



# MEMBER DIRECTORY

September 2010

<b>TRANSPORTATION PROJECTS COMMISSION MEMBERS</b>
---

**Governor Jim Doyle**

Chairman  
 Room 115 East, State Capitol  
 P O Box 7863  
 Madison, Wisconsin 53707  
 (608) 266-1212

**Wisconsin State Senate Members****Senator Russell Decker**

Room 211 South, State Capitol  
 P O Box 7882  
 Madison, WI 53707-7882  
 (608) 266-2502

**Senator Glenn Grothman**

Room 20 South, State Capitol  
 P O Box 7882  
 Madison, Wisconsin 53707-7882  
 (608) 266-7513

**Senator David Hansen**

Room 18 South, State Capitol  
 P O Box 7882  
 Madison, Wisconsin 53707-7882  
 (608) 266-5670

**Senator Jim Holperin**

Room 409 South, State Capitol  
 P O Box 7882  
 Madison, Wisconsin 53707-7882  
 (608) 266-2509

**Senator Alan Lasee**

Room 130 South, State Capitol  
 P O Box 7882  
 Madison, Wisconsin 53707-7882  
 (608) 266-3512

**Wisconsin State Assembly Members****Representative Michael Sheridan**

Room 211 West, State Capitol  
 P O Box 8953  
 Madison, WI 53708  
 (608) 266-7503

**Representative Fred Clark**

Room 418 North, State Capitol  
 P O Box 8952  
 Madison, Wisconsin 53708  
 (608) 266-7746

**Representative Mark Gottlieb**

Room 309 North, State Capitol  
 P O Box 8952  
 Madison, Wisconsin 53708  
 (608) 267-2369

**Representative Jerry Petrowski**

Room 16 West, State Capitol  
 P O Box 8953  
 Madison, Wisconsin 53708  
 (608) 266-1182

**Representative John Steinbrink**

Room 104 North, State Capitol  
 P O Box 8953  
 Madison, Wisconsin 53708  
 (608) 266-0455

**Citizen Members****Mr. Michael Ryan**

5841 Woodland Drive  
 Waunakee, WI 53597  
 (608) 849-7614

**Mr. Lee Meyerhofer**

903 Shamrock Court  
 Kaukauna, WI 54130  
 (920) 360-0400

**Mr. Leonard Sobczak**

3287 North Oakland Ave  
 Milwaukee, WI 53211  
 (414) 961-1822

**Nonvoting Member****Secretary Frank J. Busalacchi**

Wisconsin Dept. of Transportation  
 Room 120B, 4802 Sheboygan Ave  
 Madison, WI 53705  
 (608) 266-1114

<b>DEPARTMENT OF TRANSPORTATION STAFF</b>
---

**Policy Issues****Frank J. Busalacchi, Secretary**

Room 120B Hill Farms  
4802 Sheboygan Avenue  
Madison, Wisconsin 53705  
(608) 266-1114

**Ruben Anthony, Deputy Secretary**

Room 120B Hill Farms  
4802 Sheboygan Avenue  
Madison, Wisconsin 53705  
(608) 266-1114

**Mark Wolfgram, Administrator**

Div. of Trans. Investment Management  
Room 901 Hill Farms  
4802 Sheboygan Avenue  
Madison, Wisconsin 53705  
(608) 266-5791

**Project Information****Joseph Nestler, Director**

Bureau of State Highway Programs  
Room 933 Hill Farms  
4802 Sheboygan Avenue  
Madison, Wisconsin 53705  
(608) 266-9495

**Adam Boardman, Section Chief**

Bureau of State Highway Programs  
Room 933 Hill Farms  
Madison, Wisconsin 53705  
(608) 267-7715

**Charles Thiede, P.E., Program Manager**

Bureau of State Highway Programs  
Room 933 Hill Farms  
4802 Sheboygan Avenue  
Madison, Wisconsin 53705  
(608) 267-7715

**Dawn Krahn, P.E. Level of Service Engineer**

Bureau of State Highway Programs  
Room 933 Hill Farms  
4802 Sheboygan Avenue  
Madison, Wisconsin 53705  
(608) 267-7715

**Budget Information****K. Casey Newman, Budget Director**

Office of Policy, Budget & Finance  
Room 132B Hill Farms  
4802 Sheboygan Ave  
Madison, Wisconsin 53705

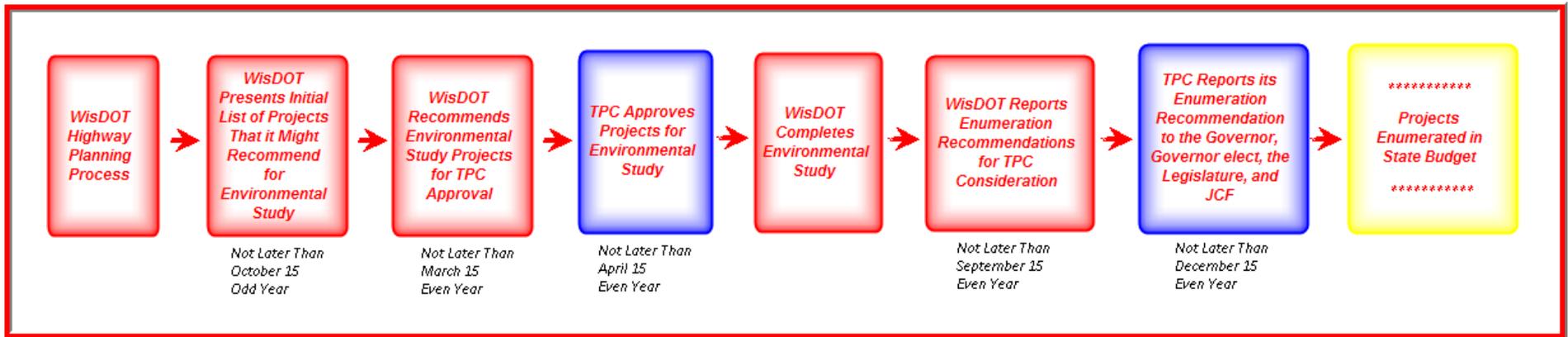
**Commission Secretary****Jennifer Canchola**

Bureau of State Highway Programs  
Room 933 Hill Farms  
4802 Sheboygan Avenue  
Madison, Wisconsin 53705  
(608) 266-5408

# **MAJOR HIGHWAY PROJECT STATUTES**

# PROCESS TO BECOME A MAJOR HIGHWAY PROJECT

(As Directed by State Statutes)



## ODD YEARS

- Not later than October 15<sup>th</sup> of each odd-numbered year, WisDOT provides the TPC with an initial list of potential Major Highway projects that the Department may recommend for environmental study.

## EVEN YEARS

- Not later than March 15<sup>th</sup> of each even-numbered year, WisDOT provides the TPC with a list of potential Major Highway projects that it recommends be approved by the TPC for environmental study.
- Not later than April 15<sup>th</sup> of each even-numbered year, the TPC notifies WisDOT of potential Major Highway projects that are approved for environmental study.
- Not later than September 15<sup>th</sup> of each even numbered year, WisDOT shall report its recommendations for enumeration
- Assist the commission with respect to any proposed project as necessary to permit the commission to consider the project
- TPC reports its enumeration recommendations not later than December 15<sup>th</sup> of each even numbered year (report to Gov/Gov elect; the legislature, and Joint Committee on Finance).

## KEY MAJOR HIGHWAY STATUTES

The statutes shown in this section are those considered most significant. A complete coverage of Major Highway Project statutes can be found in statutes 13.489 and 84.013.

## 1. Definition of a Major Highway Project

84.013(1)(a) 

(a) "Major highway project" means a project, except a project providing an approach to a bridge over a river that forms a boundary of the state or a southeast Wisconsin freeway rehabilitation project under [s. 84.014](#), which has a total cost of more than \$5,000,000 and which involves any of the following:

84.013(1)(a)1. 

1. Constructing a new highway 2.5 miles or more in length.

84.013(1)(a)2. 

2. Reconstructing or reconditioning an existing highway by either of the following:

84.013(1)(a)2.a. 

a. Relocating 2.5 miles or more of the existing highway.

84.013(1)(a)2.b. 

b. Adding one or more lanes 5 miles or more in length to the existing highway.

84.013(1)(a)3. 

3. Improving to freeway standards 10 miles or more of an existing divided highway having 2 or more lanes in either direction.

## 2. Approval of Commission Required to Conduct Environmental Study of Potential Major Projects

13.489(1m)(b) 

(b) Not later than October 15 of each odd-numbered year, the department of transportation shall provide to the commission a list of potential major highway projects that the department has initially determined may be recommended under [par. \(c\)](#) for approval to prepare an environmental impact statement or an environmental assessment and a list of potential major highway projects that could be studied for possible recommendation under [sub. \(4\)](#). The commission may conduct public hearings on potential major highway projects identified by the department of transportation or by the commission.

13.489(1m)(c) 

(c) Not later than March 15 of each even-numbered year, the department of transportation shall report to the commission those potential major highway projects that the department recommends be approved by the commission for preparation of an environmental impact statement or an environmental assessment.

13.489(1m)(d) 

(d) Not later than April 15 of each even-numbered year, the commission shall notify the department of those potential major highway projects that the commission approves for preparation of an environmental impact statement or an environmental assessment or shall notify the department that it does not approve any potential major highway projects for preparation of an environmental impact statement or environmental assessment.

13.489(1m)(e) 

(e) The department of transportation may not prepare an environmental impact statement or an environmental assessment for a potential major highway project unless the commission notifies the department under [par. \(d\)](#) that the project is approved.

## KEY MAJOR HIGHWAY STATUTES

## 3. DOT Makes Enumeration Recommendations for Commission Consideration

13.489(2)



**(2) Department to report proposed projects.** Subject to [s. 85.05](#), the department of transportation shall report to the commission not later than September 15 of each even-numbered year and at such other times as required under [s. 84.013 \(6\)](#) concerning its recommendations for adjustments in the major highway projects program under [s. 84.013](#).

## 4. The Commission Reviews and Recommends Projects for Enumeration

13.489(4)(a)1.



1. All reports submitted as provided by [sub. \(2\)](#) shall be reviewed by the commission. The commission shall report its recommendations concerning major highway projects to the governor or governor-elect, the legislature and the joint committee on finance no later than December 15 of each even-numbered year or within 30 days following submission of a report under [s. 84.013 \(6\)](#). The commission may recommend approval, approval with modifications, or disapproval of any project, except that the commission may not recommend the approval, with or without modifications, of any project unless any of the following applies:

13.489(4)(a)1.a.



a. The commission determines that, within 6 years after the first July 1 after the date on which the commission recommends approval of the project, construction will be commenced on all projects enumerated under [s. 84.013 \(3\)](#) and on the project recommended for approval and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

13.489(4)(a)1.b.



b. The report recommending approval of the project is accompanied by a financing proposal that, if implemented, would provide funding in an amount sufficient to ensure that construction will commence on all projects enumerated under [s. 84.013 \(3\)](#) and on the project within 6 years after the first July 1 after the date on which the commission recommends approval of the project and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

13.489(4)(a)2.



2. In determining the commencement date for projects under [subd. 1. a.](#) and [b.](#), the commission shall assume that the appropriation amounts under [s. 20.395 \(3\) \(bq\)](#) to [\(bx\)](#) for the current fiscal year will be adjusted annually to reflect adjustments to the U.S. consumer price index for all urban consumers, U.S. city average, as determined by the U.S. department of labor.

13.489(4)(c)



(c) No project may be enumerated under [s. 84.013 \(3\)](#) or approved under [s. 84.013 \(6\)](#) unless the commission recommends approval, with or without modifications, of the project under [par. \(a\)](#) or, with respect to a project under [s. 84.013 \(6m\)](#), designates the project under [par. \(b\)](#).

**DOT RECOMMENDATIONS  
AND  
PROJECT EVALUATION PROCESS**



## Wisconsin Department of Transportation

www.dot.wisconsin.gov

Jim Doyle  
Governor

Frank J. Busalacchi  
Secretary

Office of the Secretary  
4802 Sheboygan Ave.  
P O Box 7910  
Madison, WI 53707-7910

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

September 15, 2010

Governor Jim Doyle  
115 East State Capitol  
Madison, WI 53702

Dear Governor Doyle:

I am pleased to present projects for consideration by the Transportation Projects Commission (TPC) as Major Highway Project enumeration candidates. The TPC will meet on October 19, 2010 at 1 p.m. in the Governor's Conference Room at the State Capitol.

Four of the eight Major Highway Study Projects having environmental studies conducted by the Department at the direction of the Commission are ready for enumeration. These projects are:

- IH 39/90 (US 12 - Illinois)
- STH 38 (Oakwood Rd. – County K)
- US 10/STH 441 (County CB – Oneida Street)
- STH 15 (STH 76 – New London)

A fifth project, Business 51 through Plover and Whiting was developed as a rehabilitation project under the State Highway Rehabilitation program, but was petitioned by the villages of Plover and Whiting for TPC consideration and designation as a Major Highway Project under s. 84.013(6m).

The Department has evaluated all five projects using Administrative Rule Trans 210, which is in accordance with s. 85.05. Trans 210 is used to evaluate proposed major projects in terms of their ability to achieve the Major Highway Program goals of enhancing Wisconsin's economy, improving highway service, and improving highway safety, while minimizing environmental impacts and serving community objectives. The Trans 210 scores for the five projects are as follows, ranked from highest to lowest:

Highway	Termini	Miles	Trans 210 Score	Rank
IH 39/90	(US 12 - Illinois)	45	89.6	1
STH 38	(Oakwood Rd. – County K)	9	85.4	2
US 10/STH 441	(County CB – Oneida Street)	5	83.3	3
STH 15	(STH 76 – New London)	11	78.2	4
Business 51	STH 54 – Minnesota Ave (Plover – Whiting)	3.5	53.0	5

After careful consideration, WisDOT is recommending the top four projects be approved for enumeration by the TPC. The four recommended projects scored highly on one or more of the most heavily weighted scoring categories: economics, traffic flow, and safety. In contrast, the Business 51 project scored lowest in these same categories. Enumerating Business 51 in light of its poor performance is not recommended because it would delay improvements to higher priority Major Highway candidates in future enumeration cycles. Improvements to Business 51 should be pursued through the State Highway Rehabilitation Program.

We look forward to assisting the Commission in its efforts to evaluate these candidates.

Sincerely,

Frank J. Busalacchi  
Secretary

cc: Senators: Russell Decker, James Holperin, David Hansen, Alan Lasee, Glenn Grothman  
Representatives: Michael Sheridan, John Steinbrink, Fred Clark, Mark Gottlieb, Jerry Petrowski  
Citizen Members: Lee Meyerhofer, Michael Ryan, Leonard Sobczak



# **MAJOR HIGHWAY PROJECTS EVALUATION PROCESS**

**WisDOT Bureau of State Highway Programs**

**September 2010**

## **MAJOR HIGHWAY PROJECTS EVALUATION PROCESS**

This information paper provides an overview of the Administrative Rule Trans 210 process that will be used to evaluate proposed major highway projects that are being considered for enumeration. This process will be used to evaluate and recommend projects to the Transportation Projects Commission.

The evaluation process is used to evaluate each proposed major project in terms of its ability to achieve the Departments' goals of enhancing Wisconsin's economy, improving highway service, improving highway safety, minimizing environmental impacts and serving community objectives. This numerical ranking process is based on minimum requirements and measures that reflect these five goal areas. This paper will briefly describe the minimum requirement that a project shall meet or exceed in order to be eligible for recommendation to the Transportation Projects Commission. In addition, the paper will summarize the guidelines used for component scoring measures, the weights applied to the measures and the calculation of the overall composite score.

The Department has assembled a task force of staff experts in highway design, construction, planning, economics, environmental analysis, and economic development to compile and analyze information that is to be used for the evaluation process for major projects.

### **Minimum Requirement**

Although the Department ranks projects based on all five goals, it recognizes that only projects with safety or traffic flow problems on the existing facilities should be recommended to the Transportation Projects Commission. Only those projects that have either of the following traffic flow or safety deficiencies will meet the minimum requirement:

- The predicted level of service on significant portions of the highway shall be worse than level of service C in the design year.
- Safety on significant portions of the highway shall be worse than the statewide average for a similar highway type. Safety shall be identified using the crash rate or the severity proportions for the facility.

## Measures

Measures are used to quantify the effect of the project in terms of achieving the Department's goals. These measures were developed to determine the impact of the project on highway users as well as their impacts on non-users of the highways. The measures are weighted to reflect the hierarchy of the Department's goals. The measures, their components and associated weights are shown in Figure 1 on page 5. These measures will contribute points beyond the minimum score and will be used to place projects in relative rank order. The five measures include:

1. **Economic Measure (40%).** This process recognizes that the transportation infrastructure is vital to a strong economy. Major highway projects improve and strengthen the transportation infrastructure, reducing the cost of travel, while enhancing Wisconsin's ability to maintain and compete for jobs. The objectives of this measure are to identify the projects that will increase the competitiveness of existing businesses, increase the attractiveness for new businesses, and improve routes that are part of the Corridors 2030 or National Highway System network of highways. Therefore, the following components of this measure include:
  - a) Identify Competitiveness of Existing Business. Lower travel costs serve to increase the competitiveness of existing businesses by allowing the business to reduce prices within existing markets, expand market areas, and/or create capital (saved travel cost) that can be reinvested. The reduction of travel costs is measured by quantifying the long-term reduction in travel time, vehicle operating costs, and accidents that will result from each project. These benefits are then compared to the cost of constructing and maintaining the project. The potential of each project to increase competitiveness of existing businesses is measured by the degree to which benefits exceed the project's construction and maintenance costs. In addition, the Department will also evaluate the existing businesses that will benefit from the project, which can be measured by the number of business entities, and the amount of employment, population and tourism in the proposed or existing highway corridor.
  - b) Identify Attractiveness for New Business. Economic theory recognizes regional economic growth stemming from productivity and redistribution of jobs and incomes. A determination will be made of the project's potential to increase the productivity of industry along the highway corridor. Greater consideration will be given to projects that do not redistribute growth from one part of the state to another, and to projects that contain business with the ability to attract business from outside of the state. In addition, greater consideration will be given to communities that are sufficiently organized to capitalize on the economic opportunities associated with the proposed project. The Department will also explore and evaluate the unique circumstances or regional differences in the economic need and abilities of the communities affected by the project.

- c) Identify Routes That Provide Connections. The Department has identified a network of quality highways, which are critical to Wisconsin's economy. This network will consist of routes on three systems: 1) Corridors 2030 Backbone routes which include key multi-lane routes connecting major population and economic centers;
- 2) Corridors 2030 Connector routes which connect key communities and regional economic centers to the Backbone routes, and 3) National Highway System. A project on either of these three networks would be given more points than one that was not on these networks.
2. **Traffic Flow Measure (20%).** Congestion can have adverse effects on the user's travel time, mobility, and maneuverability. Mobility and travel time are important to efficiently connect people to jobs and business to their customers, suppliers and markets. The objective of this measure is to quantify the existing and projected traffic flow problems on the highway system that will be affected by each proposed project. Level of service is the qualitative measure of traffic flow used by The Transportation Research Board *Highway Capacity Manual* to define the operational conditions of the existing highway. To determine the level of service the existing highway is providing, traffic analyses are based on such performance measures as traffic density, traffic delay, and average travel speed. Six levels of service are defined in the *Highway Capacity Manual*, with level of service A representing the best operating conditions and level of service F the worst.
3. **Safety Measure (20%).** The evaluation process recognizes that transportation improvements can play an important role in improving the safety of Wisconsin's highways. Reducing the number of fatalities and injury crashes as well as the property and freight losses associated with these crashes has been and will continue to be a primary goal of the department. The objective of this measure is to identify the number and the severity of the crash problems on the highway system affected by each proposed major highway project. The components used to quantify this measure include:
- a) the crash rate which is calculated by the number of crashes divided by the number of hundred million vehicle miles traveled over the length of the highway system segments,
  - b) the severity proportion which is calculated by dividing the number of fatality and incapacitating injury crashes by the total crashes on the highway, and
  - c) a determination of the project's effect on the safety of pedestrians and bicyclists that use the facility.
4. **Environmental Measure (10%).** The evaluation process recognizes that highway projects could have effects on the quality of the human environment in the regions they serve. The objective of this measure is to evaluate environmental considerations associated with the proposed major highway project through summary information provided in a draft environmental impact statement or environmental assessment. Those projects that have larger net environmental effects for the following components will be scored lower:

- a) natural resources which include wetlands, uplands, flood plains, stream crossings and endangered species,
  - b) physical resources which include air and sound quality, and contaminated sites,
  - c) socio-economic resources including agricultural land, park land, residential and business development and
  - d) cultural resources which include historic properties and archeological sites.
5. **Community Input Measure (10%).** The objective of this measure is to evaluate community support or opposition to a proposed major highway project through either of the following:
- a) quantifying public input through informational hearings and correspondence and
  - b) determining if the proposed major highway project is consistent with metropolitan, local or regional transportation plans that have been adopted or reaffirmed in the last 5 years.

### Composite Score

A combination of the five measures, weights for each of the measures and the minimum requirement shall be used to calculate a composite score for each proposed major highway project. Each measure shall have a maximum score of 100 points. The composite score shall have a maximum of 110 points. The minimum allowable score for a composite score is 10 points. Only those projects which have greater than 10 points may be recommended by the Department to the TPC. The following formula shall be used to determine the composite scores:

$$\text{Composite Score} = \beta_0(10 + \beta_1 \text{ economic measure} + \beta_2 \text{ safety measure} + \beta_3 \text{ traffic flow measure} + \beta_4 \text{ environmental measure} + \beta_5 \text{ community input measure})$$

where:

$\beta_0 = 1$  if the minimum requirements are met for either traffic flow or safety,  
or

$= 0$  if the minimum requirements are not met for traffic flow and safety.

$\beta_1 =$  weight for the economic measure which shall be .40

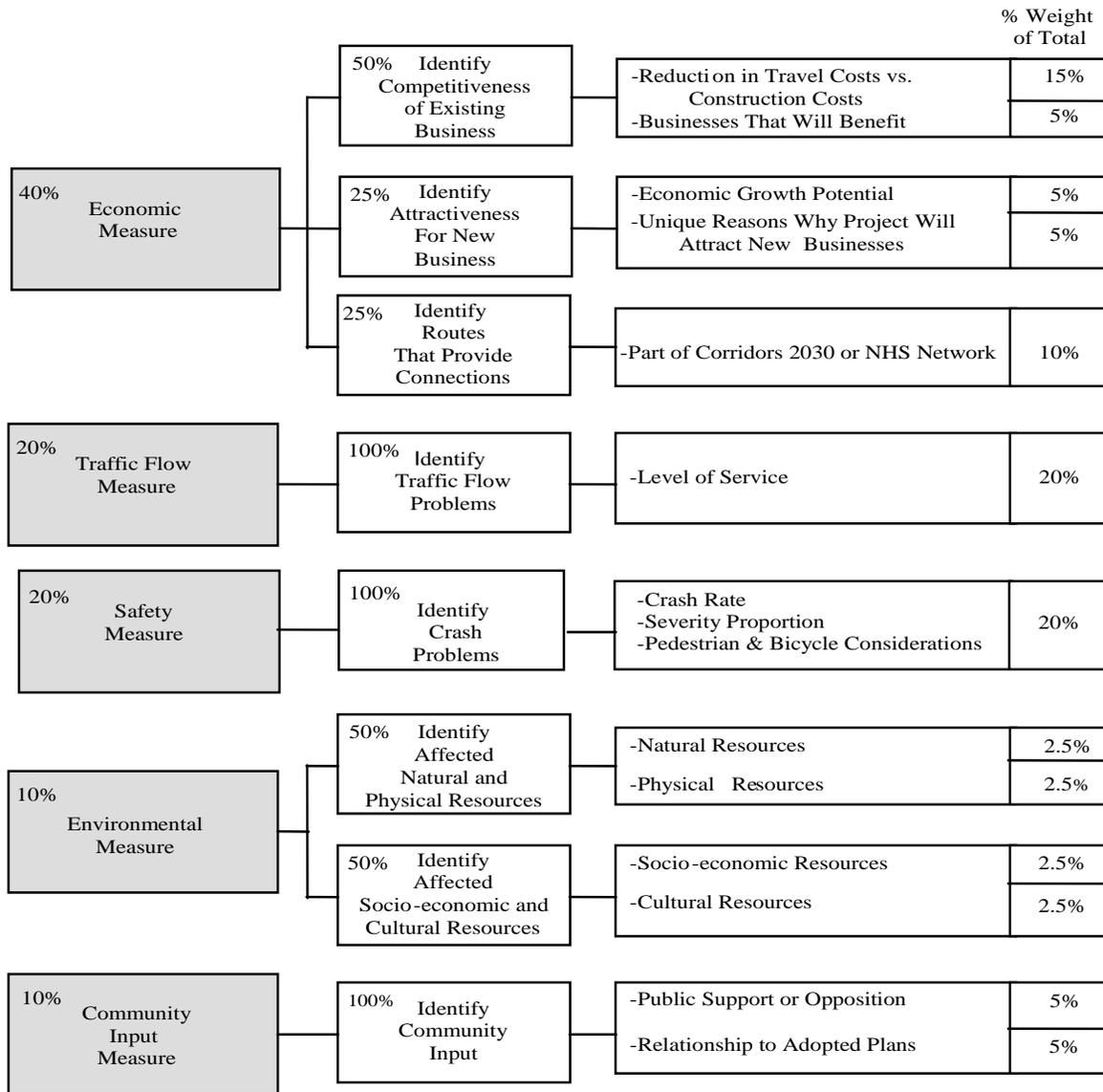
$\beta_2 =$  weight for the traffic flow measure which shall be .20

