as it has national, state, and regional importance.

Possible concept: Find ways to increase capacity for existing and future traffic demands and improve safety to reduce crash rates significantly greater than the statewide average. Look for interchange improvements as well as expansion along corridor. The corridor will be broken into north and south portion for studies.

Study status: As of March 2017, this study has been cancelled. Any future transportation improvements along either the I 39/90/94 or the I 90/94 corridors will progress under a separate environmental review process, in accordance with all applicable laws and regulations.

I 43 Silver Spring Drive – STH 60 EIS Complete



Study Project Cost Status Table - February 2018							
Project: I 43 Silver Spring Drive - STH 60							
Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$19.5	\$0.4	\$19.9	\$19.9	\$0.0	0.0%	

Length: 14.3 miles in Milwaukee and Ozaukee Counties

Existing AADT: 47,600 – 92,200 vehicles per day

Need for study: The IH 43 corridor is in need of increased capacity to handle existing and future traffic demand and to improve safety and crash rates that are significantly greater than the statewide average. This corridor provides critical interstate access between major metropolitan areas.

Possible concept: Possible capacity and interchange updates for mobility and safety improvements. Look at drainage and right of way impacts.

Study status: Final EIS signed November 2014.

Project recommended by TPC for enumeration December 1, 2014.
Project not enumerated in 2015-17 biennium.

This project will continue to be reported as a Majors study until all existing project encumbrances toward work on the environmental document are paid, or until the project is enumerated, whichever is first.

USH 51 Stoughton – McFarland
EA Postponed



Study Project Cost Status Table - February 2018							
Project: USH 51 Stoughton - McFarland							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$7.3	\$1.2	\$8.5	\$8.5	\$0.0	0.0%	

Length: 18 miles in Dane County

Existing AADT: (Annual average daily traffic) 10,300 (rural) - 15,400 (urban) vehicles per day

Need for study: Provide increased capacity for existing and future traffic demand and improve safety to reduce crash rates.

Possible concept: Expand USH 51 from the existing two-lanes to four lanes and along a northern bypass of Stoughton. Environmental document changed to Environmental Assessment (EA) – with phased implementation.

Study status: This study has been on hold since March 2016.

Due to statewide priorities and funding limitations, the preferred alternative for the EA was not able to secure funding for final design and construction in 2016. As a result, FHWA would not sign the EA, so the completion of the study was postponed. Once a determination is made to move forward with the study, the study team will re-evaluate the preferred alternative to determine if and to what extent updated information (i.e. traffic, socioeconomic, etc.) could impact the design of the preferred alternative.

USH 51 USH 12 – STH 19
In progress



Study Project Cost Status Table - February 2018							
Project: USH 51 USH 12 - STH 19							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$5.3	\$2.6	\$7.9	\$7.9	\$0.0	0.0%	

Length: 11 miles in Dane County

Existing AADT: 19,100 – 49,600 vehicles per day

Need for study: The corridor provides access to major employment and residential areas and also serves outline communities. Increased traffic volumes have caused safety and capacity issues along with increased crash problems that are significantly greater than the statewide average.

Possible concept: Look at intersection/interchange upgrades and capacity issues. Find ways to ensure USH 51 remains a safe and effective corridor.

Study status: The study is currently in the NEPA phase.

WisDOT is in the process of finalizing traffic modeling updates for the draft range of alternatives based on updates to the Travel Demand Model and updated traffic counts within the corridor. WisDOT is re-evaluating the range of alternatives to determine if changes are needed based on updated traffic operations and safety information.

The study team is working to address FHWA comments on Section 1 (Purpose and Need) of the EIS and is updating Section 2 (Range of Alternatives) of the EIS to include Phased Implementation as well as including the updated traffic and safety information.

**I 94 70th Street – 16th Street
EIS Complete**



Study Project Cost Status Table - February 2018							
Project: I 94 70th Street - 16th Street							
Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study & PE	\$21.7	\$5.5	\$27.2	\$27.2	\$0.0	0.0%	

Length: 3.5 miles in Milwaukee County

Existing AADT: 138,000 – 156,000 vehicles per day

Need for study: This part of the southeast freeway system is a critical interstate link to the entire state. It provides access to manufacturers, commuters and tourists within the Milwaukee metropolitan area. 89% of the corridor contains crash problems that are significantly greater than the statewide average.

Possible concept: Address ways to increase capacity for existing and future traffic demand and improve safety to reduce crash rates.

Study status: The environmental document process was concluded with FHWA signing the completed ROD on September 9, 2016. With the completion of the environmental study, and the project not being enumerated in the state budget, all tasks have been stopped. Secretary Ross requested that FHWA rescind the ROD on September 29, 2017, and FHWA published the formal Rescission of the ROD in the Federal Register on October 11, 2017. All consultant contracts are being terminated and all consultant work was directed to cease by November 30, 2017, with final invoices to be submitted thereafter. No additional activity will occur on the I 94 E-W Corridor Project.

While this project is expected to be a Southeast Mega project, the environmental study will continue to be reported as a Majors study until all existing project encumbrances toward work on the environmental document are paid.

I 94 USH 12 – STH 65
EA Complete



Study Project Cost Status Table - February 2018							
Project: I94 USH 12 - STH 65							
Region: NW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2017	Total Study Cost Estimate Feb. 2018	Change In Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.8	\$0.1	\$0.9	\$0.9	\$0.0	0.0%	

- Length: 6 miles in St. Croix County
- Existing AADT: 49,300 vehicles per day
- Need for study: The corridor provides direct interstate access to the cities of Hudson and Roberts, and is a critical link to other major cities outside of this corridor including Minneapolis and many points in WI and beyond. IH 94 is in need of increased capacity to handle existing and future traffic demand and to improve safety and crash rates greater than the statewide average.
- Possible concept: Address ways to increase capacity for existing and future traffic demand and improve safety to reduce crash rates.
- Study status: Final signed FONSI – November 2014.
Project recommended by TPC for enumeration December 1, 2014.
While the TPC recommended enumeration of this project, enumeration is yet to occur. Consequently, this project will continue to be reported as a Majors study until all existing project encumbrances toward work on the environmental document are paid, or until the project is enumerated, whichever is first.