$\beta_3 =$  weight for the safety measure which shall be .20

$\beta_4 =$  weight for the environmental measure which shall be .10

$\beta_5 =$  weight for the community input measure which shall be .10

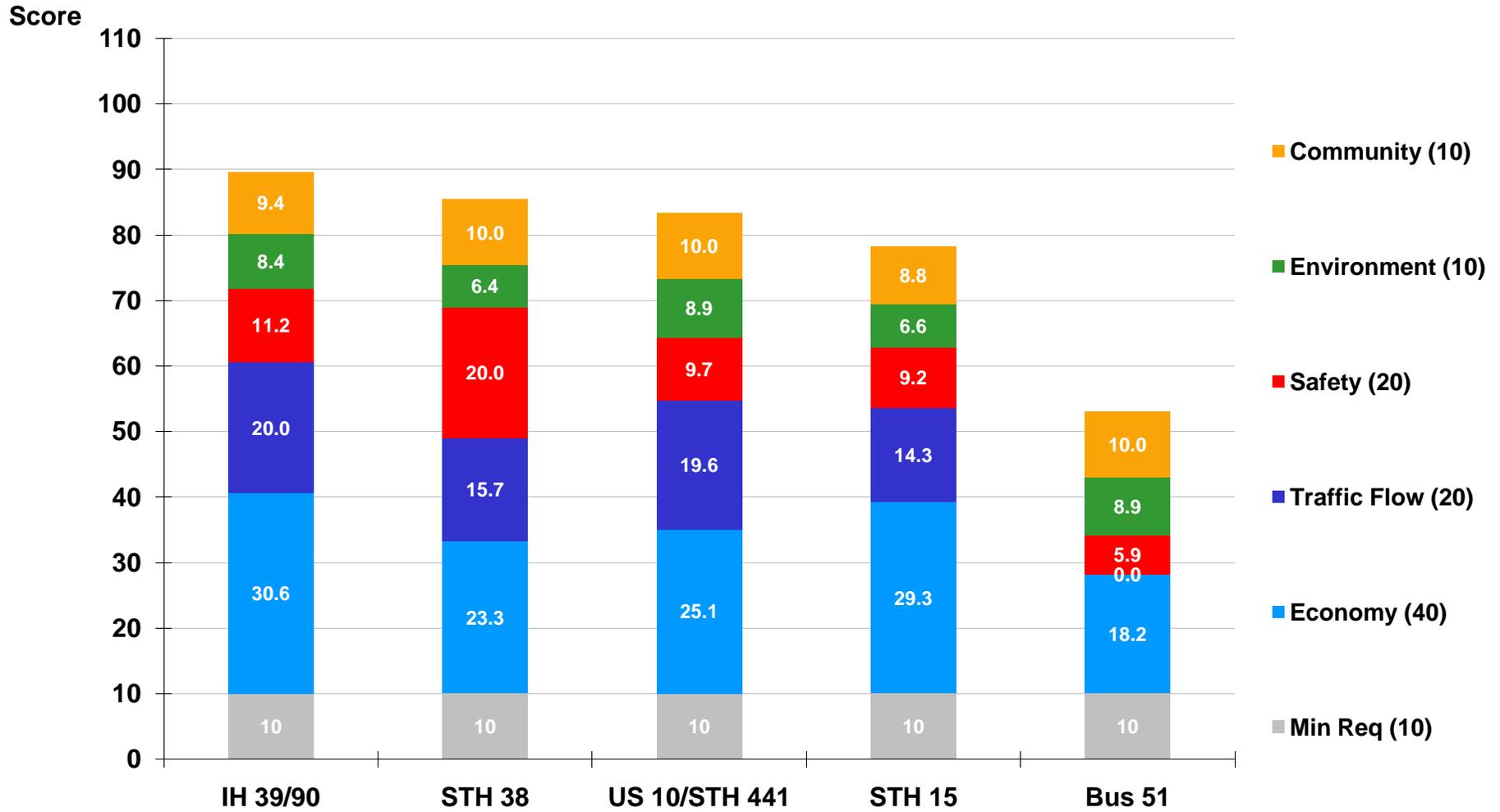
**FIGURE 1  
MAJOR HIGHWAY PROJECTS  
EVALUATION PROCESS MEASURES**



**Results of 2010 Candidate Major Project Numerical Evaluation**

Project Summary											Total	
Highway	Termini	Miles	Cost Estimate (millions)	Existing Traffic (AADT)	Minimum Requirement	Economy	Traffic Flow	Safety	Environment	Community	Score	
					Max Points->	10	40	20	20	10	10	110
IH 39/90	US 12 - Illinois	45	\$715	45,600 - 58,200		10	30.6	20.0	11.2	8.4	9.4	89.6
STH 38	Oakwood Road - County K	9	\$125	6,900 - 13,800		10	23.3	15.7	20.0	6.4	10.0	85.4
US 10/STH 441	County CB - Oneida Street	5	\$390	48,600 - 58,900		10	25.1	19.6	9.7	8.9	10.0	83.3
STH 15	STH 76 - New London	11	\$125	9,700 - 17,100		10	29.3	14.3	9.2	6.6	8.8	78.2
Bus 51	STH 54 - Minnesota Ave (Plover to Whiting)	3.5	\$40	14,000 - 17,700		10	18.2	0.0	5.9	8.9	10.0	53.0

## 2010 Candidate Major Project Numerical Evaluation



**COMPLIANCE WITH  
FINANCIAL REQUIREMENTS  
&  
ENVIRONMENTAL REQUIREMENTS**

FINANCIAL REQUIREMENTS & ENVIRONMENTAL REQUIREMENTS

1. The 6-Year Start Requirement:

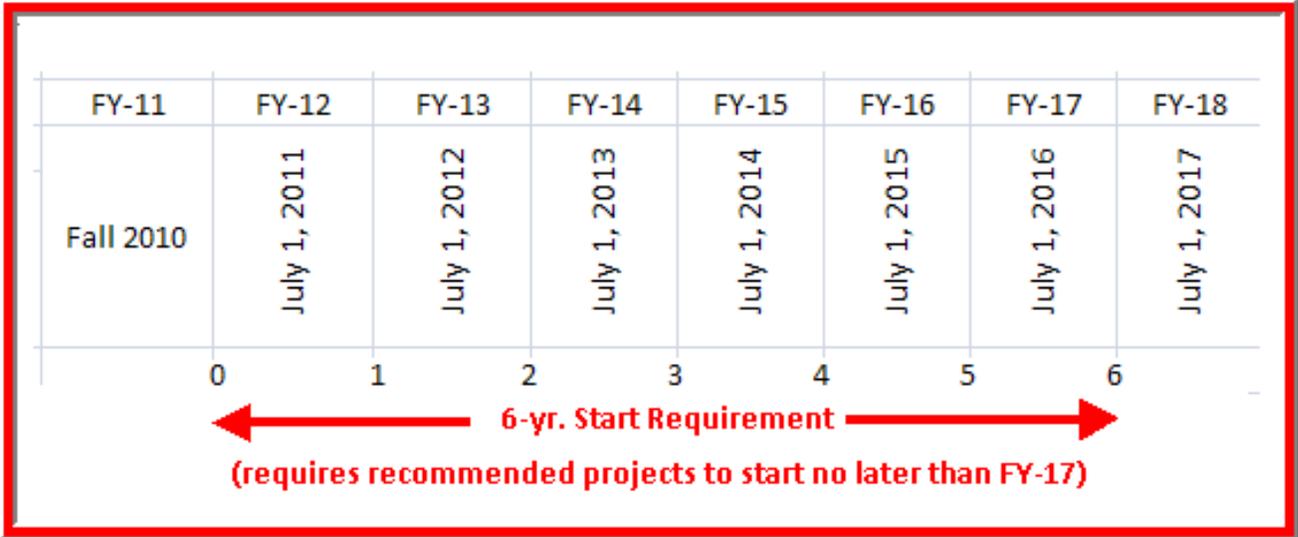
A. Related Statutes

13.489(4)(a)1.a.  a. The commission determines that, within 6 years after the first July 1 after the date on which the commission recommends approval of the project, construction will be commenced on all projects enumerated under [s. 84.013 \(3\)](#) and on the project recommended for approval and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

13.489(4)(a)1.b.  b. The report recommending approval of the project is accompanied by a financing proposal that, if implemented, would provide funding in an amount sufficient to ensure that construction will commence on all projects enumerated under [s. 84.013 \(3\)](#) and on the project within 6 years after the first July 1 after the date on which the commission recommends approval of the project and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

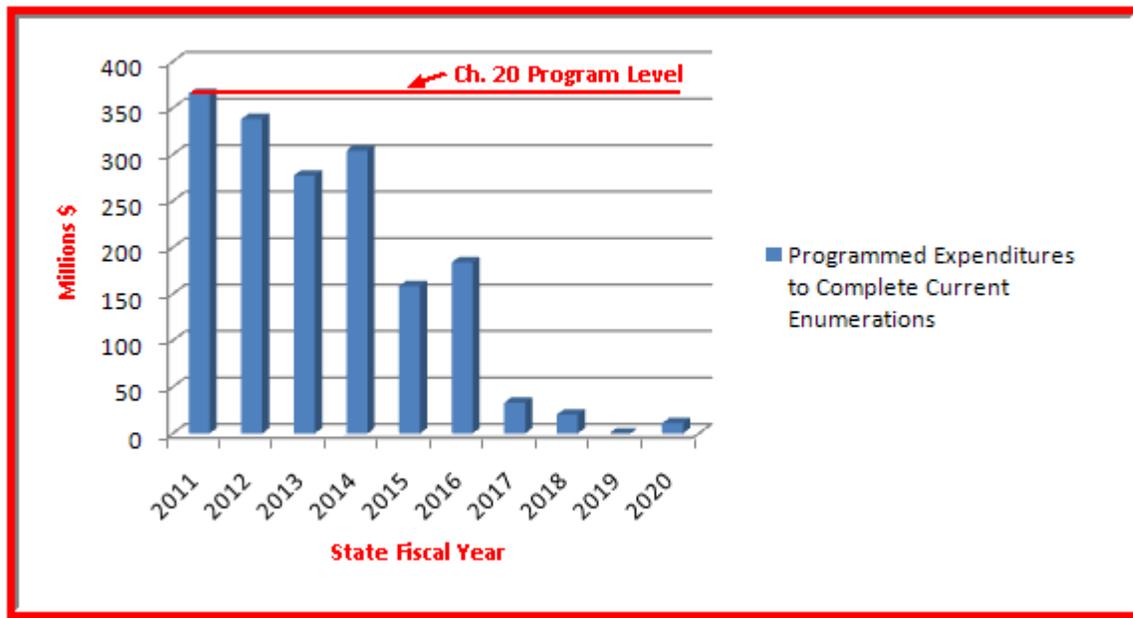
13.489(4)(a)2.  2. In determining the commencement date for projects under [subd. 1. a.](#) and [b.](#), the commission shall assume that the appropriation amounts under [s. 20.395 \(3\) \(bq\)](#) to [\(bx\)](#) for the current fiscal year will be adjusted annually to reflect adjustments to the U.S. consumer price index for all urban consumers, U.S. city average, as determined by the U.S. department of labor.

B. Requirement Means Current Financing Must Enable Start of Construction by the end of FY-17.

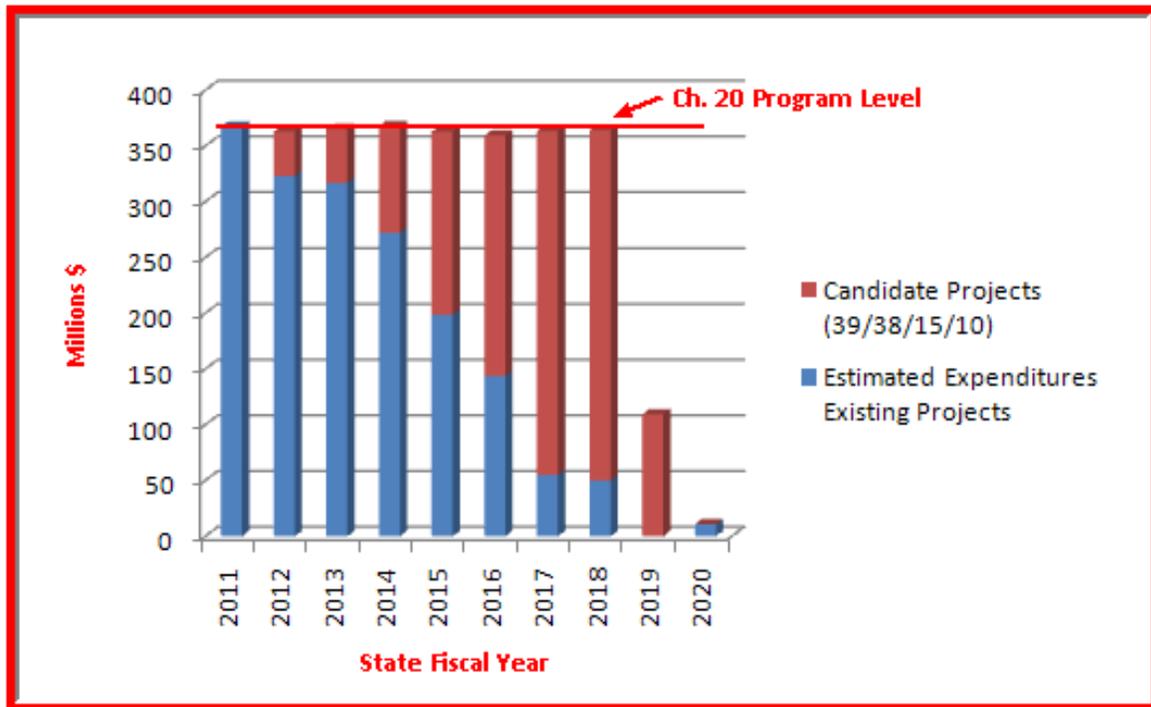


FINANCIAL REQUIREMENTS & ENVIRONMENTAL REQUIREMENTS

C. Existing Program Financial Status as of August 2010 TPC Report:



D. Preliminary Project Schedule Shows All Candidate Projects Will Start Construction Within The 6-Year Requirement (by end of FY-17) :



## FINANCIAL REQUIREMENTS & ENVIRONMENTAL REQUIREMENTS

### 2. Environmental Document Requirement:

#### A. Related Statutes

##### 13.489(4)(a)1.a.



a. The commission determines that, within 6 years after the first July 1 after the date on which the commission recommends approval of the project, construction will be commenced on all projects enumerated under [s. 84.013 \(3\)](#) and on the project recommended for approval and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

##### 13.489(4)(a)1.b.



b. The report recommending approval of the project is accompanied by a financing proposal that, if implemented, would provide funding in an amount sufficient to ensure that construction will commence on all projects enumerated under [s. 84.013 \(3\)](#) and on the project within 6 years after the first July 1 after the date on which the commission recommends approval of the project and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

#### B. Environmental Status – All Candidate Projects Have Signed Environmental Documents:

Project	Termini	Type	Environmental Doc. Status
IH 39/90	(US 12 - Illinois)	EA	Signed FONSI 10/1/2010
STH 38	(Oakwood Rd. – County K)	EA	Signed FONSI 2/26/2007
US 10/STH 441	(County CB – Oneida Street)	EA	Signed FONSI 5/19/2010
STH 15	(STH 76 – New London)	EIS	Signed ROD 10/1/2010

FHWA signed the environmental documents for I 39/90 and STH 15 on 10/1/2010, stipulating that the documents will be effective/authorized on the date of TPC recommendation for enumeration. This satisfies an FHWA position that a financial commitment be demonstrated prior to authorizing such a significant project. The 10/441 had a signed FONSI in 2004, but that environmental document was reopened to look at additional project issues; FHWA was willing to sign off on the reopened document prior to enumeration recommendation.

**I 39/90**

**PROJECT DETAIL**

# I39/90 (US12 - Illinois)

## Rock and Dane Counties

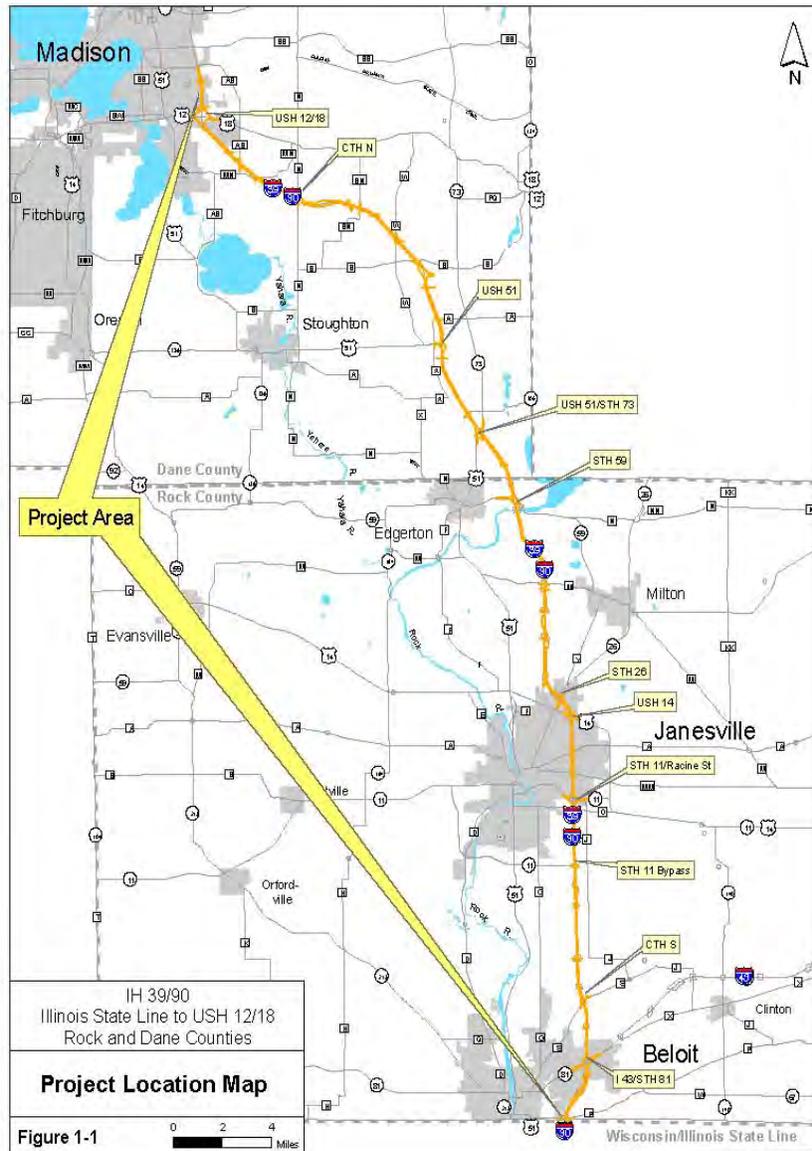


Figure 1-1

Page 1-A

Traffic Data I39/90		Mobility Data I39/90		Safety Data I39/90	
Year	AADT Range	Year	Level of Service	% of Corridor with crash frequency or severity greater than statewide average	% of Corridor with crash frequency or severity significantly greater than statewide average (> 1 Std. Dev.)
2010	45,600 to 58,200	2010	73% LOS D ; 27% LOS E	78%	47%
Projected 2030	60,900 to 78,200	Projected 2020	24% LOS D ; 76% LOS E		
		Projected 2030	18% LOS E ; 82% LOS F		

- **Estimated Project Cost: \$715 Million (2010 dollars)**

**Need:**

The I39/90 corridor was built in the early 1960s. Currently, safety issues, design and pavement deficiencies, and traffic congestion require full reconstruction and redesign of the facility.

I39/90 is one of the most important transportation corridors in Wisconsin, and is an integral part of the national interstate system. It is identified as a Backbone route in Wisconsin's *Connections 2030* Transportation Plan. I39/90 provides direct system access to several interstates, Backbone routes, and other highways of local and regional importance. It provides direct interstate access to the cities of Beloit, Janesville, and Madison, and is considered an important link to other cities outside this corridor including Chicago and Minneapolis.

I39/90 is a federal truck route. About 30 percent of its total traffic consists of heavy trucks. The high volume of trucks compared to statewide and nationwide averages signifies the importance of this route in movement of goods throughout the state and to other outside destinations.

Current Average Annual Daily Traffic volumes throughout the I39/90 corridor vary between 45,000 and 60,000 AADT. Summer months and weekends have higher traffic volumes reflecting the importance of the corridor to summer tourism travel. If no capacity improvements are made, all segments of the existing freeway will operate at a LOS E or F by the year 2030, indicating reductions in travel speeds and significant breakdowns in traffic flow. Higher traffic volume segments, such as Janesville and Rock County, will operate at a LOS E between 2015 and 2020.

Currently, an average of over 600 crashes, including 5 fatalities, occur per year along this corridor between the Illinois State Line and Madison. Design deficiencies exist at each of the eleven interchanges in the corridor, and many crashes occur at these interchanges where weaving and merging movements for exiting and entering the interstate create traffic conflicts.

Pavement conditions are deteriorating throughout the corridor, and many segments are near the end of their useful service life and need replacement.

**Concept:**

The proposed improvement for I39/90 consists of the removal and reconstruction of the existing freeway lanes with the addition of a third lane during reconstruction to create a 6-lane divided highway. Construction will consist of 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 side is being reconstructed.

The 11 interchanges within the corridor will be reconstructed to address design deficiencies, and to provide multilane divided roadway and bridges between ramp terminals on the connecting side road.



# I-39/90



## **Illinois State Line – Madison Rock & Dane Counties**

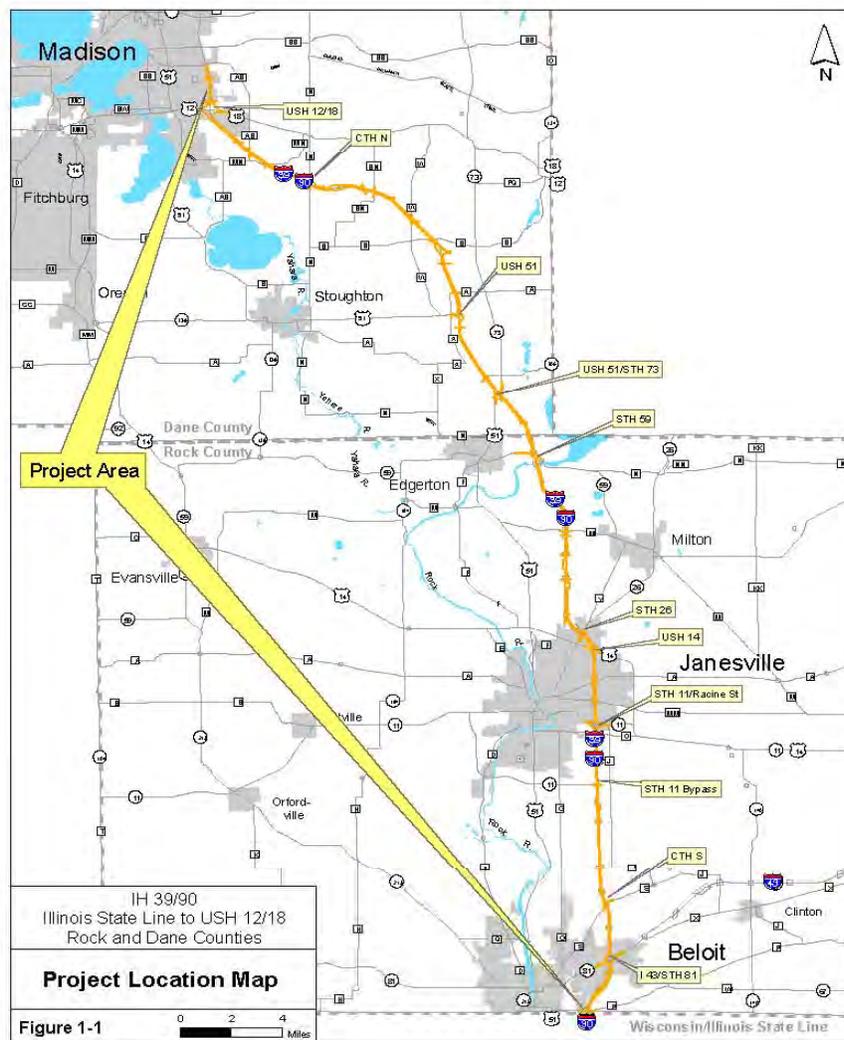
**2001 – TPC Approved an Environmental Study  
October 2010 – Approved FONSI**



# Project Location



- **Madison to Illinois state line**
- **45 miles**
- **Dane and Rock Counties**





# Why Improve I-39/90?



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## **I-39/90 is One of Wisconsin's Most Important Transportation Corridors**

### **I-39/90 Provides:**

- **Direct access to major roadways**
- **Intercity connectivity**
- **Efficient long distance travel  
across US**
- **Support for economic growth**



# Why Improve I-39/90?



---

## Average Annual Daily Traffic (AADT) 2010

**Current AADT: 45,000 to 60,000**

- Higher volumes in summer months
- Higher volumes Friday and Sunday

**Projected 2030 AADT: 60,000 to 80,000**

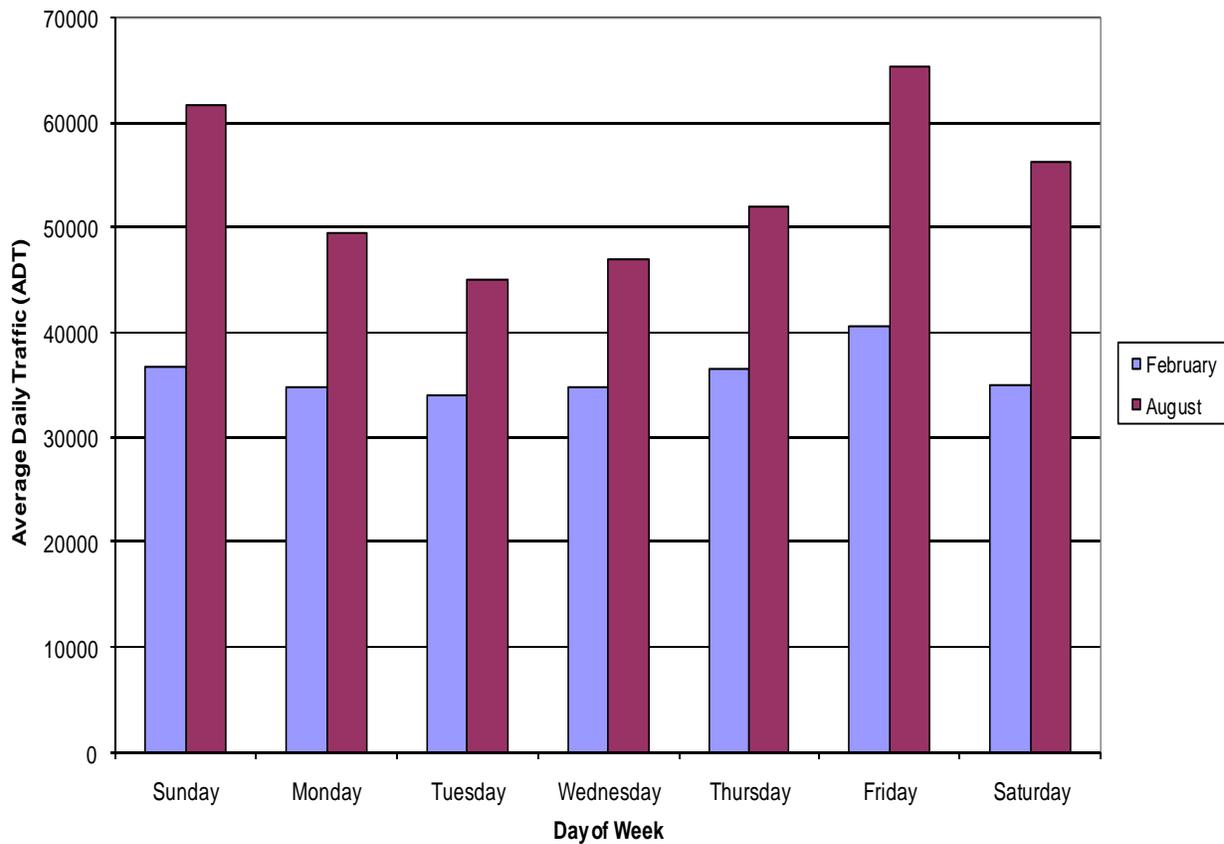


# Why Improve I-39/90?



## Traffic varies between day of week and month of year

IH 39 Daily Variation in Traffic  
Newville Automatic Traffic Recorder





# Why Improve I-39/90?



## Needs of I-39/90 are many:

- **Roadway Capacity**
- **Traffic Safety**
- **Design Features**
- **Movement of Goods**
- **Access to Tourism**
- **Aging Pavement/Bridges**





# Why Improve I-39/90?



## Roadway Capacity

- System is experiencing traffic slowdowns and backups during peak times.
- Level of Service (LOS):
  - 2010 - all segments at LOS D or E
  - 2030 – all segments at LOS E or F



*Traffic Backup on I-39/90*



# Why Improve I-39/90?



## Traffic Safety

### Enhance Safety for Traveling Public

- **608 Crashes/Year**
  - **227 result in injury**
  - **5 result in fatalities**



*Fatality Crash at Janesville*



# Why Improve I-39/90?



## Design Features

- System built 1958-61 (50 years old)
- Interchanges and roadways have substandard features compared to today's safer design standards



*Inadequate merge lanes at I-43 Interchange*



# Why Improve I-39/90?



## Design Features

---



*Inadequate acceleration and  
deceleration lanes*



# Why Improve I-39/90?



## Movement of Goods

- Trucks handle 90 percent of all freight shipped in Wisconsin
- Trucks account for 30 percent of total traffic on I-39/90



*Heavy Truck Traffic on I-39/90*

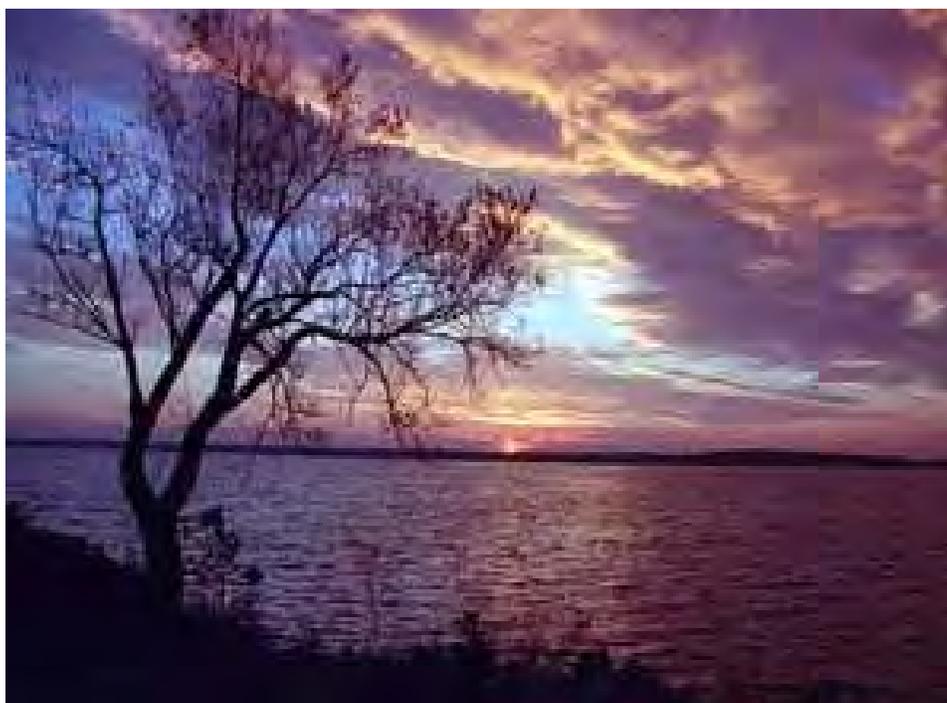


# Why Improve I-39/90?



## Access to Tourism

- **Tourism is vital to Wisconsin's economy**
  - **Provides over 323,000 jobs**
  - **Generates \$800 Million in local government resources**



*I-39/90 serves tourism and recreation*



# Preparing for the Future



## Interstate Mainline Improvements

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- **Reconstruct existing 4-lane divided highway *and* add an additional lane in each direction to create a 6-lane divided highway**

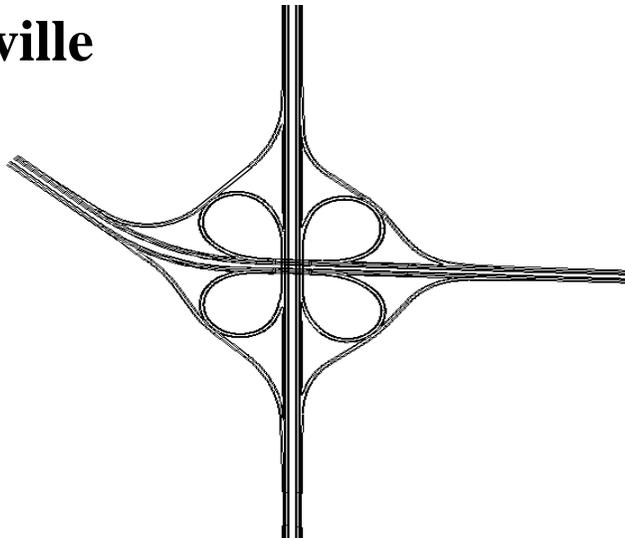


# Preparing for the Future



## Interchange Improvements

- **Upgrade side road bridges**
  - **Minimum 4-lane divided**
  - **Improve and modernize pedestrian and bicyclist accommodations**
- **Improve ramps**
  - **Use current design standards**
  - **Upgrade merge/weave areas by adding acceleration and deceleration lanes**
  - **Add Collector-Distributor (CD) Lanes in Janesville**



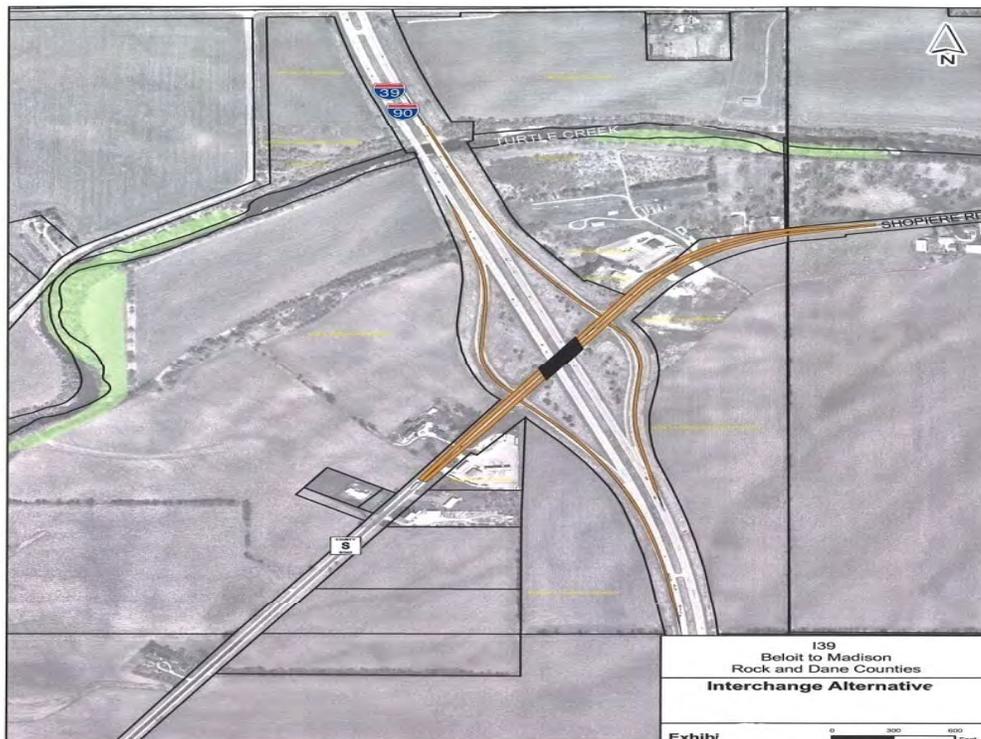


# Preparing for the Future



## Preferred Interchange Options

- **Reconstruct in current configuration**
  - CTH S (Shopiere Road)
  - STH 11 Bypass (Avalon Road)
  - USH 51
  - CTH N
- **Improve ramps and side roads**





# Preparing for the Future



## Preferred Interchange Options

- Change current configuration to full diamonds
  - STH 59 (Newville) and USH 51/73
  - STH 11 East (Janesville)
  - USH 14 (Janesville)

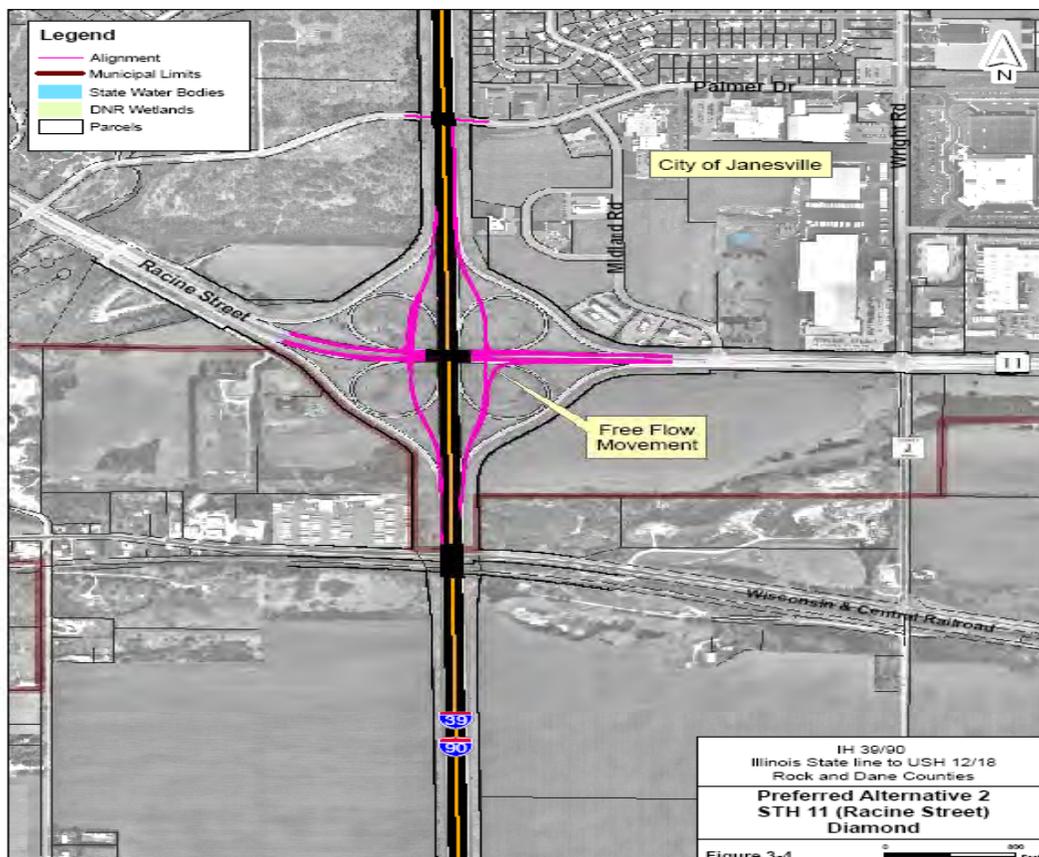


Figure 3-4



# Preparing for the Future



## Preferred Interchange Options

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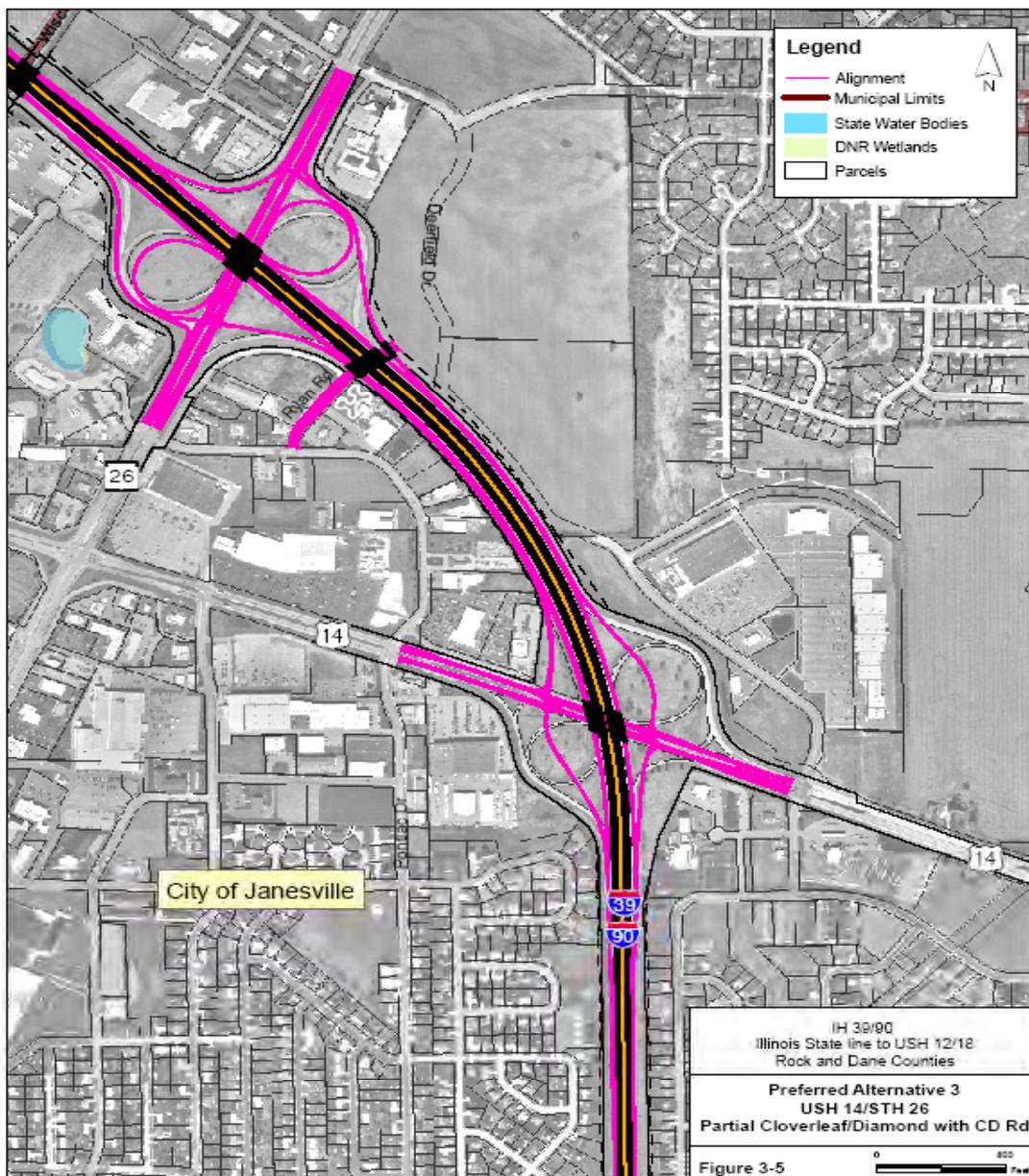
- **Improve Safety and Operations of USH 14 and STH 26 Interchanges at Janesville**
  - **Rebuild both interchanges to improve flow and capacity**
  - **Construct Collector-Distributor (CD) roads to safely and efficiently handle local traffic**
  - **Construct new underpass (Ryan Road) between the interchanges to connect development east and west of the interstate**
  - **Also provide noise mitigation / walls.**



# Preparing for the Future



## Preferred Interchange Options



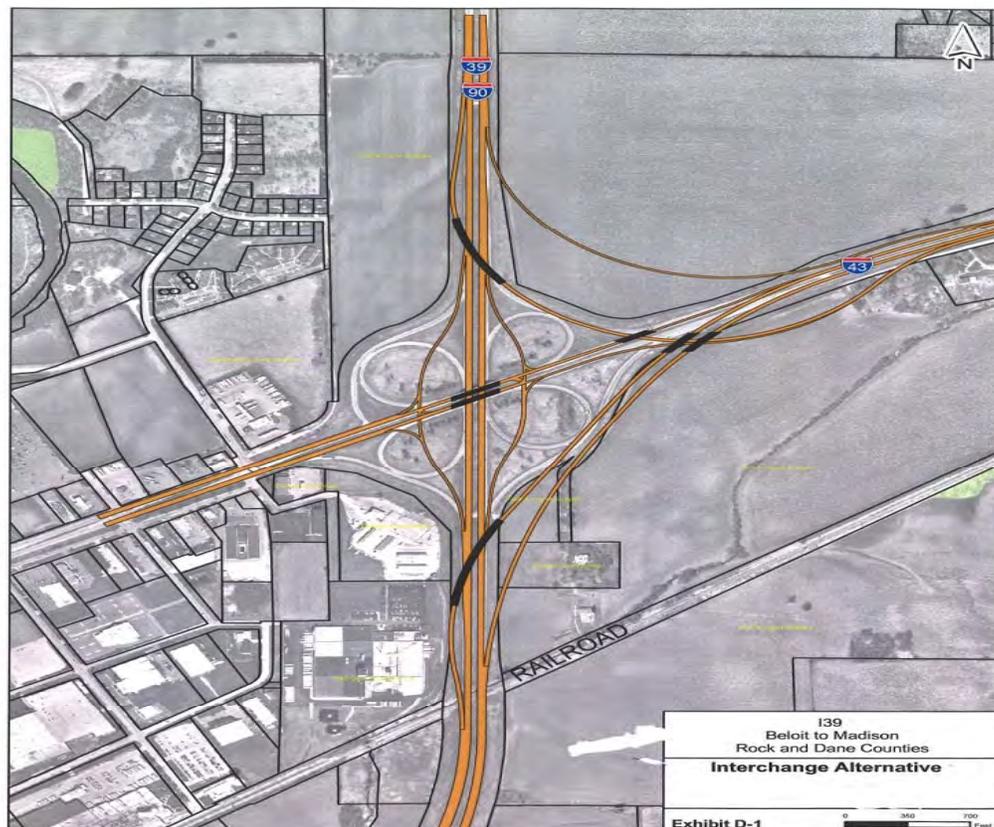


# Preparing for the Future



## Preferred Interchange Options

- **Convert IH 43 interchange from existing cloverleaf to free-flow systems interchange**
  - **60 mph ramps connecting IH 43 with IH 39/90**
  - **Diamond interchange constructed to handle local Beloit traffic**



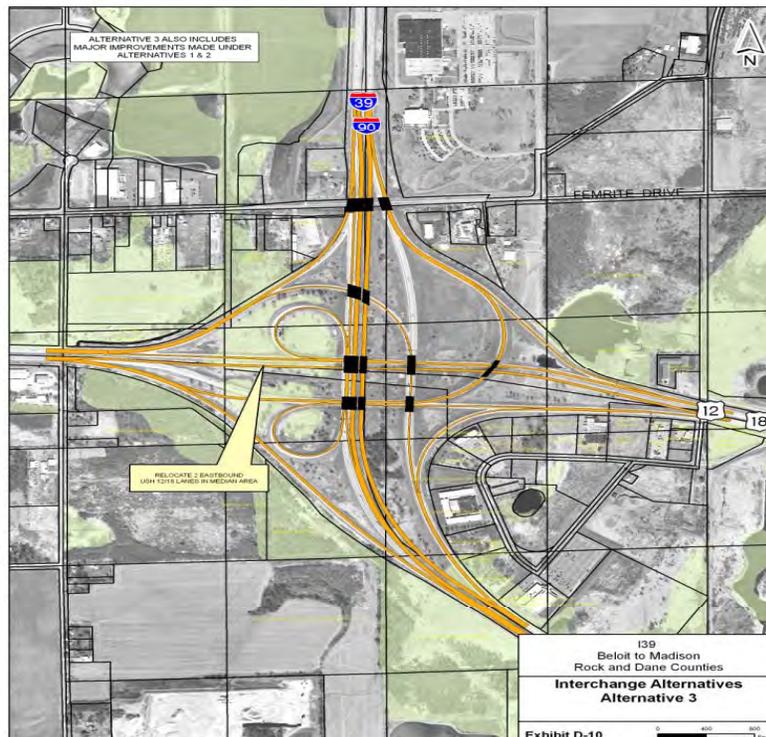


# Preparing for the Future



## Preferred Interchange Options

- **Reconstruct USH 12/18 within existing footprint**
  - **Relocate SB & NB interstate lanes to median area**
  - **Use existing SB lanes as Collector-Distributor (CD) road for local Madison traffic**
  - **Use existing NB lanes as right-hand exit to Madison and Cambridge**



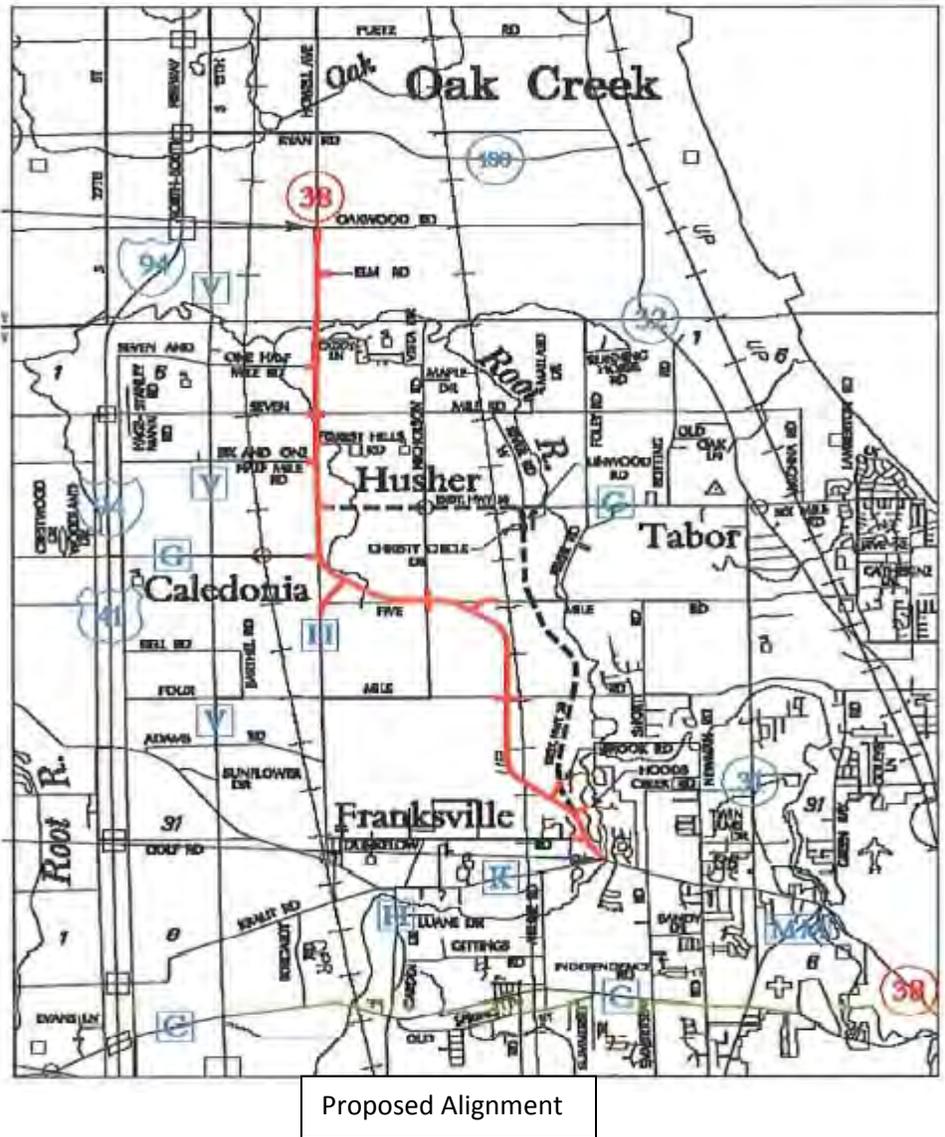
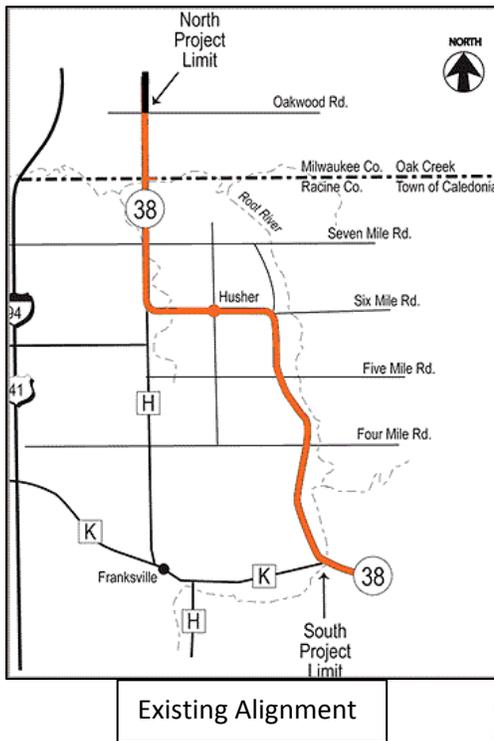


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**STH 38**  
**PROJECT DETAIL**

# STH 38 (Oakwood Road – County K)

## Milwaukee and Racine Counties



Traffic Data STH 38			Mobility Data STH 38		Safety Data STH 38	
Year	AADT Range		Year	Level of Service	% of Corridor with crash frequency or severity greater than statewide average	% of Corridor with crash frequency or severity significantly greater than statewide average (> 1 Std. Dev.)
2010	6,900	13,800	2010	35% LOS D ; 17% LOS E	89%	66%
Projected 2030	8,500	20,300	Projected 2020	17% LOS D ; 38% LOS E		
			Projected 2030	17% LOS D ; 38% LOS E		

- Estimated Project Cost: \$125 million (2010 dollars)

**Need:**

STH 38 is one of several north-south and east-west highways in northeastern Racine County recommended for future expansion in the *2035 Regional Transportation System Plan for Southeastern Wisconsin* prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC Planning Report Number 49, June 2006).

STH 38 is classified as a minor arterial highway intended to provide moderate through traffic mobility and to funnel traffic from local roads and traffic generators to higher type highways such as principal arterials and freeways. As a north-south arterial highway, STH 38 serves as the main stem for a network of east-west roadways that collect and distribute traffic in eastern Racine County and southeastern Milwaukee County.

The route has high projected traffic volumes. Existing traffic in the STH 38 corridor ranges from 7,000 to 14,000 vehicles per day (vpd) and is expected to reach a range of 12,775 to 22,650 vpd in Design Year 2035. Approximately 8.6% of the total AADT is truck traffic. WisDOT design guidelines and the Transportation Research Board's *Highway Capacity Manual HCM2000* indicate 15,000 AADT as the threshold volume that can be safely handled at an acceptable service level on a 2-lane rural/suburban highway that meets applicable/current design standards (existing STH 38 does not meet current design standards). In Design Year 2035, all but two segments of the STH 38 corridor will have traffic volumes above this threshold.

2002 to 2004 crash rates on this section of highway were nearly double the state average. Crash data indicated that there were a total of 165 crashes during the 3-year period. The majority of the crashes involved angle hits, the second highest category was run-off-the-road collisions with fixed objects, and the third highest category was rear-end collisions. These types of crashes are indicative of congestion at spot locations, lack of adequate turn lanes at intersections, and conflicts between through traffic and turning traffic.

**Concept:**

The proposed action/Preferred Alternative is to widen STH 38 from two to four lanes between CTH K in Racine County to Oakwood Road in Milwaukee County. From the STH 38/CTH K intersection to Dunkelow Road the widening would occur on the existing STH 38 alignment. From Dunkelow Road to Five Mile Road the four-lane STH 38 would follow a new alignment along the Union Pacific Railroad corridor. STH 38 would then roughly follow the Five Mile Road alignment between the railroad corridor and CTH H, a distance of approximately 2 miles (3.2 kilometers). CTH H would be widened to four lanes from Five Mile Road and Six Mile Road to carry STH 38. Between Six Mile Road and the north project terminus STH 38 would be widened on its existing alignment. Key objectives of the proposed improvements include following:

- Provide a safe and efficient highway that serves future traffic demand generated by existing and planned development within the STH 38 corridor and the surrounding region.
- Improve operational characteristics and traffic flow commensurate with an arterial highway.
- Improve safety by reducing conflicts between through and local traffic and providing a highway facility that meets current design standards.



# STH 38

## Oakwood Road to County K Milwaukee and Racine counties

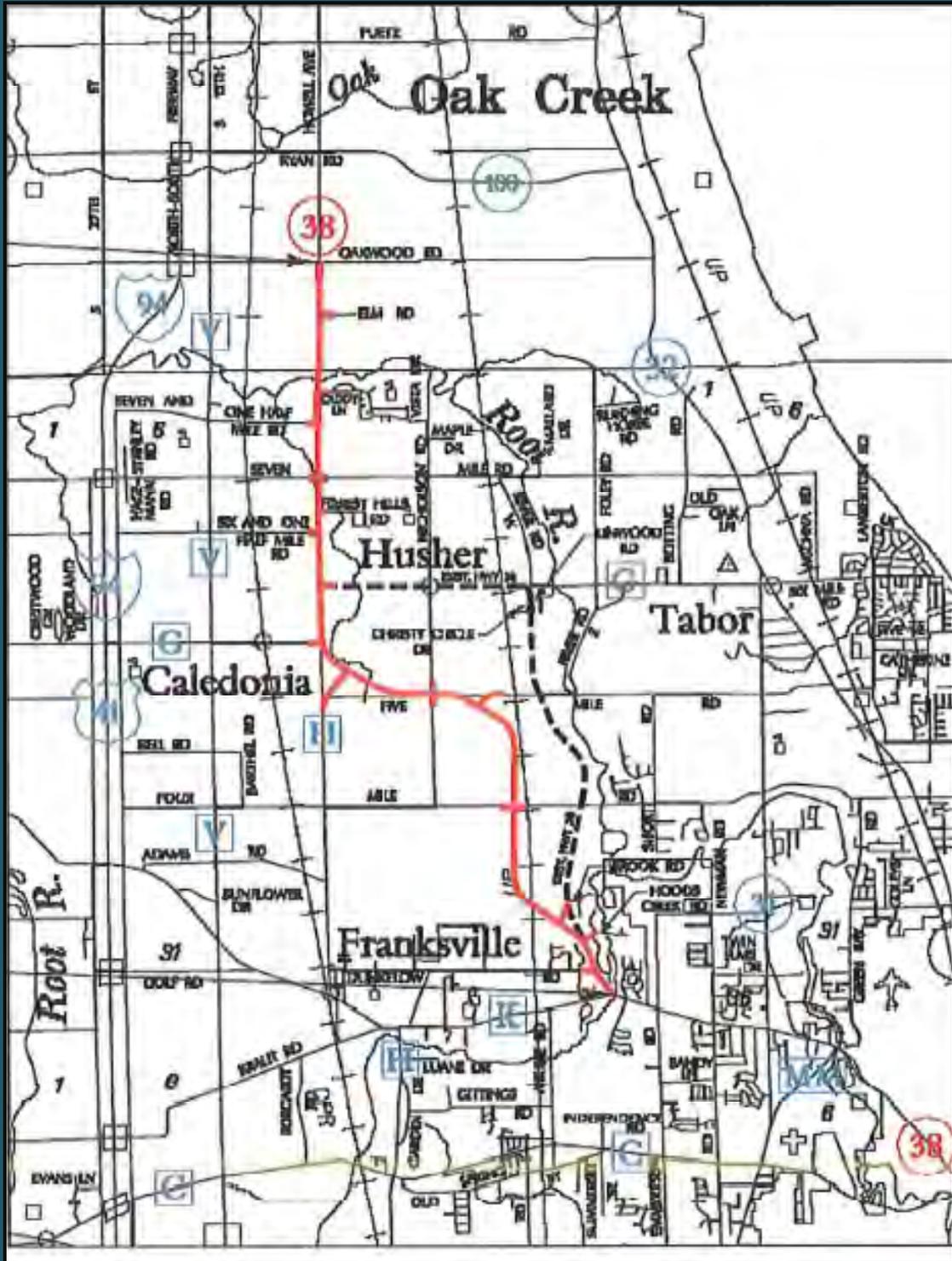
Presentation by:

*The Wisconsin Department of  
Transportation  
Southeast Region*

*Study Initiated in 1999  
FONSI Signed in 2007*



# Project location map



# Project Overview



- 9-mile segment of STH 38 from CTH K in town of Caledonia to Oakwood Road in the city of Oak Creek.
- The study evaluated long-term improvements to traffic flow and safety in the corridor. The engineering and environmental study:
  - Analyzed existing and future traffic demands.
  - Developed alternatives for addressing safety concerns and long term mobility ds.
  - Examined environmental impacts and measures to avoid or minimize impacts.

# Traffic Demand



- Current and projected annual daily traffic (ADT) on this segment of STH 38 are outlined below
- Segments from CTHK to 6 Mile Road have lower volumes, but high safety need due to substandard horizontal and vertical curves

Roadway Segment	Existing Traffic 2010 AADT	Future Traffic Design Year 2035 AADT
CTH K – 4 Mile Road	3,800	4,900
4 Mile Road – 6 Mile Road	3,400	4,400
6 Mile Road (east- west)	13,400	19,700
6 Mile Road- 7.5 Mile Road	13,800	21,900
7.5 Mile Road – Oakwood Road	8,700	9,800

# Traffic Safety



- This stretch of STH 38 has higher than statewide average crash rates for the entire segment.
- About 27% of the total crashes result in injury or fatality.
- 88% of crashes involved angle hits, run-off-road collisions and rear-ends. These types of crashes are indicative of congestion at spot locations, lack of adequate turn lanes and conflicts between through and turning traffic.
- As traffic volume increases, the number of traffic-related crashes will increase.

# Existing Highway Deficiencies



- 7 substandard horizontal curves
- 47 substandard vertical curves
- Variable speed limit ranging from advisory speeds of 35 mph to 55 mph.
- 21 stop-controlled side road intersections, all of which lack adequate turning capacity for one or more turning movements.
- There are a total of approximately 189 access points along the existing highway for an average of approximately 19 access points per mile, nearly double the 10 per mile recommended in WisDOT's design guidelines.

# Route Importance



- HWY 38 serves as a main north-south arterial linking the urban and economic centers of the cities of Milwaukee and Racine.
- The village of Caledonia expressed an interest in relocating Hwy 38 to reduce impacts to existing property owners along the existing highway and to improve access and transportation options to their underutilized industrial park to spur economic development in the area.

# Public Involvement



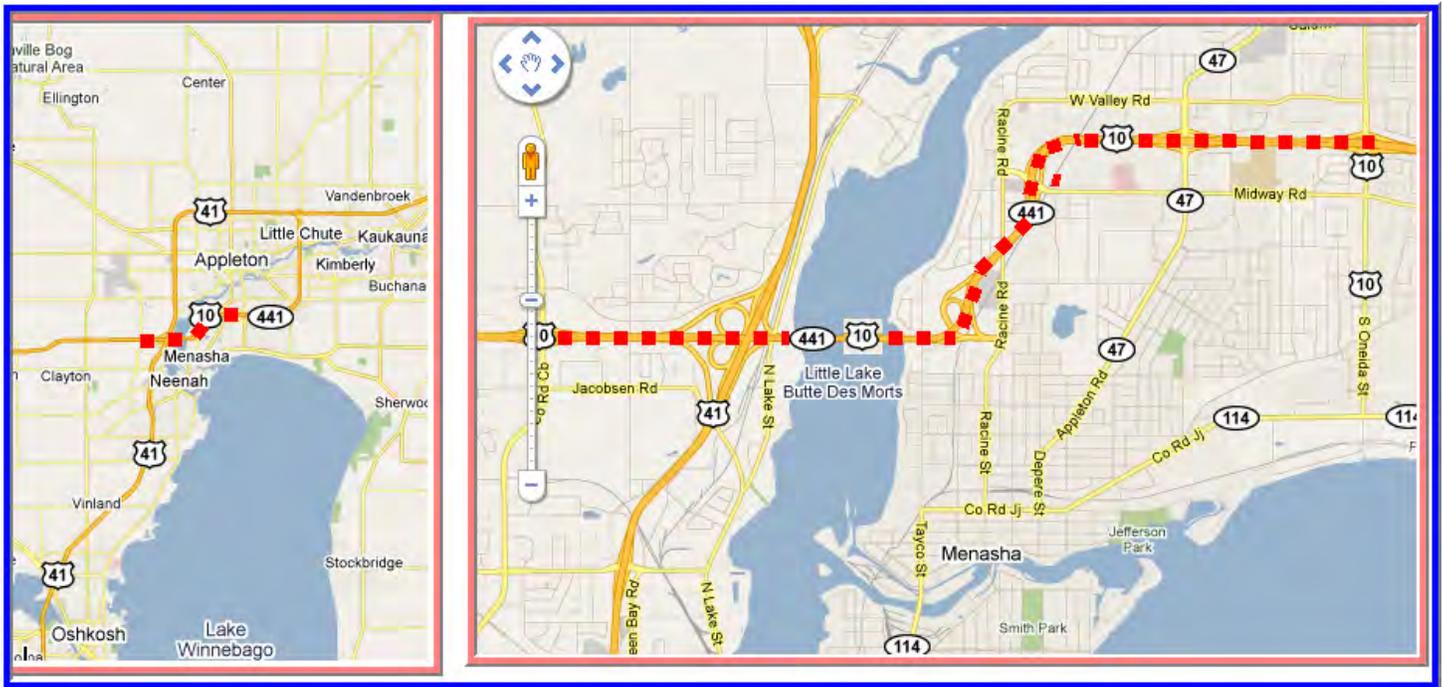
- A corridor-wide technical committee was established to oversee the technical details of the study involving representatives from the Village, County, SEWRPC, neighborhood and business park organizations.
- Several newsletters were distributed and multiple public information meetings were held throughout the course of the study.
- WisDOT was committed to finding opportunities for local residents and other interested parties to review and comment on findings and recommendations.

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**US 10 / STH 441**  
**PROJECT DETAIL**

# US 10/WI 441 (County Highway CB – Oneida Street)

## Winnebago and Calumet Counties



Traffic Data US 10/WI 441		Mobility Data US 10/WI 441		Safety Data US 10/WI 441	
Year	AADT Range	Year	Level of Service	% of Corridor with crash frequency or severity greater than statewide average	% of Corridor with crash frequency or severity significantly greater than statewide average (> 1 Std. Dev.)
2010	48,600 to 58,900	2010	56% LOS D ; 19% LOS E		
Projected 2030	62,200 to 78,000	Projected 2020	56% LOS E ; 19% LOS F		
		Projected 2030	37% LOS E ; 38% LOS F	59%	54%

- **Estimated Project Cost: \$390 million (2010 dollars)**

**Need:**

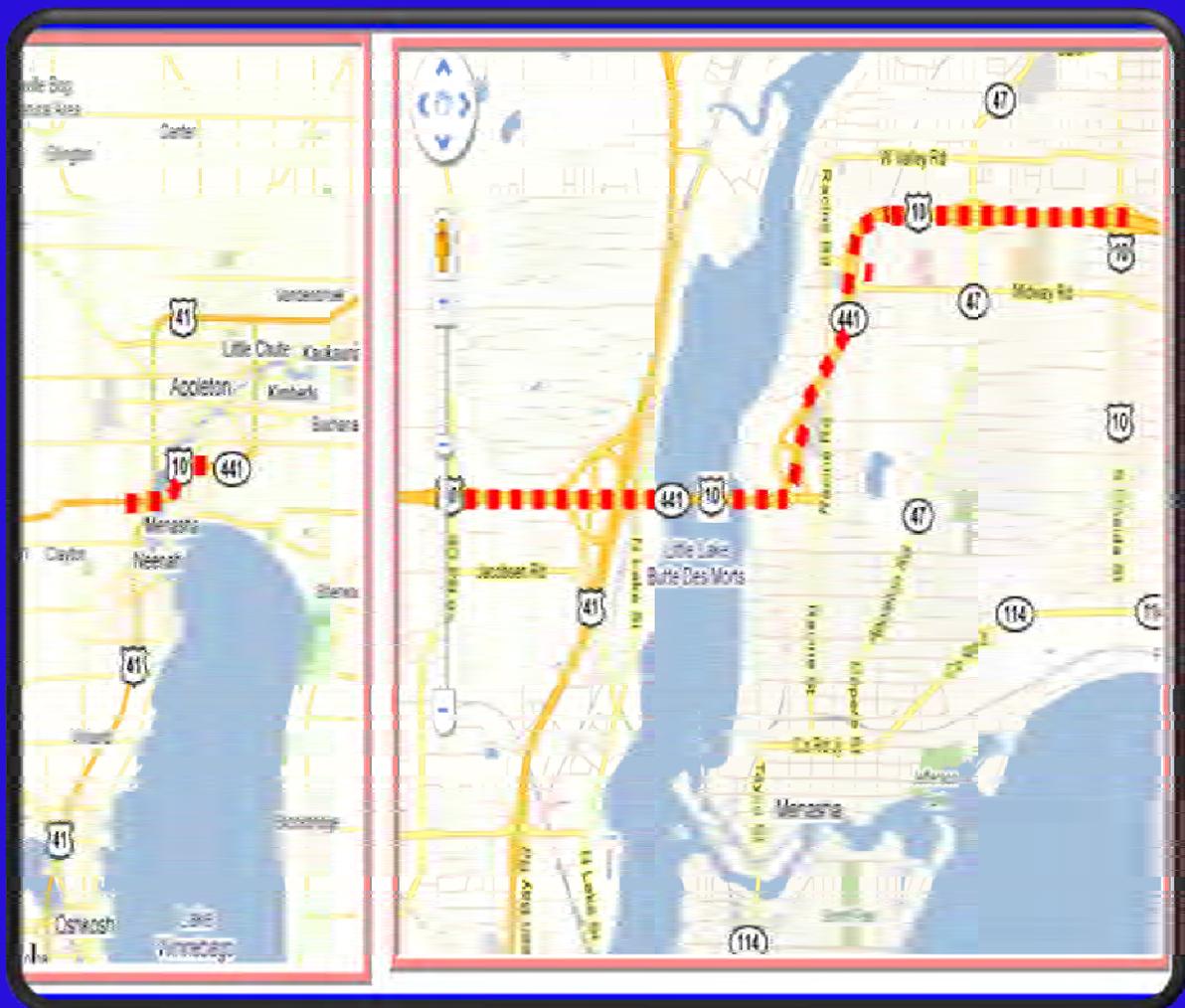
US 10/WIS 441 is a vital regional transportation link serving Fox Cities area and is a Connections 2030 backbone route. Traffic is expected to increase by significantly within the corridor in the 20-year design period. This traffic coupled with very tight curves and short interchange spacing is already causing this stretch of freeway to be in the top 5% of statewide safety concerns. The existing bridge on WIS 441 over Little Lake Butte des Morts has only 3.5-foot-wide shoulders and does not allow stalled motorists to pull completely off the live traffic lanes, this creates problems for emergency personnel responding to incidents and is substandard design.

**Concept:**

This project would include the reconstruction of US 10/WIS 441 from US 41 to WIS 47. Widening on the median side will be done for the additional through lane and widening on the outside will be done for auxiliary lanes on 10/441 from WIS 47 east to one half mile east of Oneida Street. The project would include construction of an additional bridge over Little Lake Butte des Morts and would construct a new connection to US 41. Interchanges impacted with this project would be brought up to safety and capacity standards.

# US 10/441 Location

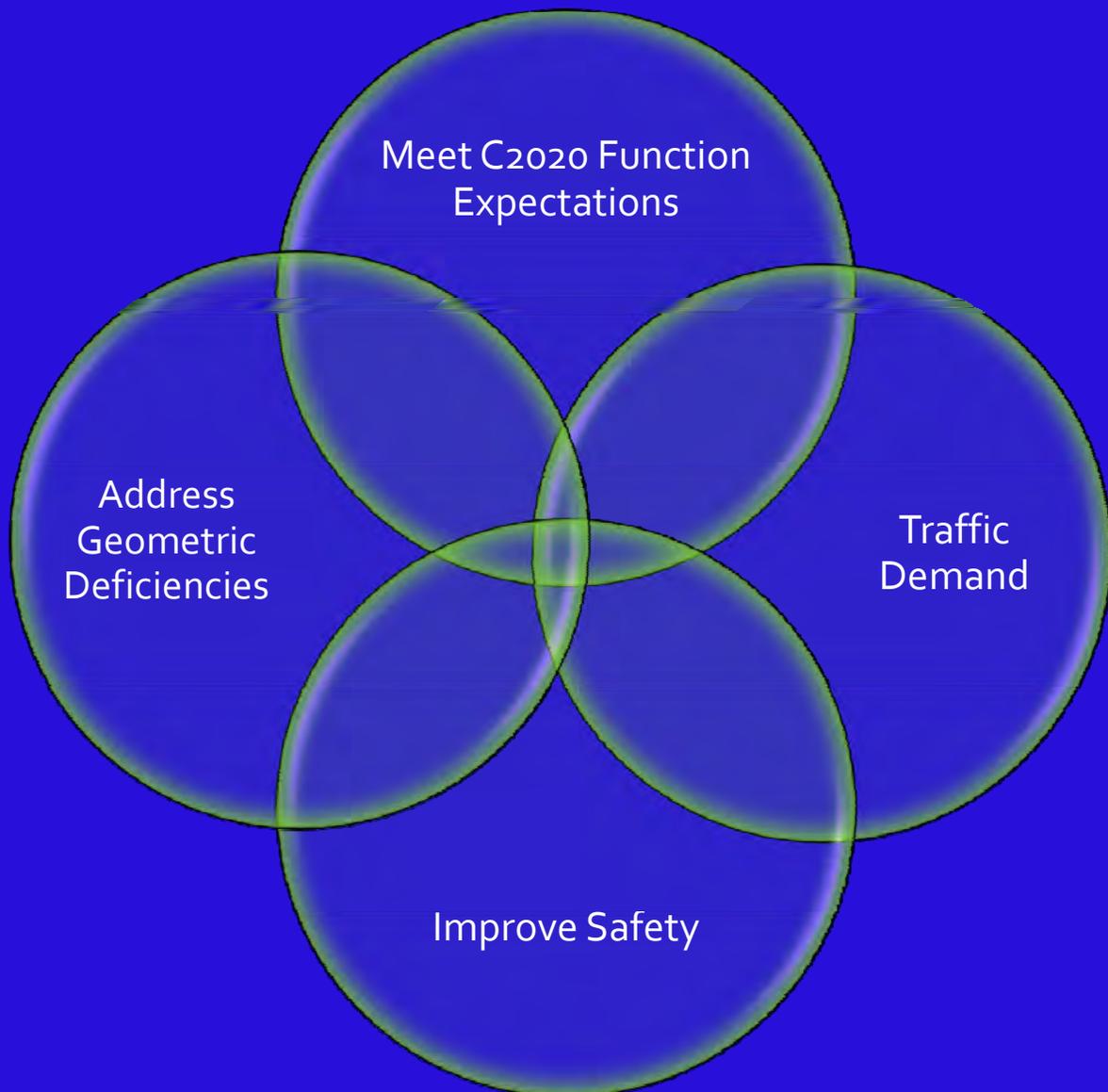
County CB – Oneida Street (Winnebago, Calumet Counties)



# Project History

- 2000-2001 - Corridor Preservation Study
- 2001 - IPC approval for study
- 2002-2004 - Initial Environmental study
- 2004 - Approved EA and FONSI
- 2008 - 2010 – Renewed Study (Tayco St – WIS 47)
- 2010 (March) - Approved EA for renewed study
- 2010 (May) – Approved FONSI for renewed study

# 10/441 Project Need



# Long-Range Transportation Plan Expectations

- US 10/441 and US 41 are both multi-lane “backbone” highways under WisDOT’s *Corridors 2020* plan
- Both highways have been re-listed as backbone highways in WisDOT’s current long-range transportation plan, *Connections 2030*

# Traffic Demand

- Year 2007 Average Annual Daily Traffic
  - 46,000-50,000 between Tayco St and Oneida St
  - > 60,000 on Roland Kampo Bridge
- Year 2035 Average Annual Daily Traffic
  - 65,000-70,000 between Tayco St and Oneida St
  - ~ 90,000 on Roland Kampo Bridge
- Capacity
  - LOS E/F in 2035 on Roland Kampo Bridge and from County P to Oneida Street under no-build option

# Improve Safety

- County P to County AP segment
  - ▣ Horizontal curvature – inconsistent posted speed relative to rest of corridor (55 mph vs. 65 mph)
  - ▣ Appeared on HSIP 5% report since 2006
- Roland Kampo Bridge
  - ▣ Little/no shoulder width makes any incident a critical situation

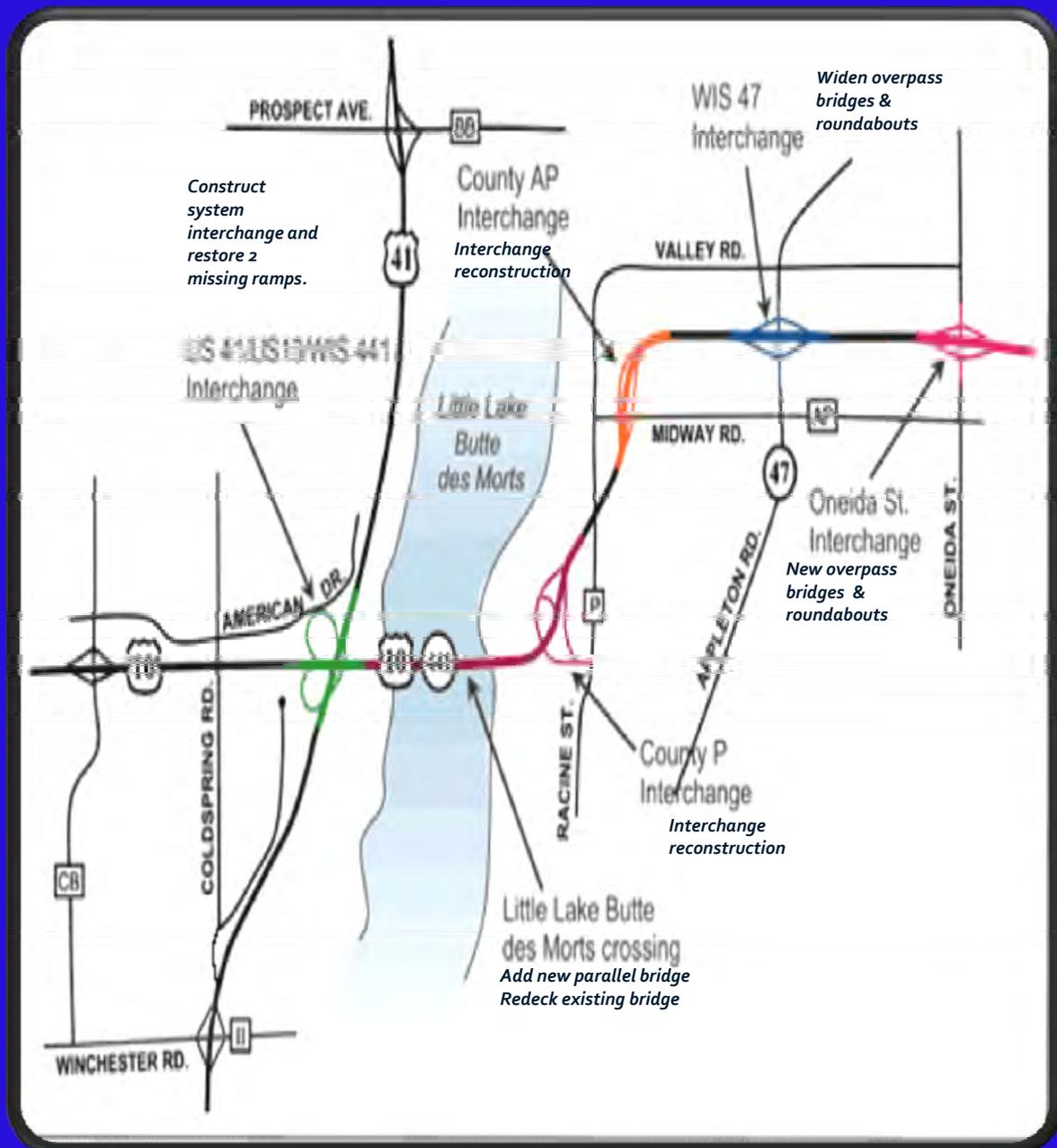
# Geometric Deficiencies

- US 41 interchange
  - ▣ Systems interchange lacks two movements (NB41 to WB10 ramp & EB10 to NB41 ramp)
- Roland Kampo Bridge
  - ▣ Inadequate shoulder width
- County P – County AP segment
  - ▣ Horizontal curvature requires lower 55 mph speed limit than remainder of corridor
- Interchange spacing
  - ▣ Close spacing with no auxiliary lanes

# Community Support

- Strong support from all area communities & groups
  - Town of Menasha
  - City of Menasha
  - City of Appleton
  - Winnebago County
  - Fox Cities Chamber of Commerce
  - East Central Wisconsin Regional Planning

# US 10/441 Concept



# US 10/441 Concept

- US 41 to Oneida Street
- Expand from 4 to 6 lanes
- Add auxiliary lanes between interchanges
- West of WIS 47 – total reconstruct
- East of WIS 47 add lanes in median

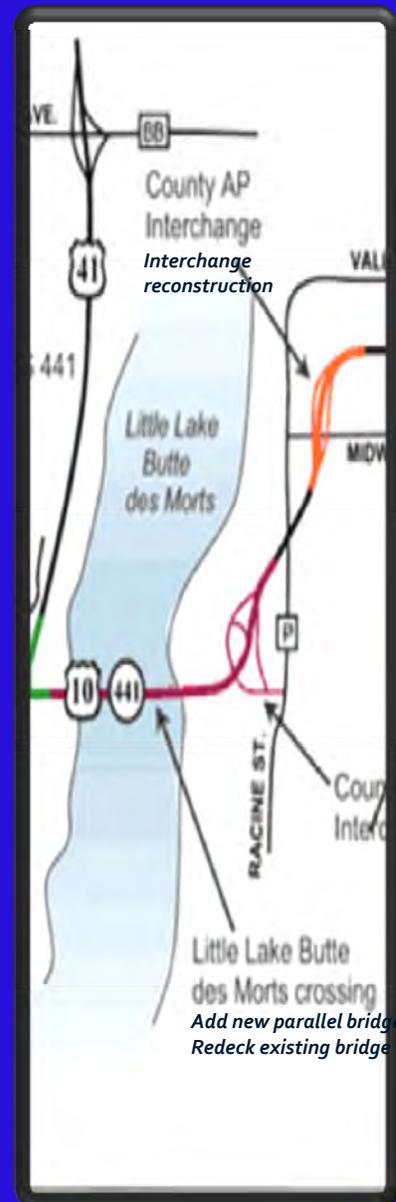
# US 10/441 Concept

- Reconstruct US 41 & US 10/441 Interchange
  - Provide free-flow movements in all directions
  - Restore missing movements



# US 10/441 Concept

- Build second bridge south of existing for 6 lanes and 2 auxiliary lanes across Little Lake Butte des Morts



# US 10/441 Concept

- Reconstruct interchanges at County P and County AP
- Modernize Interchanges at WIS 47 and Oneida Street Interchanges



**STH 15**  
**PROJECT DETAIL**

## STH 15/ Old US 45 (WIS 76 – New London)

### Outagamie County



Traffic Data STH 15/Old US 45			Mobility Data STH 15/Old US 45		Safety Data STH 15/Old US 45	
Year	AADT Range		Year	Level of Service	% of Corridor with crash frequency or severity greater than statewide average	% of Corridor with crash frequency or severity significantly greater than statewide average (> 1 Std. Dev.)
2010	9,700	to 17,100	2010	76% LOS D ; 6% LOS E	74%	39%
Projected 2030	12,000	to 21,600	Projected 2020	48% LOS D ; 52% LOS E		
			Projected 2030	29% LOS D ; 71% LOS E		

- Estimated Project Cost: \$125 million (2010 dollars)

## Need:

The purpose of the WIS 15 project between Greenville and New London is to provide a safe and dependable transportation corridor by eliminating design deficiencies, reducing congestion, minimizing access, and preserving the corridor for future transportation use. This northeast Wisconsin commuter and long truck route needs to provide a high level of service, safety, and mobility.

- WIS 15 exhibits inadequate physical characteristics compared to standards for rural state trunk highways with inadequate intersections and undesirable horizontal and vertical curves.
- Steady growth and development in the Appleton Metropolitan area has contributed to increasing traffic volumes (both vehicle and truck volumes). Traffic volumes exceed FDM standards for two-lane rural state trunk highways.
- This heavy regional traffic volume conflicts with local traffic, impairing the operational characteristics of WIS 15. Rural WIS 15, east and west of Hortonville, currently operates at LOS E during the peak hour, with average travel speeds of 25-40 mph, minimal passing opportunities because of the high volumes, and large platoons of traffic.
- On average, about 60% of WIS 15 traffic has destinations and origins beyond Hortonville, yet all WIS 15 traffic must travel through Hortonville's urban section.
- Through-traffic hinders and makes local turning movements more difficult. Local traffic accesses WIS 15, via nearly 300 access points within the project limits, interrupting through traffic and increasing the crash potential.

Traffic volumes are growing to a point where the local traffic and regional traffic conflicts will grow more pronounced, affecting service levels and possibly traffic safety.

## Concept:

The proposed action expands WIS 15 from two to four lanes to provide increased capacity between the City of New London and Appleton. 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 using J-turns. A county bicycle/pedestrian trail may be constructed to connect Hortonville and Greenville and their shared school district.

The expansion provides an efficient transportation system for the WIS 15 corridor and serves present and long-term traffic while minimizing disturbance to the surrounding environment.

# STH 15 – STH 76 to US 45

## Project Location



Project Location

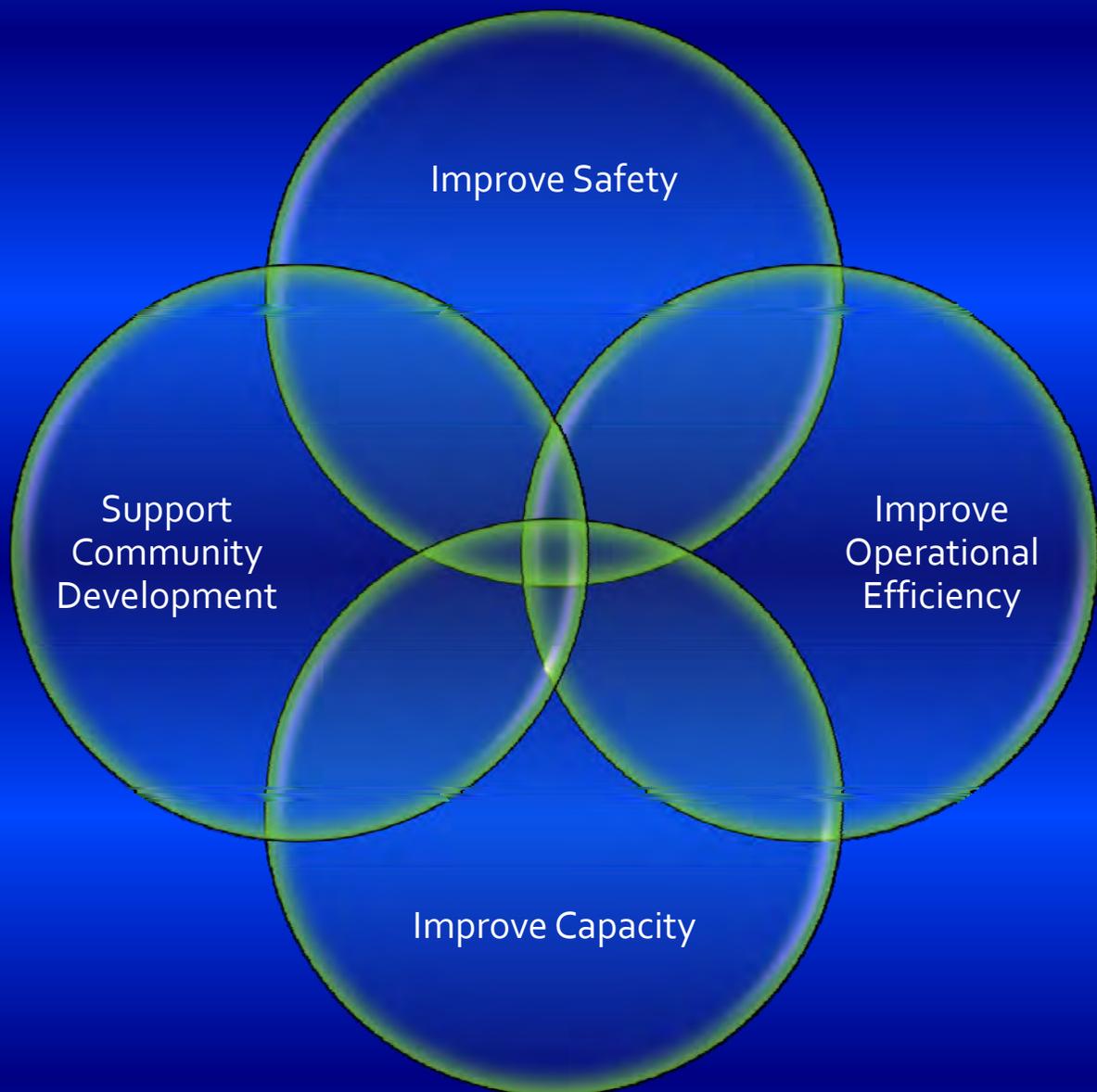
Hortonville Trail

Greenville

# Project History

- 2000-2001 - Corridor Preservation Study
- 2001 - TPC approval for study
- 2002-2009 - Environmental study
- 2006 (Dec.) – Approved DEIS
- 2009 (Dec.) - FEIS complete
- 2010 –Approved ROD

# STH 15 Project Need



# Community Development

- Dramatic population growth
  - T. Greenville 27.4% population increase
  - V. Hortonville 15.2% population increase
  
- Significant land use change
  - Appleton metropolitan area expanding
  - Transitioning from rural to suburban communities
  - Business/Industrial park development and expansions

# Future Development

FIGURE 8-2  
HORTONVILLE AREA

**LEGEND**

- SINGLE FAMILY RESIDENTIAL (1 acre and larger)
- SINGLE FAMILY RESIDENTIAL (1/4 acre and smaller)
- TWO FAMILY RESIDENTIAL
- MULT-FAMILY RESIDENTIAL
- COMMERCIAL
- GENERAL INDUSTRIAL
- LIGHT INDUSTRIAL
- PUBLIC PARK
- GOLF CLUB
- TRAIL
- HIGHWAY
- RAIL
- INTERMEDIATE INDUSTRIAL
- SPORTS CENTER
- PLACE STATION
- 2011 COMPREHENSIVE PLANNING BOUNDARY
- TRAIL BOUNDARY
- HIGHWAY
- PROPOSED BLACK OTTER LAKE TRAIL
- 2011 COMPREHENSIVE PLANNING BOUNDARY
- 2011 COMPREHENSIVE PLANNING BOUNDARY
- POTENTIAL 2022 VILLAGE BOUNDARY

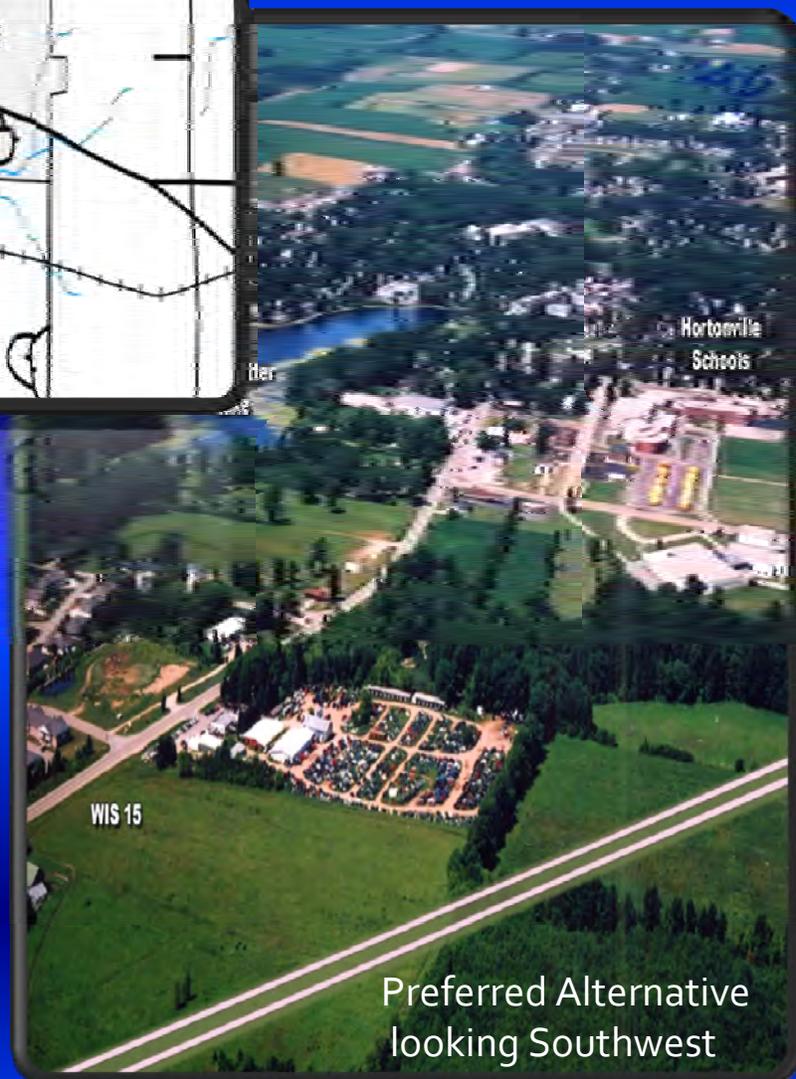
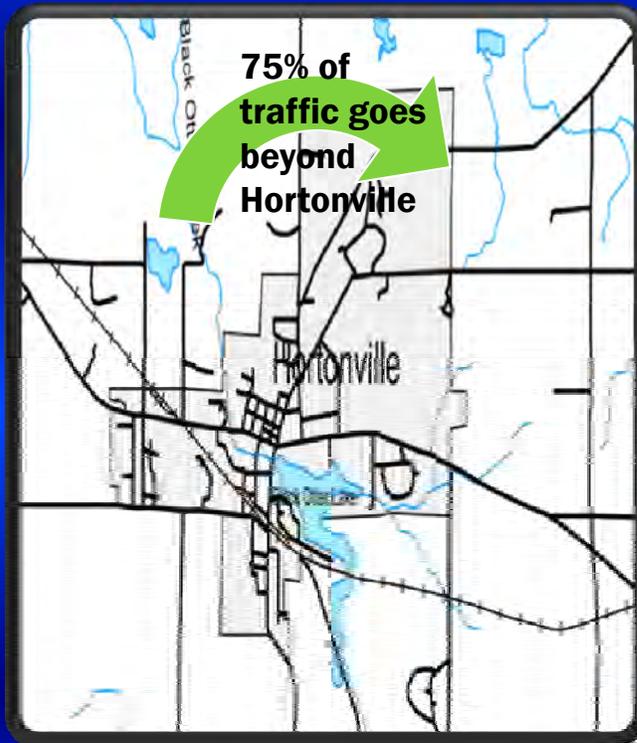


Increased mobility makes area more attractive for business development

# Community Support

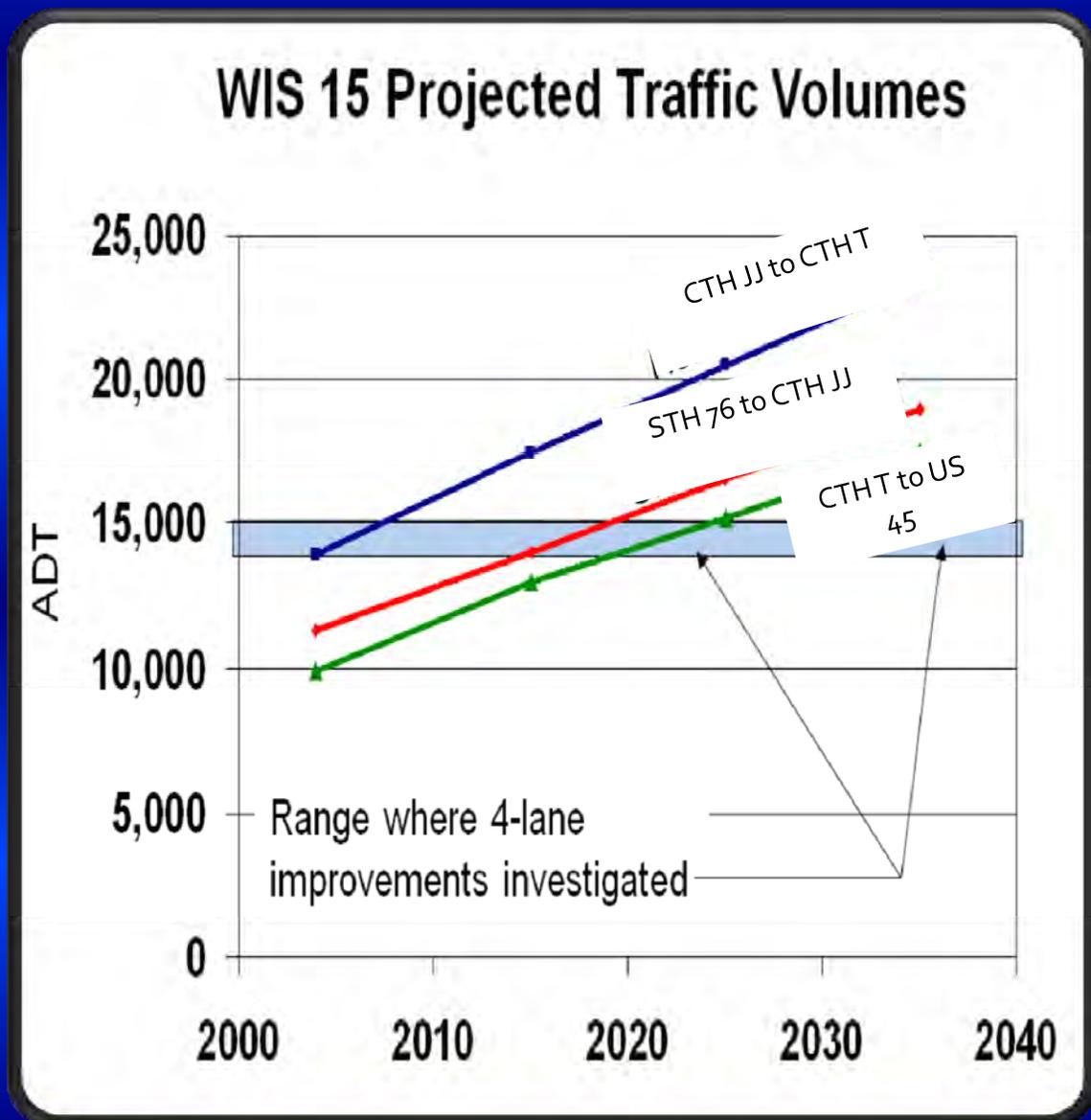
- Letters of support from all communities
  - T. Hortonia
  - V. Hortonville
  - T. Dale
  - T. Greenville
  - T. Ellington
  - City of New London
  - Outagamie County

# Operations and Safety



Reduce conflicts between local and through traffic.

# Capacity



5000

5010

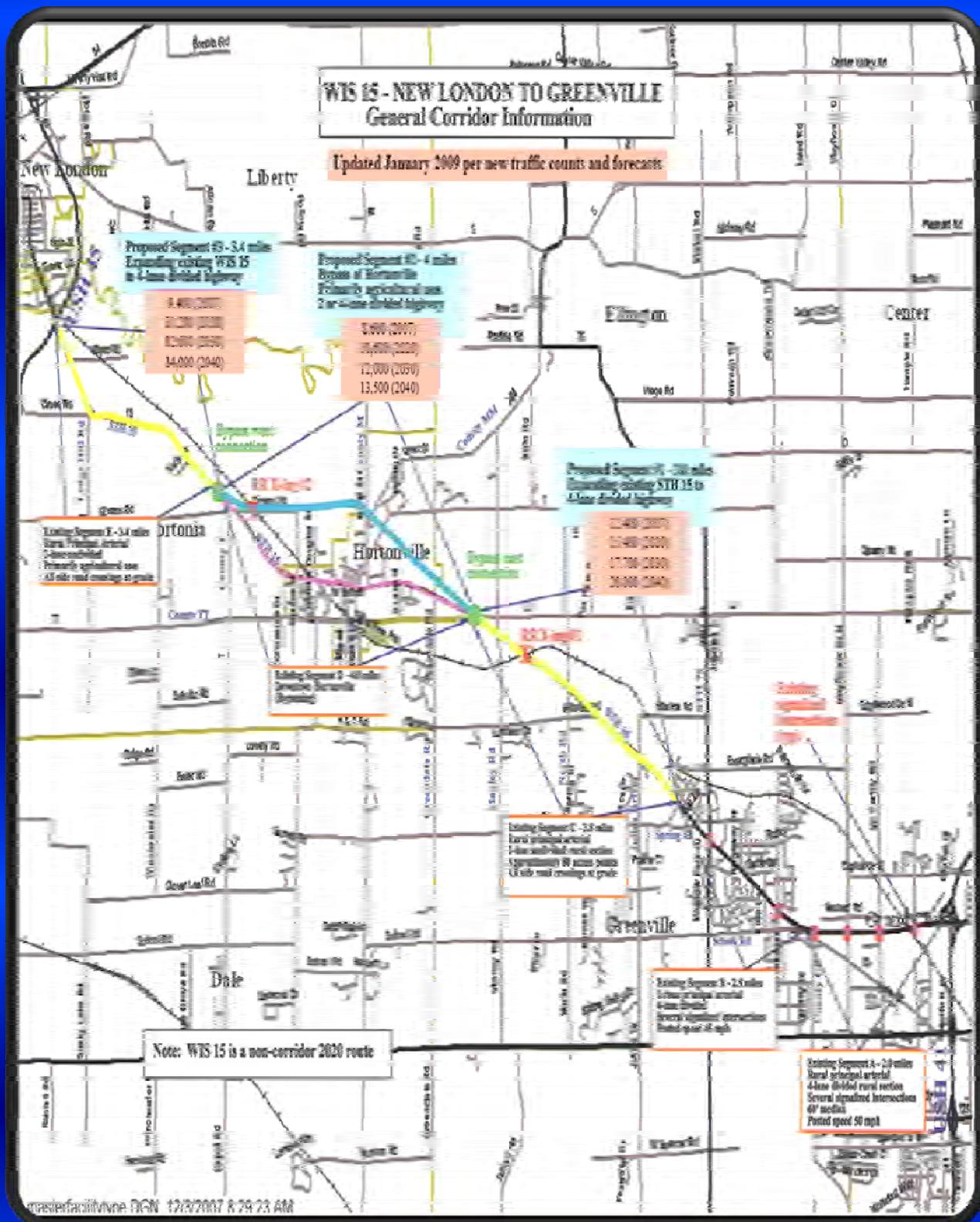
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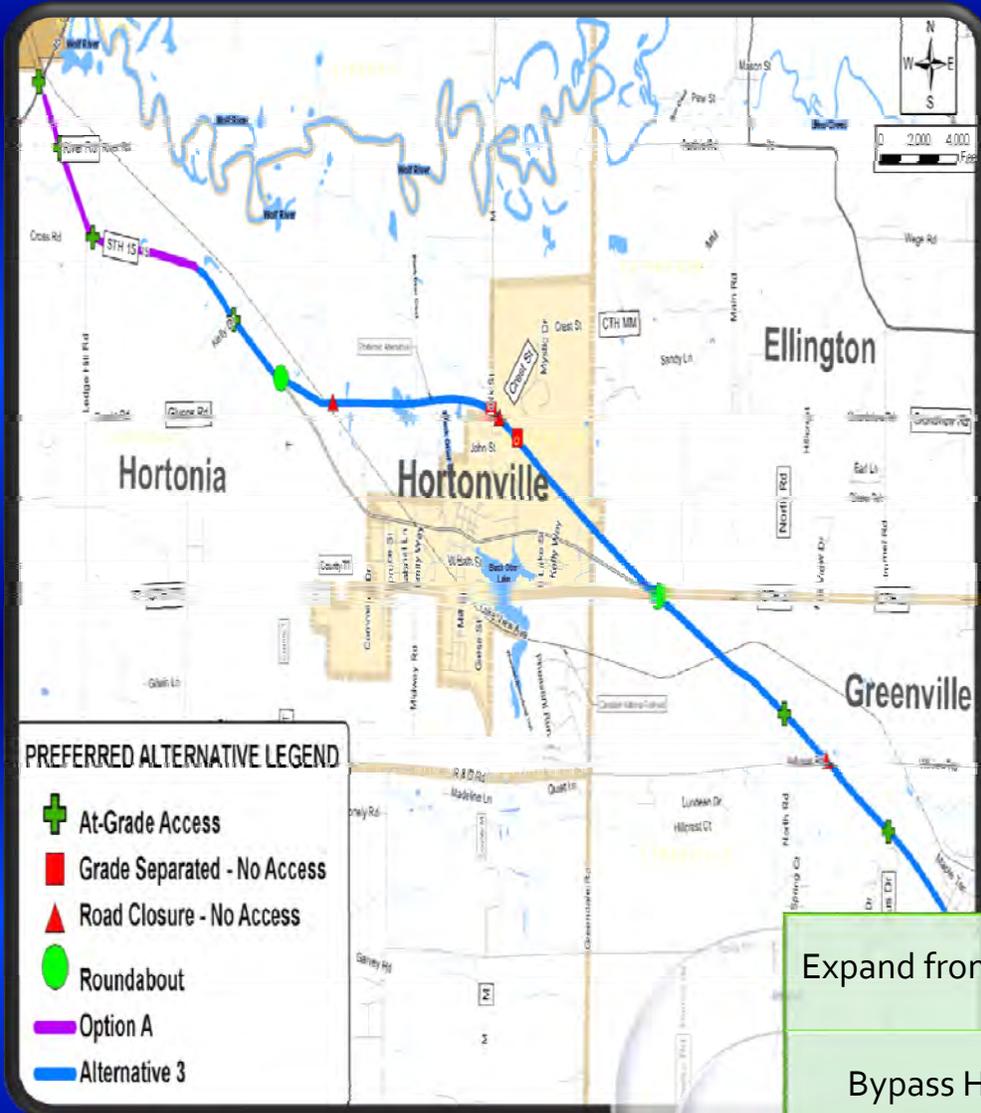
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# STH 15 AADT



# STH 15 Project Concept



Expand from 2 to 4 lanes

Bypass Hortonville

Improve Intersections

# STH 15 Project Concept

- West Segment - Expand from 2 to 4 Lanes
  - New London to CTH T/Givens Road
  - Add lanes to north of existing STH 15



# STH 15 Project Concept

- Bypass of Hortonville
  - Roundabout at west end (CTH T/Givens Road)
  - Construct 4 lanes with limited access
  - Roundabout at east end (CTH JJ)



# STH 15 Project Concept

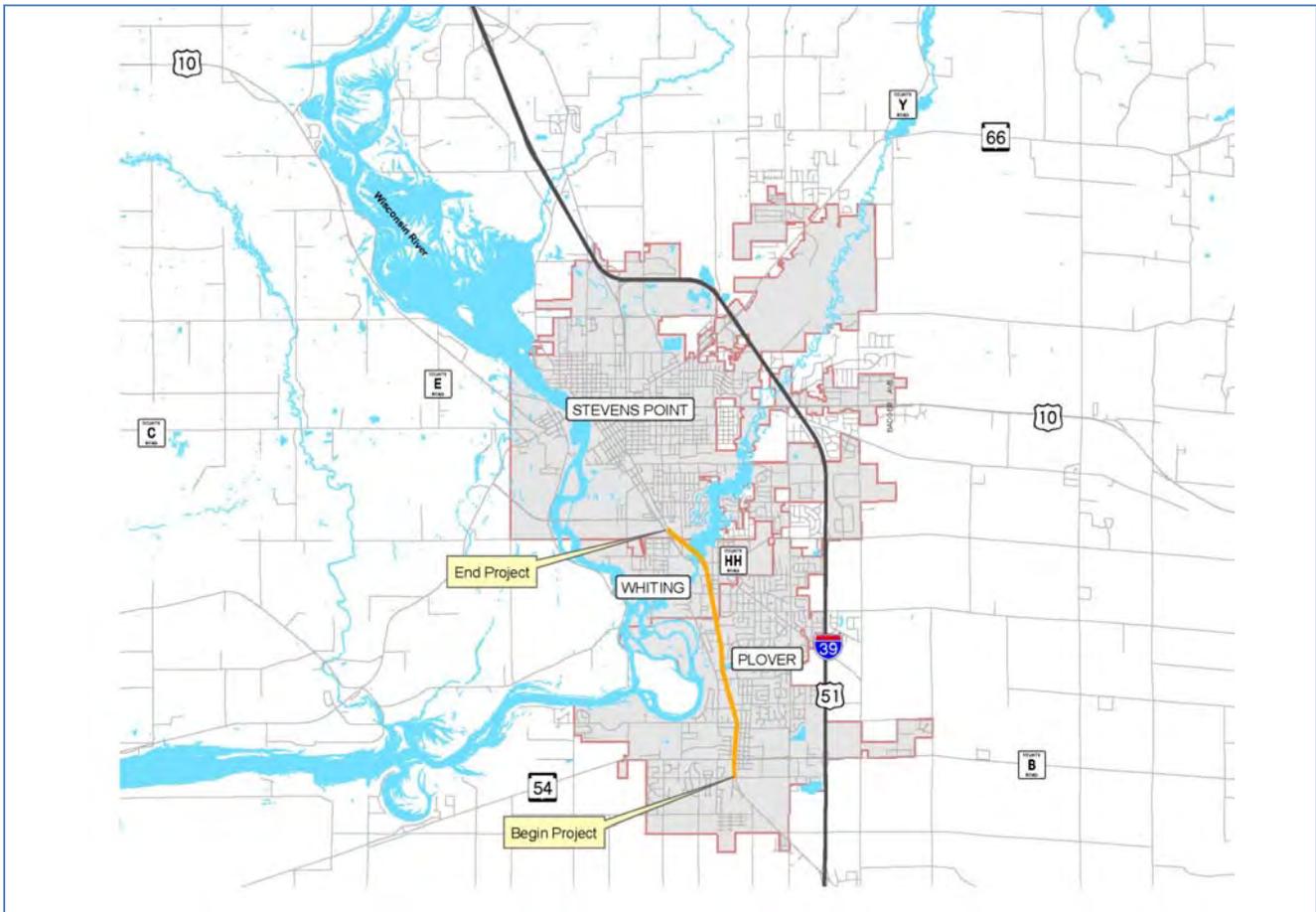
- East Segment – Expand from 2 to 4 Lanes
  - CTH JJ – Greenville
  - Add lanes to south of existing STH 15



**BUSINESS 51**  
**PROJECT DETAIL**

# BUSINESS 51 "Post Road" ( Plover - Whiting)

## Portage County



Traffic Data Bus. 51			Mobility Data Bus. 51		Safety Data Bus. 51	
Year	AADT Range		Year	Level of Service	% of Corridor with crash frequency or severity greater than statewide average	% of Corridor with crash frequency or severity significantly greater than statewide average (> 1 Std. Dev.)
2010	14,000	to 17,700	2010	0% of the Corridor in LOS D or worse	55%	25%
Projected 2030	14,200	21,900	Projected 2020	0% of the Corridor in LOS D or worse		
			Projected 2030	0% of the Corridor in LOS D or worse		

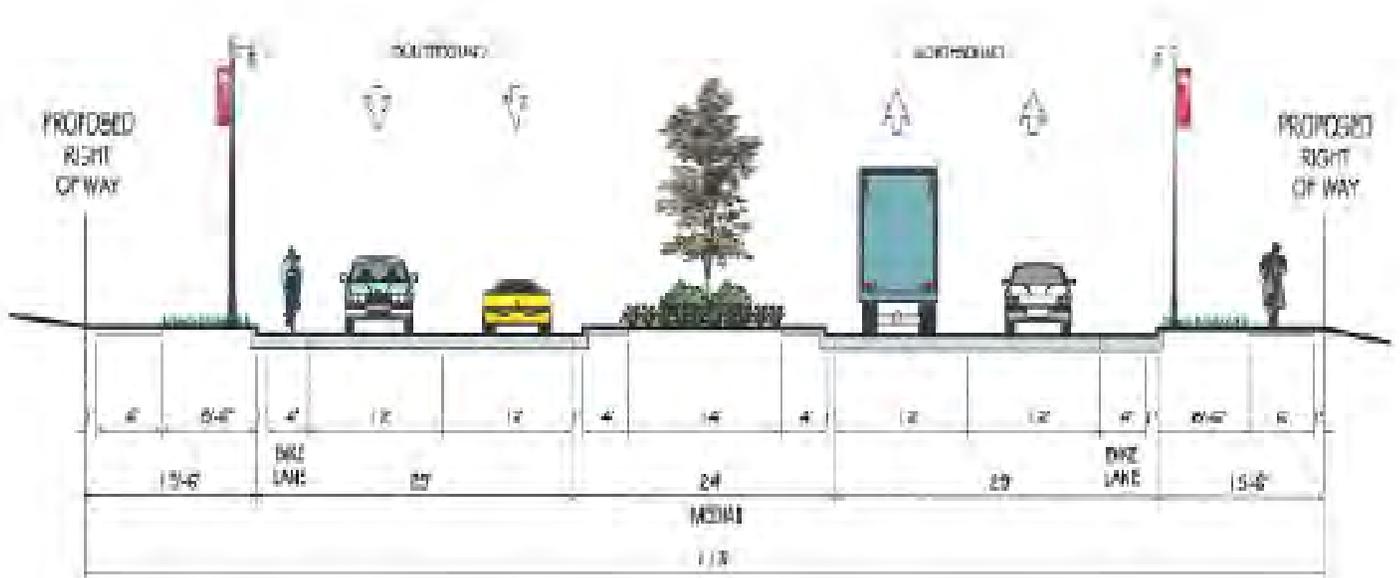
- Estimated Project Cost: \$40 million (2010 dollars)

**NEED:**

Business 51 is the primary north/south arterial in the Stevens Point urban area. It is a four-lane undivided facility with 10-foot lanes. The route is congested and has a crash rate significantly above the statewide average. The crash rate is continuing to worsen. Three intersections presently have movements at level of service D. Four out of the seven major intersections are forecast to be at level of service F in the design year. Pedestrians do not have a continuous sidewalk or refuge areas to use when crossing the street. There are no bicycle accommodations or bike lanes. There is no parallel route for either bicycles or pedestrians.

**CONCEPT:**

Reconstruct Business 51 as a divided roadway with dedicated turning lanes. Provide bicycle and pedestrian accommodation. Address storm water concerns with bio-filters.

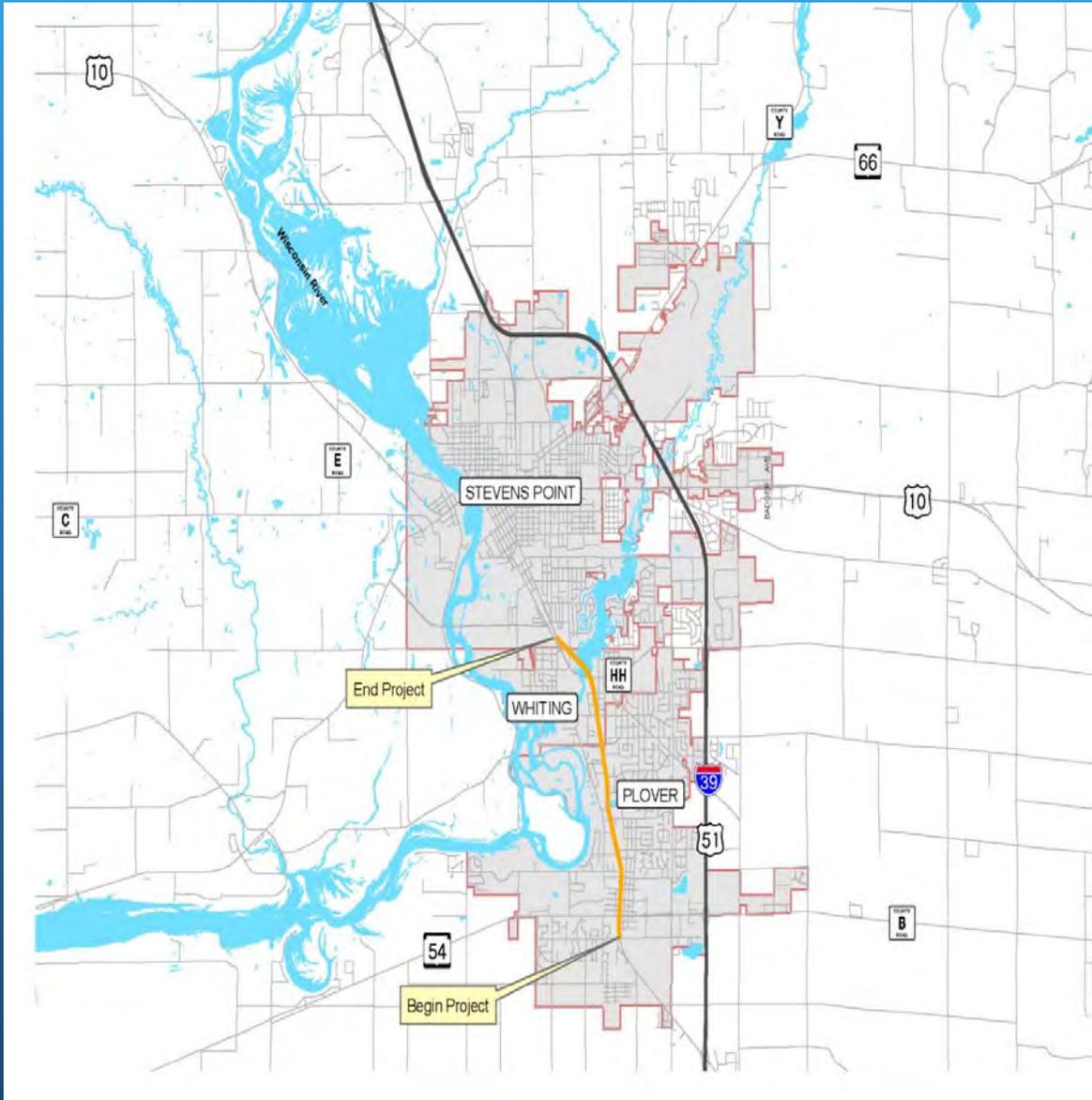


PROPOSED 4-LANE SECTION (DIVIDED)  
POST ROAD (BUSINESS 51)

BUSINESS 51 "POST ROAD"

VILLAGES OF PLOVER AND WHITING  
PORTAGE COUNTY

# PROJECT MAP



# Business 51 – Plover and Whiting

- Existing facility
  - 4-lane undivided facility
  - Narrow lanes – 10-foot-wide
  - No on-street bicycle accommodations
  - Limited and no pedestrian accommodations
  - Pavement in need of replacement
  - Poor drainage

# CRASHES

YEAR	# INJURY CRASHES	# FATAL CRASHES	CRASH RATE	STATEWIDE AVERAGE	% HIGHER THAN STATEWIDE AVE
2004	21	0	276	242	14%
2005	21	0	312	248	26%
2006	27	0	306	237	29%

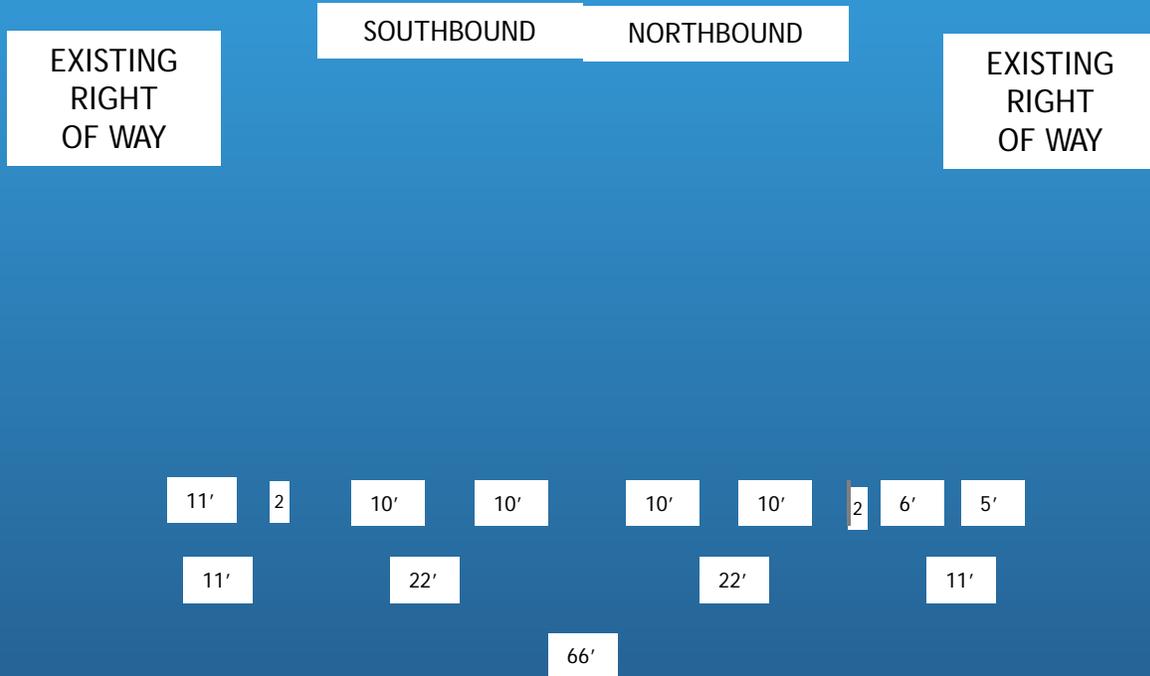
# TRAFFIC

- CURRENT AVERAGE (AADT) 17,300 (2008)
- PROJECTED 2030 (AADT) 35,000  
(BASED ON 2007 WISDOT FORECAST)
- CURRENT CRASH RATE 29% ABOVE STATEWIDE  
AVERAGE
- NO CONTINUOUS PEDESTRIAN FACILITIES
- NO PEDESTRIAN CROSSING ISLANDS
- NO BICYCLE FACILITIES
- NO PARALLEL LOCAL ROUTE FOR PEDESTRIANS OR  
BICYCLISTS

# ENVIRONMENTAL

- ENVIRONMENTAL ASSESSMENT SIGNED BY FHWA 4/20/09
- FINDING OF NO SIGNIFICANT IMPACT
- AVOIDED PARK LANDS AND HISTORIC FRANK LLOYD WRIGHT HOUSE
- PROJECT WILL USE INOVATIVE STORM WATER SYSTEM THAT WILL UTILIZE BIO-FILTERS TO LIMIT DIRECT RUNOFF INTO THE PLOVER AND WISCONSIN RIVERS

# EXISTING CROSS SECTION



EXISTING 4-LANE SECTION  
POST ROAD (BUSINESS 51)

# PROPOSED CROSS SECTION



SOUTHBOUND

NORTHBOUND

PROPOSED  
RIGHT  
OF WAY

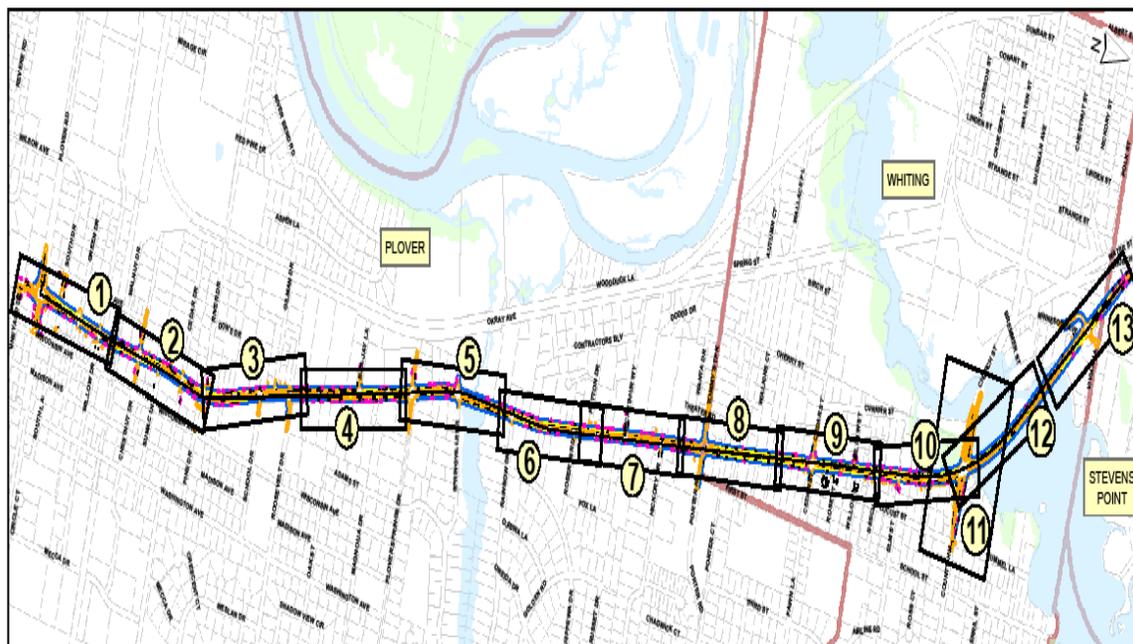
PROPOSED  
RIGHT  
OF WAY



PROPOSED 4-LANE  
SECTION(DIVIDED)  
POST ROAD (BUSINESS 51)

# Business 51 - Plover and Whiting

## INDEX MAP



① - Map Number

Legend					
	Parcels		Right-of-way		Current Driveway Location
	Municipalities		Revised Alignment		Proposed Driveway Location
	Wetland		Traffic Lane		Proposed Building Relocation
	Water		Bike Lane		

Business 51 WIS 54 to Minnesota Ave Portage County, WI
WISDOT Project ID 6414-00-05
<b>PREFERRED ALTERNATIVE</b>
EXHIBIT 3 <span style="float: right;">Sheet 1 of 8</span>

# Business 51 – Plover and Whiting

- FONSI signed 8/29/2008 by FHWA
- Recommended alternative
  - 4-lane divided facility with left turn lanes
  - Marked bike lanes
  - Sidewalks on both sides
  - Bio-filters in median
  - Street lighting
  - Consolidation and reduction in driveway access and elimination of some cross street connections

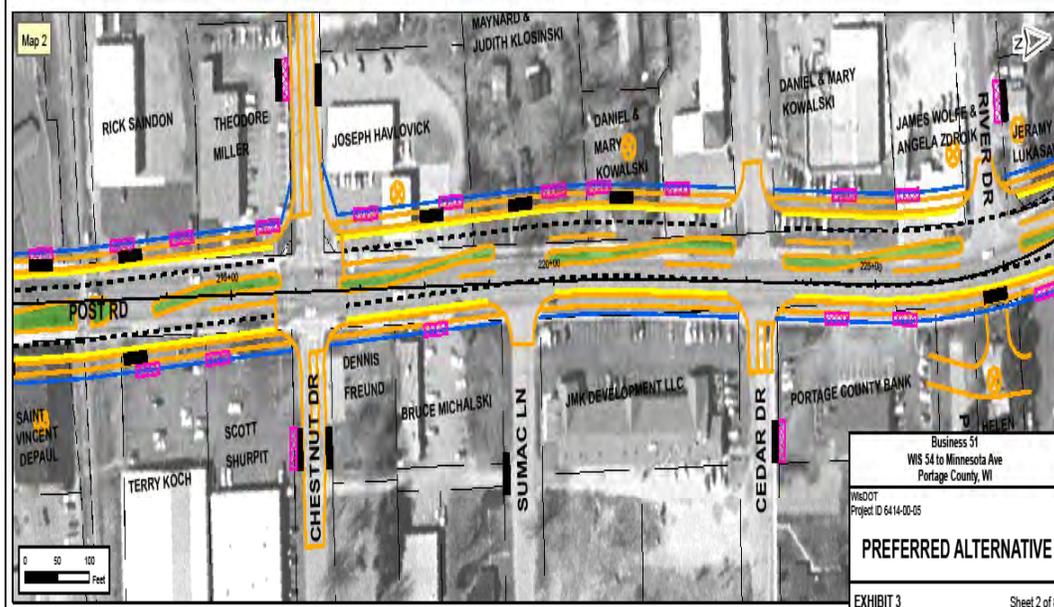
# Plover Road to Willow Drive, Plover



- Intersection reconstruction with signalization or roundabout at Plover Road (CTH-B/STH 54) intersection
- Left turn bays
- Elimination of most private access
- Elimination of South Drive access

# Willow Drive to River Drive, Plover

- Left turn bays at sidestreets
- Consolidation of private access to sidestreets
- Potential signalization at Cedar Drive



Business 51  
 WS 54 to Minnesota Ave  
 Portage County, WI

WisDOT  
 Project ID 6414-00-05

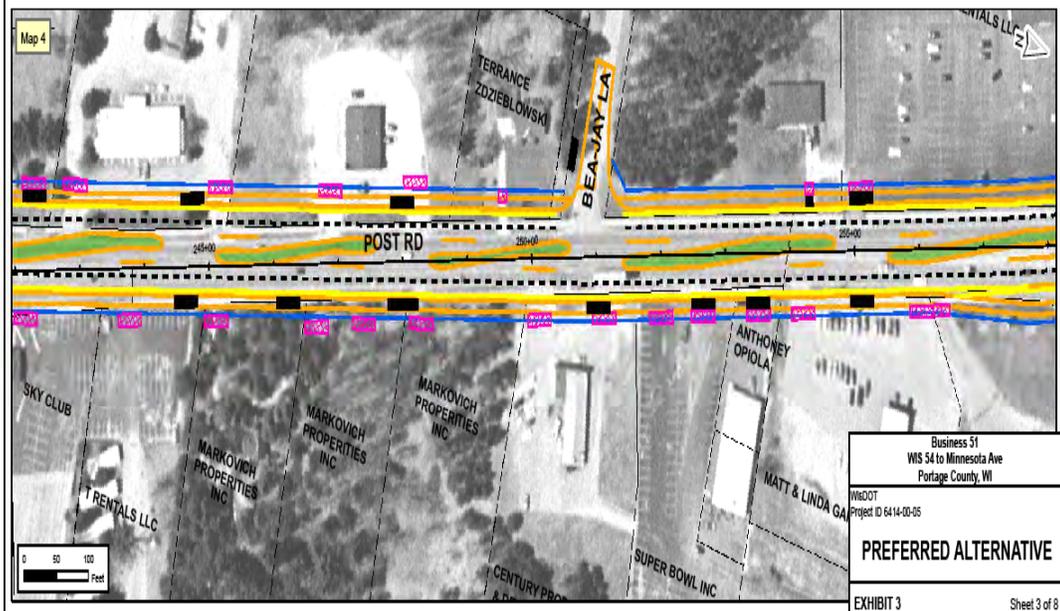
**PREFERRED ALTERNATIVE**

EXHIBIT 3 Sheet 2 of 8

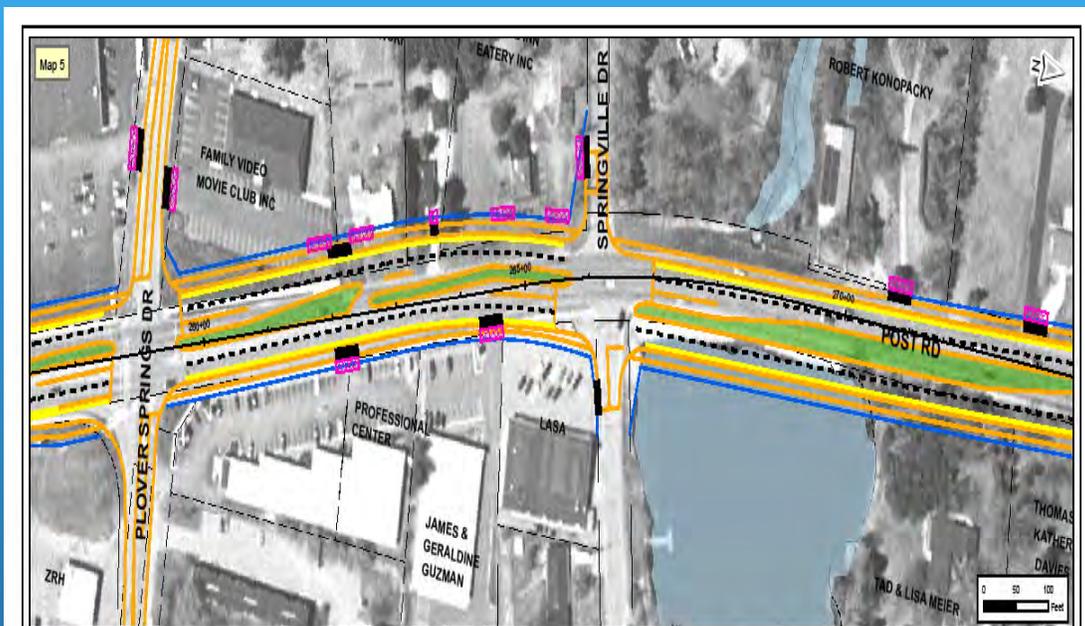
# River Drive to Roosevelt Drive, Plover



# Roosevelt Drive to Plover Springs Drive, Plover



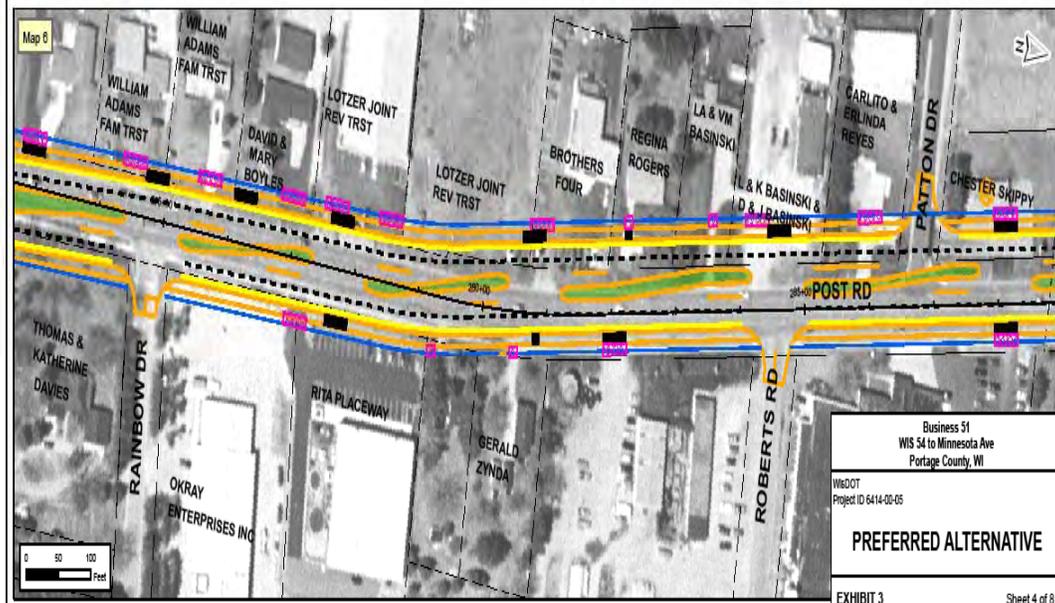
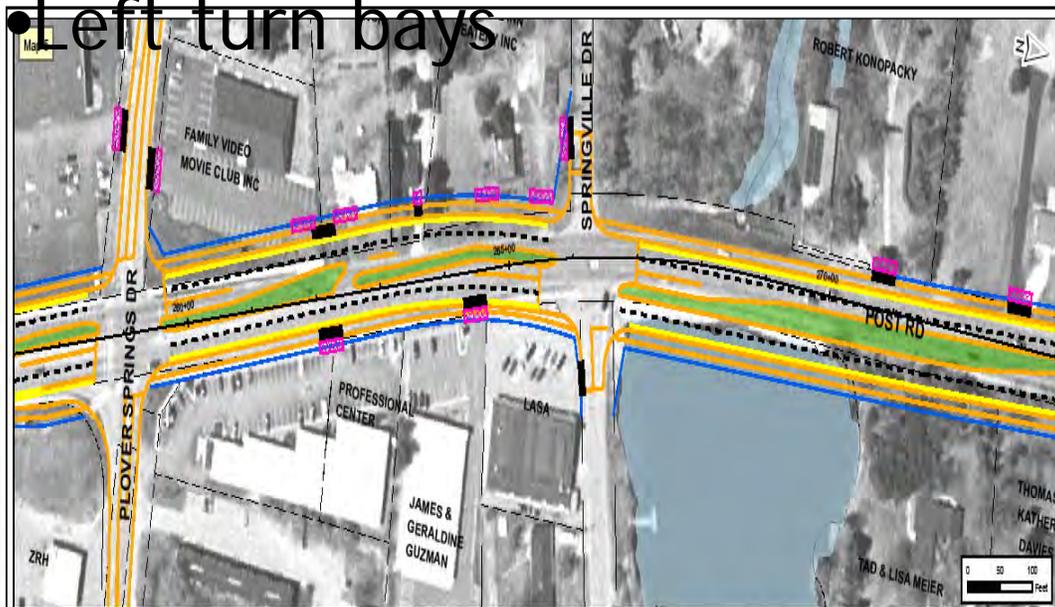
# Plover Springs Drive to Rainbow Drive, Plover



- Plover Spring Drive to remain signalized after reconstruction
- Roadway alignment shifted east to avoid historic buildings (Frank Lloyd Wright house) just east of Little Plover River Dam
- Left turn bays
- Box culvert at Little Plover River

# Rainbow Drive to Patton Drive, Plover

- Left turn bays



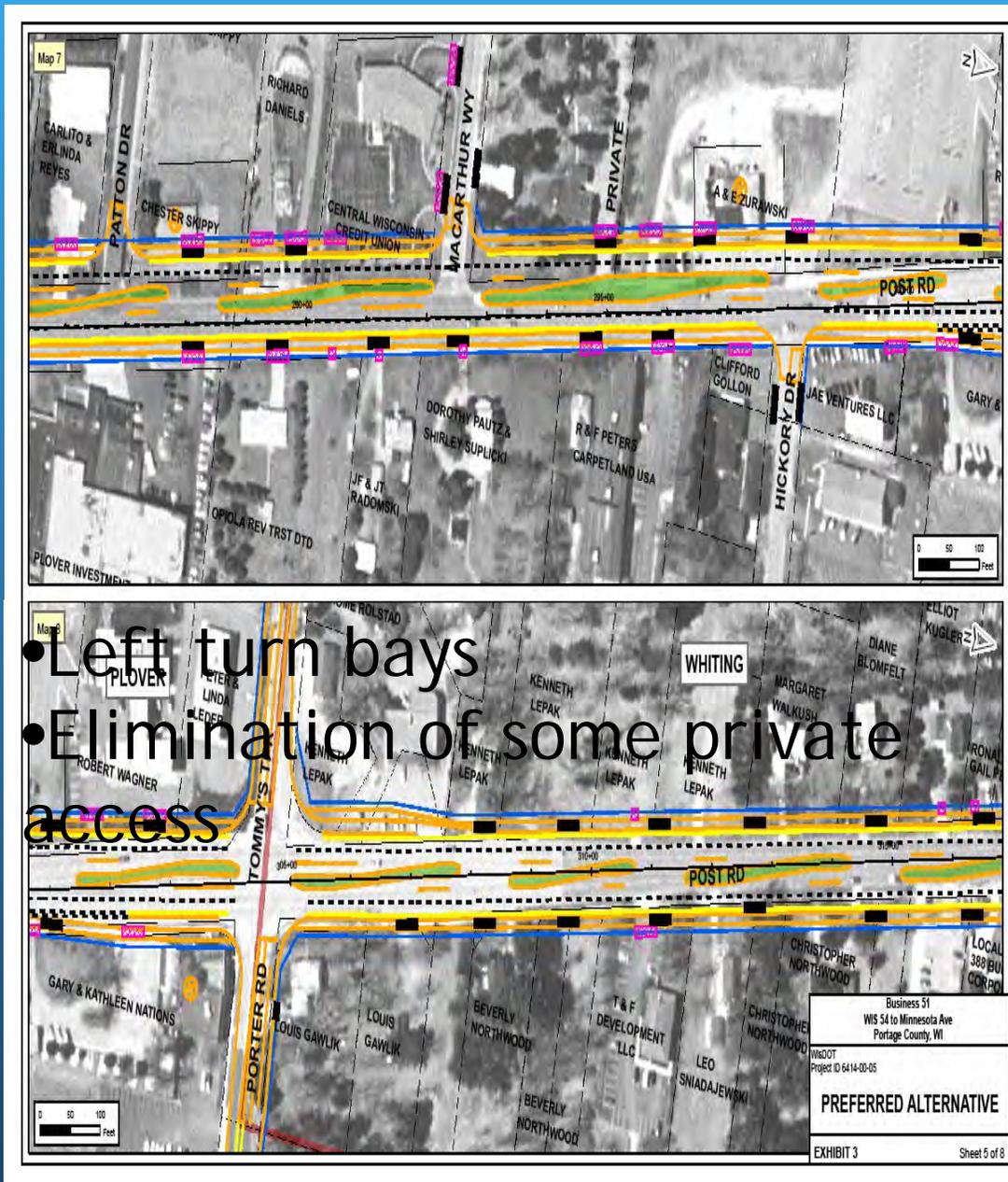
Business 51  
WIS 54 to Minnesota Ave  
Portage County, WI

WISDOT  
Project ID 6414-00-05

**PREFERRED ALTERNATIVE**

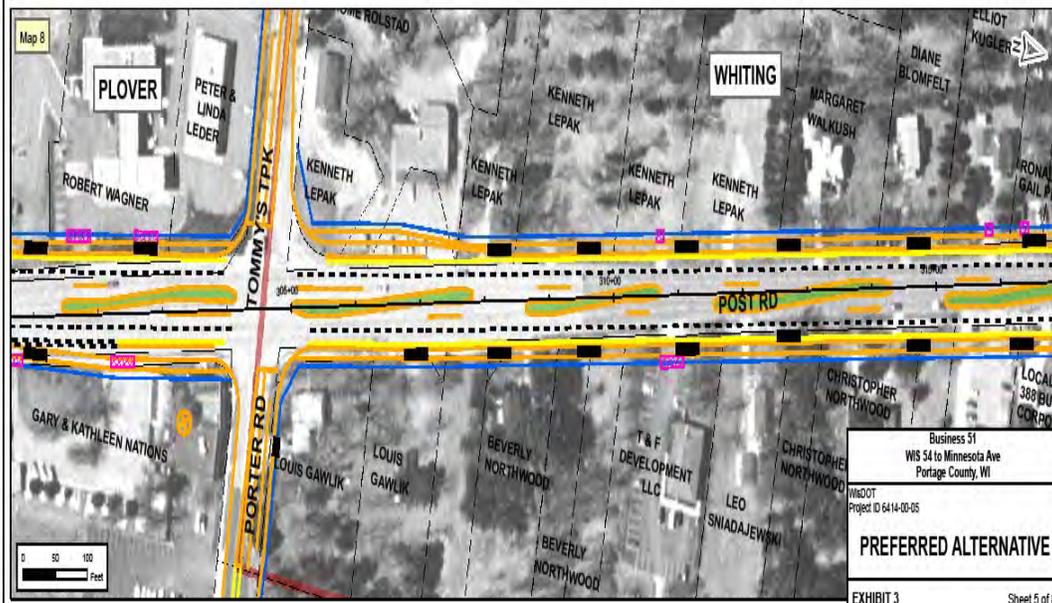
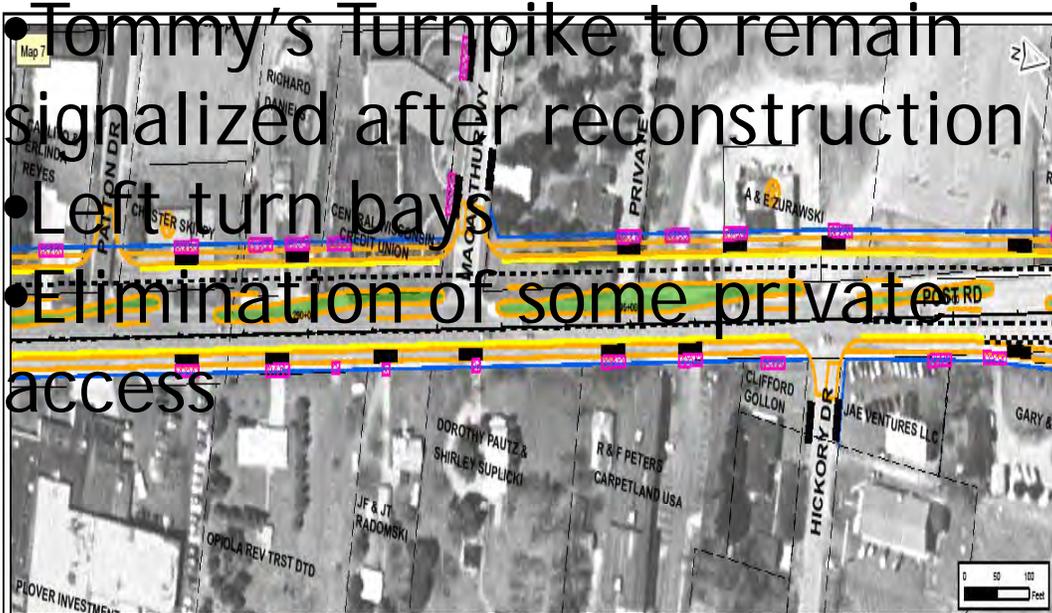
EXHIBIT 3 Sheet 4 of 8

# Patton Drive to Tommy's turnpike, Plover

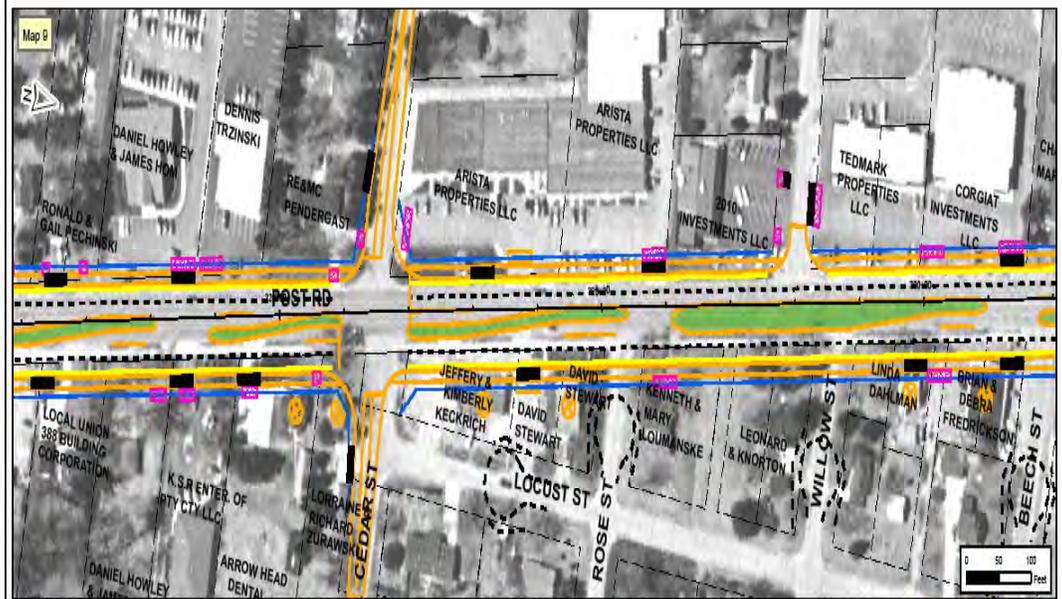


# Tommy's Turnpike to Cedar Street, Whiting

- Tommy's Turnpike to remain signalized after reconstruction
- Left turn bays
- Elimination of some private access



# Cedar Street to Beech Street, Whiting

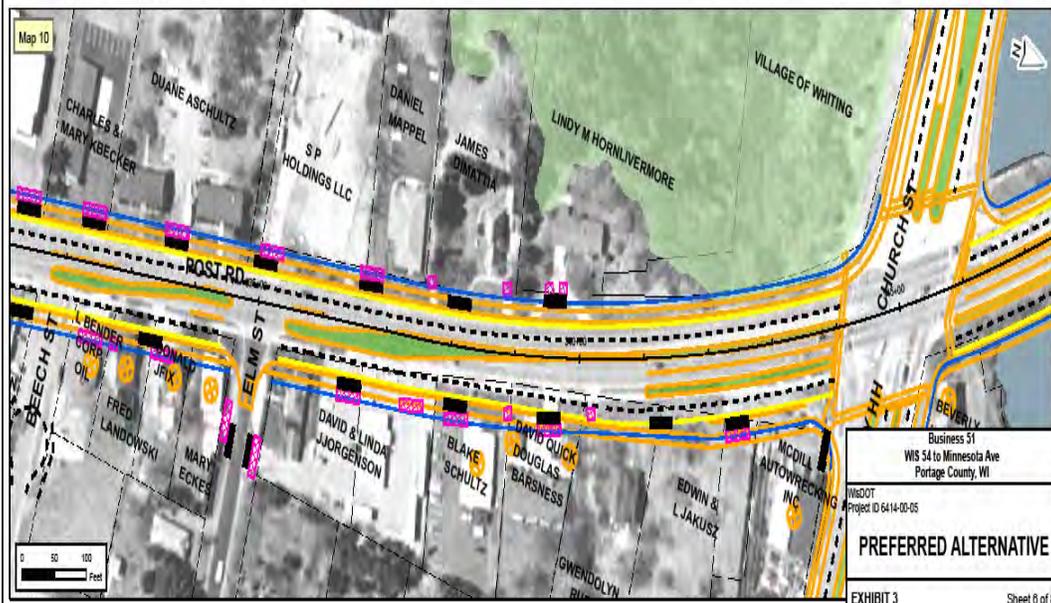
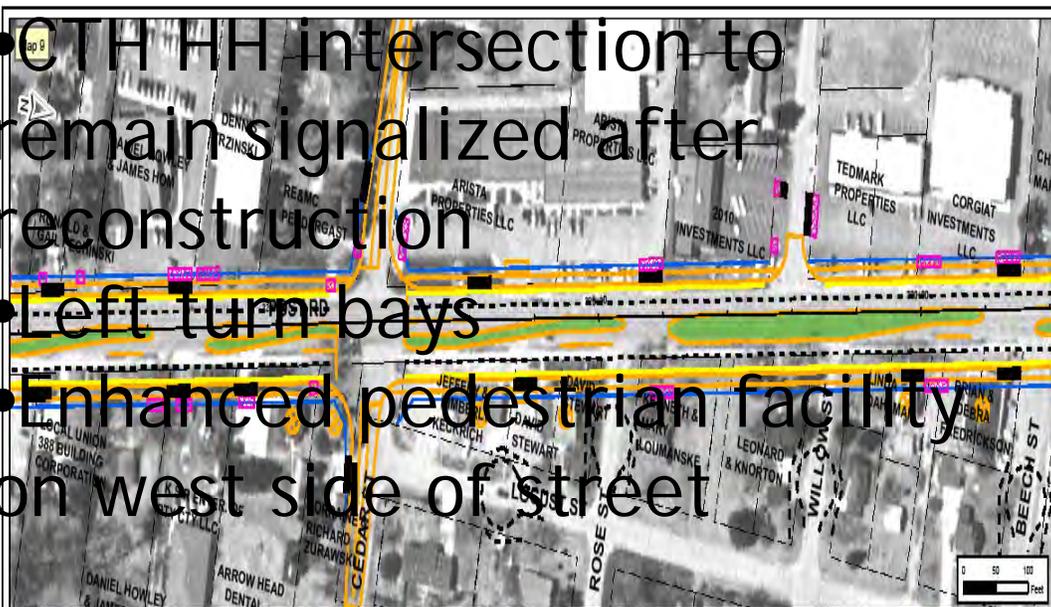


- Left turn bays
- Eliminating local street connection at Lokust Street, Rose Street, Willow Street and Beech Street

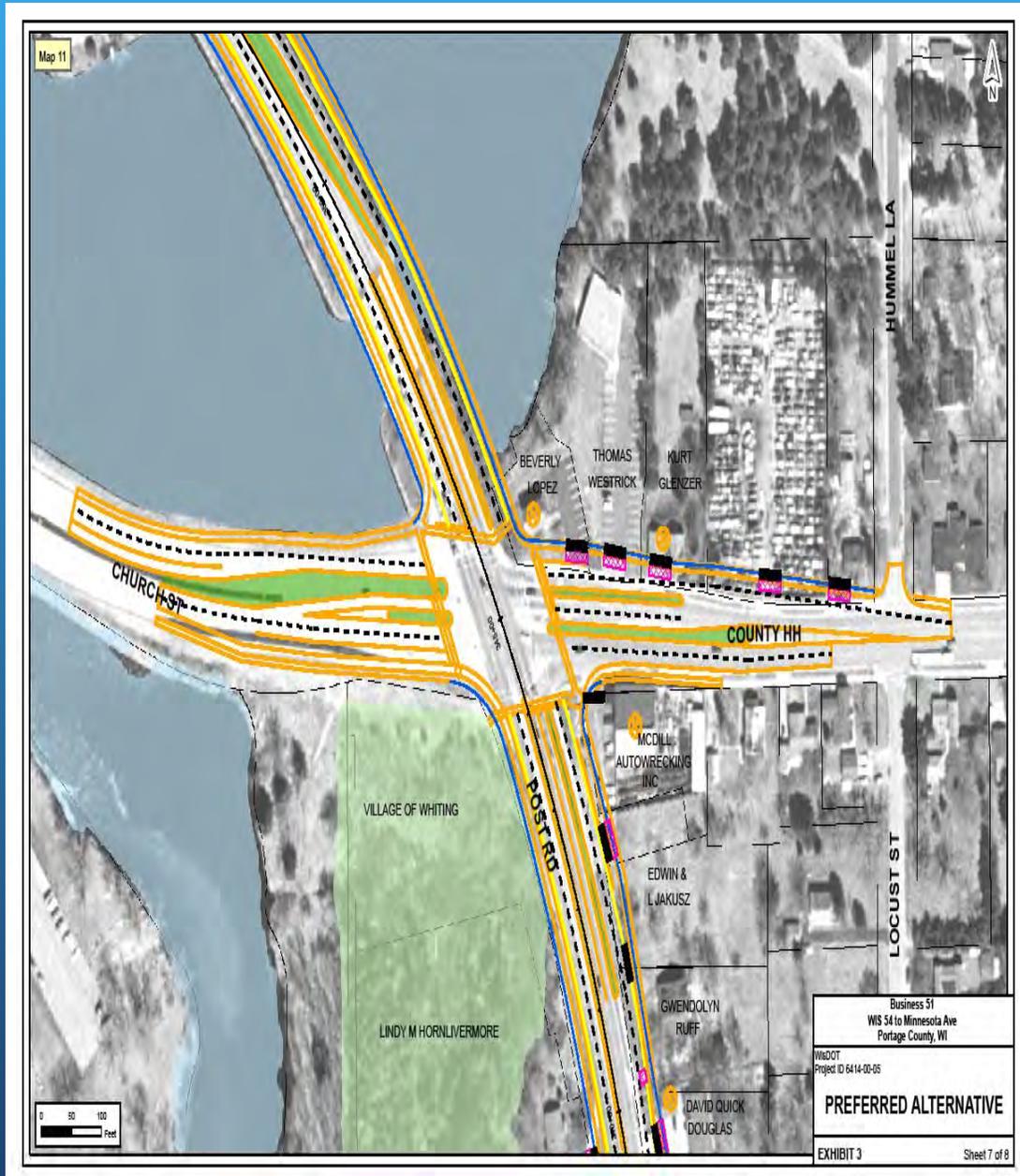
Business 51 WIS 54 to Minnesota Ave Portage County, WI	
WISDOT Project ID 6414-00-05	
<b>PREFERRED ALTERNATIVE</b>	
EXHIBIT 3	Sheet 6 of 8

# Beech Street to CTH HH, Whiting

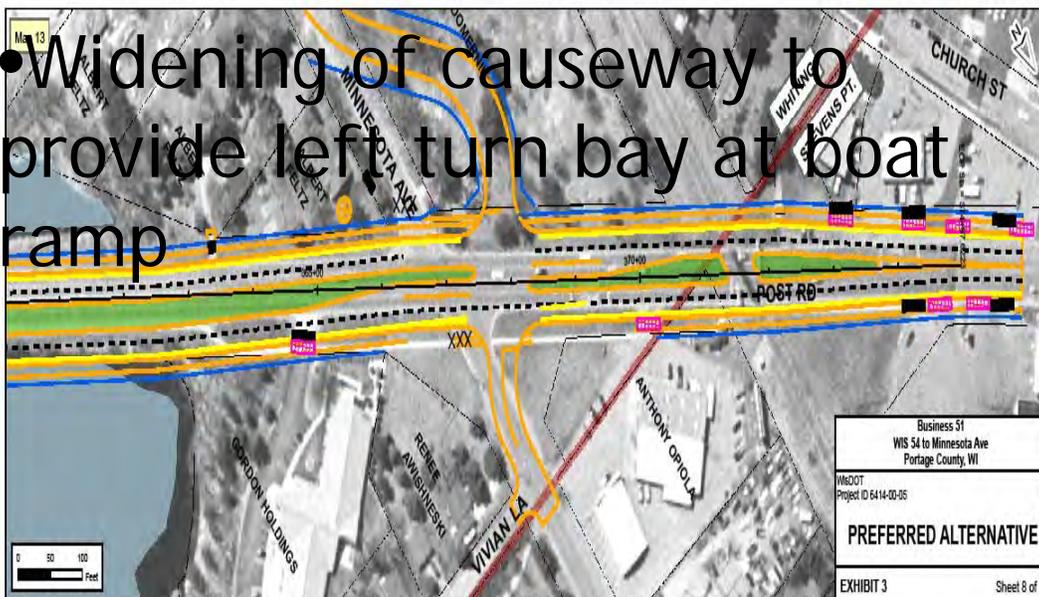
- CTH HH intersection to remain signalized after reconstruction
- Left turn bays
- Enhanced pedestrian facility on west side of street



# CTH HH, Whiting



# CTH HH to Minnesota Avenue, Whiting

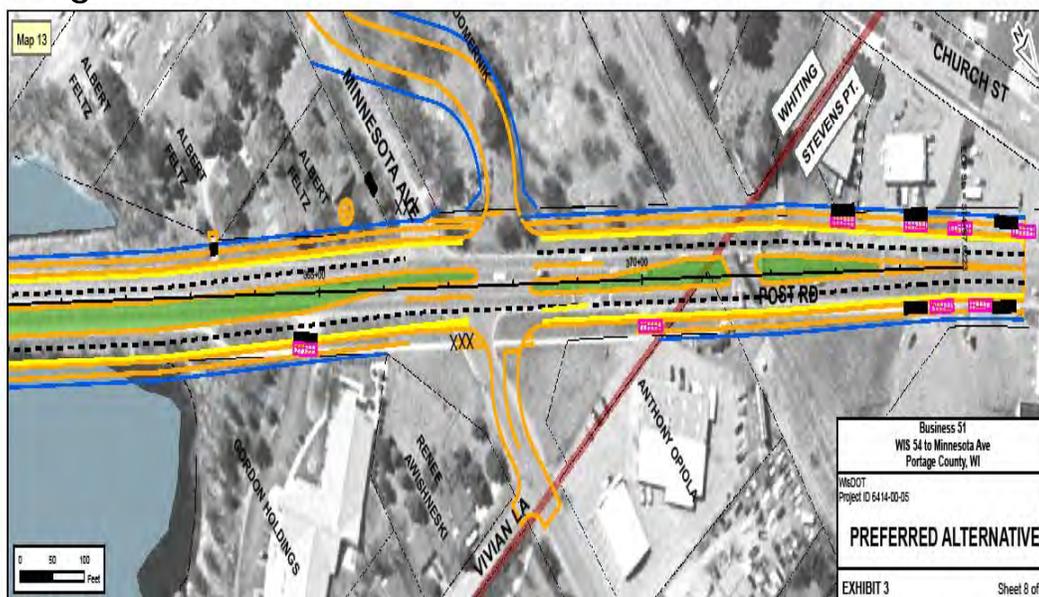


- Widening of causeway to provide left turn bay at boat ramp

# Minnesota Avenue, Whiting

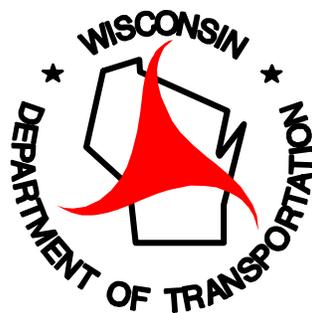
- Realignment of Minnesota Avenue to 90 degree intersection
- Left turn bays

Note: The northerly limit for the Major is located just south of the Minnesota Avenue intersection, as this intersection is being constructed as a LET project using Local Program dollars.



# **AUGUST 2010 TPC REPORT**





*Wisconsin Department of Transportation*

*Report To The Transportation Projects Commission*

*On*

*Status of Major Highway Projects*

*August 2010*

**Glossary of terms .....i**

**Project Information**

USH 10: Marshfield – Stevens Point ..... 1

USH 10: Stevens Point - Waupaca ..... 2

STH 11: Burlington Bypass ..... 3

USH 12: Lake Delton – Sauk City ..... 4

USH 12: Sauk City - Middleton ..... 5

USH 14: Viroqua - Westby ..... 6

STH 16: Oconomowoc Bypass ..... 7

USH 18: Prairie du Chien – STH 60 ..... 8

STH 23: STH 67 – USH 41 ..... 9

STH 26: Janesville - Watertown ..... 10

I39/USH 51: Wausau Corridor ..... 11

USH 41: Brown and Winnebago County ..... 12

USH 41: Oconto - Peshtigo ..... 13

USH 53: Eau Claire Bypass ..... 14

USH 53: Lacrosse Corridor ..... 15

STH 57: Dyckesville – Sturgeon Bay ..... 16

STH 64: Houlton – New Richmond ..... 17

STH 81/STH 213: Beloit Bypass ..... 18

USH 141: STH 22 – STH 64 ..... 19

USH 151: Fond du Lac Bypass ..... 20

USH 151: Waupun – Fond du Lac ..... 21

**Major Highway Study Projects ..... 22-31**

**August 2010  
Major 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.

**Current Status:** Expenditures to date and the estimated cost to complete construction of the project, by category.

**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 WisDOT Financial Operating System as of July 1, 2010.

**Cost to Complete:** Estimated cost, by category, remaining to complete the project at 2010 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 (February 2010):** The estimate provided to the Transportation Projects Commission in the February 2010 report.

**Current Estimate (August 2010):** 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.

**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 with new reporting requirements specified in the 2007-09 Budget. 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.

<b>COST TO COMPLETE EXPENDITURE SCHEDULE</b>												
Encumbered or Committed, not yet Expensed*	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un- scheduled
\$2.6	\$23.5	\$33.9	\$70.5	\$45.3	\$15.5							

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

**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 Project Status Report  
August 2010**

121

**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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$4.8	\$10.2	\$15.0	\$15.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
Real Estate	\$18.3	\$4.0	\$22.3	\$22.3	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
Construction	\$83.4	\$153.7	\$237.1	\$237.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
<b>Totals</b>	\$106.5	\$167.9	\$274.4	\$274.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$45.7	\$56.0	\$61.0	\$5.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

122

**Project:** USH 10 STEVENS POINT - WAUPACA

**Enumeration Year:** 1989 **Region:** NC

**Project Description:** This project reconstructs the 2-lane facility to provide a 4-lane divided highway for 21 miles with the majority on existing alignment. The project includes a 4.2 mile bypass of Amherst and Amherst Junction. The project includes 3.5 interchanges, 4 crossings of the Tomorrow/Waupaca River and several at grade intersections. All private access points are removed, except a commercial entrance to the County Materials Pit.

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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$3.0	\$0.6	\$3.6	\$3.6	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$11.8	\$0.4	\$12.2	\$12.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$68.5	\$1.9	\$70.4	\$70.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	<b>\$83.3</b>	<b>\$2.9</b>	<b>\$86.2</b>	<b>\$86.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.9

**Major Project Status Report  
August 2010**

123

**Project:** STH 11 BURLINGTON BYPASS

**Enumeration Year:** 1997 **Region:** SE

**Project Description:** This project will construct an 11-mile 4-lane divided rural highway entirely on new alignment along the west, south and east sides of the City of Burlington. The roadway will include one full interchange, four jug handle interchanges, two at-grade signalized intersections, and two at-grade unsignalized intersections.

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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$9.0	\$1.0	\$10.0	\$10.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$18.7	\$0.0	\$18.7	\$18.7	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$86.3	\$32.3	\$118.6	\$118.6	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$114.0	\$33.3	\$147.3	\$147.3	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$9.8	\$1.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$21.7

**Major Project Status Report  
August 2010**

124

**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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$10.7	\$0.0	\$10.4	\$10.7	\$0.0	\$0.3	\$0.0	2.9%	<ul style="list-style-type: none"> <li>Design costs higher than anticipated.</li> </ul>
Real Estate	\$29.3	\$25.6	\$54.9	\$54.9	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$34.4	\$106.4	\$141.1	\$140.8	\$0.0	-\$0.3	\$0.0	-0.2%	<ul style="list-style-type: none"> <li>Material savings in construction offset the increase in the design line.</li> </ul>
<b>Totals</b>	\$74.4	\$132.0	\$206.4	\$206.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$8.8	\$30.6	\$14.8	\$0.0	\$1.5	\$48.4	\$26.8	\$0.0	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report**  
**August 2010**

125

**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 US 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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$14.1	\$0.0	\$14.0	\$14.1	\$0.0	\$0.1	\$0.0	0.7%	<ul style="list-style-type: none"> <li>Final design costs higher than anticipated.</li> </ul>
Real Estate	\$45.9	\$1.1	\$47.1	\$47.0	\$0.0	-\$0.1	\$0.0	-0.2%	<ul style="list-style-type: none"> <li>Material savings in real estate offset the increase in the design line.</li> </ul>
Construction	\$79.3	\$0.0	\$79.3	\$79.3	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$139.3	\$1.1	\$140.4	\$140.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.1

**Major Project Status Report  
August 2010**

126

**Project:** USH 14 VIROQUA - WESTBY

**Enumeration Year:** 2003 **Region:** SW

**Project Description:** This project begins at the STH 27/82 intersection with USH 14/61 south of Viroqua and extends to Cut Across Road west of Westby. The work involves constructing two-lane rural bypasses on two-lane right of way east of Viroqua and west of Westby. The project also includes reconstructing the existing two-lane rural highway to a four-lane divided highway between Westby and Viroqua. Total project length is 12.6 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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$1.9	\$1.7	\$3.6	\$3.6	\$0.0	\$0.0	\$0.0	0.0%	▪ No change
Real Estate	\$3.9	\$9.3	\$13.2	\$13.2	\$0.0	\$0.0	\$0.0	0.0%	▪ No change
Construction	\$0.0	\$51.5	\$51.5	\$51.5	\$0.0	\$0.0	\$0.0	0.0%	▪ No change
<b>Totals</b>	\$5.8	\$62.5	\$68.3	\$68.3	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.6	\$28.0	\$5.0	\$0.0	\$0.0	\$0.0	\$12.0	\$6.0	\$0.0	\$0.0	\$10.9	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

127

**Project:** STH 16 OCONOMOWOC BYPASS

**Enumeration Year:** 1995 **Region:** SE

**Project Description:** This project constructs a 4-lane divided expressway around the City of Oconomowoc in Waukesha and Jefferson Counties. The purpose of the project was to create an alternative route for thru truck traffic using existing STH 16 and STH 67 thru downtown Oconomowoc.

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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$2.8	\$0.5	\$3.3	\$3.3	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$12.6	\$0.8	\$13.4	\$13.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$33.3	\$3.5	\$36.8	\$36.8	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	<b>\$48.7</b>	<b>\$4.8</b>	<b>\$53.5</b>	<b>\$53.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.7

**Major Project Status Report  
August 2010**

128

**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				Reason for Change in Cost Estimate
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$3.1	\$1.1	\$3.2	\$4.2	\$0.0	\$1.0	\$0.0	31.3%	<ul style="list-style-type: none"> <li>Design costs increased due to additional required archaeological work and additional traffic analysis.</li> </ul>
Real Estate	\$5.8	\$0.2	\$4.1	\$6.0	\$0.0	\$1.9	\$0.0	46.3%	<ul style="list-style-type: none"> <li>Real estate values are higher on the Main Street Bypass project than anticipated.</li> </ul>
Construction	\$0.7	\$19.5	\$23.1	\$20.2	\$0.0	-\$2.9	\$0.0	-12.6%	<ul style="list-style-type: none"> <li>Removal of the jurisdictional transfer offsets the increase in the design and real estate lines.</li> </ul>
<b>Totals</b>	\$9.6	\$20.8	\$30.4	\$30.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$10.5	\$0.0	\$0.0	\$0.0	\$0.4	\$0.0	\$9.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

129

**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 WIS 23 roadway between the cities of Fond du Lac's to Plymouth to a four-lane, median divided expressway with at-grade intersections. The highway facility on each end of the project is currently four-lanes. 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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$4.7	\$4.3	\$10.2	\$9.0	-\$1.2	\$0.0	\$0.0	-11.8%	<ul style="list-style-type: none"> <li>A recent cost estimating workshop produced slightly modified designs and related costs. These modifications fit within the current estimate.</li> </ul>
Real Estate	\$4.6	\$21.9	\$21.1	\$26.5	\$5.4	\$0.0	\$0.0	25.6%	<ul style="list-style-type: none"> <li>A recent cost estimating workshop produced slightly modified designs and related costs. These modifications fit within the current estimate.</li> </ul>
Construction	\$0.0	\$94.5	\$98.7	\$94.5	-\$4.2	\$0.0	\$0.0	-4.3%	<ul style="list-style-type: none"> <li>A recent cost estimating workshop produced slightly modified designs and related costs. These modifications fit within the current estimate.</li> </ul>
<b>Totals</b>	\$9.3	\$120.7	\$130.0	\$130.0	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$5.4	\$9.8	\$15.0	\$29.4	\$38.9	\$22.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

130

**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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$22.1	\$0.0	\$19.1	\$22.1	\$0.0	\$3.0	\$0.0	15.7%	<ul style="list-style-type: none"> <li>Additional work required on the EIS; it is an undisturbed archeological site, and requires significant work. There was also additional design for the required rail structures.</li> </ul>
Real Estate	\$47.1	\$32.6	\$83.5	\$79.7	\$0.0	-\$3.8	\$0.0	-4.6%	<ul style="list-style-type: none"> <li>Decreased costs in real estate shifted to construction to offset increased quantities and updated costs, and design to fund additional needs.</li> </ul>
Construction	\$92.6	\$238.6	\$330.4	\$331.2	\$0.0	\$0.8	\$0.0	0.2%	<ul style="list-style-type: none"> <li>Realized material savings in construction, combined with updated quantities and costs for scheduled projects are offset by decreased real estate costs.</li> </ul>
<b>Totals</b>	\$161.8	\$271.2	\$433.0	\$433.0	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$113.4	\$25.4	\$68.4	\$49.7	\$14.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

131

**Project:** I39/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				Reason for Change in Cost Estimate
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$23.3	\$0.5	\$23.8	\$23.8	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$54.5	\$1.9	\$56.4	\$56.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$192.0	\$18.5	\$210.5	\$210.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$269.8	\$20.9	\$290.7	\$290.7	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$9.7	\$3.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.5

**Major Project Status Report  
August 2010**

132

**Project:** USH 41 BROWN AND WINNEBAGO COUNTY **Enumeration Year:** 2003 **Region:** NE

**Project Description:** The project will reconstruct 14 miles of US 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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$54.0	\$18.1	\$72.1	\$72.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$53.1	\$40.0	\$93.1	\$93.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$63.1	\$1,073.8	\$1,136.9	\$1,136.9	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$170.2	\$1,131.9	\$1,302.1	\$1,302.1	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$199.1	\$208.3	\$156.5	\$190.5	\$211.5	\$61.9	\$103.9	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

\* The estimated cost of \$1,302.1 million for the US 41 Brown and Winnebago County project is based on what it would cost to build the project at 2009 prices. Adding inflation, realized and expected, from 2009 until the actual time of construction, increases the estimated final cost of the project to \$1,515 million. The upgrades required for designation of USH 41 as an Interstate Highway are still being considered and are not included in the current estimates.

**Major Project Status Report  
August 2010**

133

**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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$8.1	\$0.2	\$7.8	\$8.3	\$0.0	\$0.5	\$0.0	6.4%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$18.3	\$2.6	\$21.4	\$20.9	\$0.0	-\$0.5	\$0.0	-2.3%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$125.8	\$24.6	\$150.4	\$150.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$152.2	\$27.4	\$179.6	\$179.6	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$24.9

**Major Project Status Report  
August 2010**

134

**Project:** USH 53 EAU CLAIRE BYPASS

**Enumeration Year:** 1995 **Region:** NW

**Project Description:** This project is located between the Golf Road interchange in the City of Eau Claire and extends northerly approximately 7.5 miles to STH 29 in Chippewa County. All of it is on new alignment. It is being constructed as a freeway and will have four full interchanges and one partial interchange upon completion.

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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$7.3	\$1.7	\$9.0	\$9.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$21.9	\$0.1	\$21.8	\$22.0	\$0.0	\$0.2	\$0.0	0.9%	<ul style="list-style-type: none"> <li>Real estate costs are higher than anticipated.</li> </ul>
Construction	\$131.5	\$13.8	\$145.5	\$145.3	\$0.0	-\$0.2	\$0.0	-0.1%	<ul style="list-style-type: none"> <li>Material savings in construction offset the increases in real estate costs.</li> </ul>
<b>Totals</b>	\$160.7	\$15.6	\$176.3	\$176.3	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.3	\$0.0	\$12.8	\$2.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

135

**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

The MPO is currently updating the area's Long Range Transportation Plan and is studying options for 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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.5	\$6.9	\$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
<b>Totals</b>	\$5.0	\$138.2	\$143.2	\$143.2	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.7	\$1.5	\$4.6	\$0.0	\$37.8	\$25.8	\$31.2	\$26.7	\$9.9	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

136

**Project:** STH 57 DYCKESVILLE - STURGEON BAY

**Enumeration Year:** 1997 **Region:** NE

**Project Description:**

This is a highway expansion project converting STH 57 to a four-lane expressway. The project will construct four new lanes along the 20 mile segment. The existing two-lanes will remain in-place as a county road. Access will be restricted to most major sideroad intersections and several driveways.

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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$8.0	\$1.0	\$9.0	\$9.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
Real Estate	\$14.6	\$5.6	\$20.2	\$20.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
Construction	\$55.7	\$11.8	\$67.5	\$67.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
<b>Totals</b>	<b>\$78.3</b>	<b>\$18.4</b>	<b>\$96.7</b>	<b>\$96.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$17.8

**Major Project Status Report  
August 2010**

137

**Project:** STH 64 HOULTON - NEW RICHMOND

**Enumeration Year:** 1993 **Region:** NW

**Project Description:** This project is 13.1 miles long and is located in St. Croix County, between 150th Avenue east of Houlton and STH 65 in the City of New Richmond. It expands the highway from two to four lanes, and relocates a portion of it around the Village of Somerset. St. Croix County is the fastest growing county in the State of Wisconsin; state trunk highways are experiencing 6% per year traffic growth in the western side of the county. This explosive growth is driving the need to construct this project as soon as possible.

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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$3.4	\$0.0	\$3.4	\$3.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$21.3	\$0.0	\$21.3	\$21.3	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$81.8	\$2.6	\$84.4	\$84.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$106.5	\$2.6	\$109.1	\$109.1	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2.6

**Major Project Status Report  
August 2010**

138

**Project:** STH 81 / STH 213 BELOIT BYPASS

**Enumeration Year:** 1993 **Region:** SW

**Project Description:** This project will add a four-lane bypass to Beloit for STH's 81 and 213. A new alignment will extend from STH 213 at Nye School Road southerly across STH 81 to the Illinois State Line. In Illinois the bypass will follow existing Prairie Hill Road to Illinois Highway 251, then turn south to connect with Rockton Road and IH 39/90. The project is nine miles long, with approximately 2.8 miles in Wisconsin and the remainder in Illinois. Costs reflect only the Wisconsin portion of 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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.1	\$0.9	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$0.0	\$2.8	\$2.8	\$2.8	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$0.0	\$5.9	\$5.9	\$5.9	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$0.1	\$9.6	\$9.7	\$9.7	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.1	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

139

**Project:** USH 141 STH 22 - STH 64

**Enumeration Year:** 1997 **Region:** NE

**Project Description:** This project converts the existing two-lane USH 141 roadway between LeMere Road in Oconto County and 6th Road in Marinette County to a four-lane, median divided expressway. The expressway improvements will provide for two new lanes alongside the existing USH 141 roadway while flattening hills and replacing old pavement. The project also includes bypasses of the villages of Lena, Coleman and Pound. At-grade intersections will be constructed along the expressway along with interchanges at Lena and Coleman. Side road overpasses will also be constructed at two locations in Pound. The length of the project is 16.4 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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$3.4	\$0.3	\$3.7	\$3.7	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$9.1	\$0.1	\$9.2	\$9.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$55.6	-\$0.4	\$55.2	\$55.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$68.1	\$0.0	\$68.1	\$68.1	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report  
August 2010**

140

**Project:** USH 151 FOND DU LAC BYPASS

**Enumeration Year:** 1993 **Region:** NE

**Project Description:** The project relocates USH 151 to create a 7.8 miles bypass around the south and east sides of the City of Fond du Lac from existing USH 41 on the southwest side of the city to STH 149 on the northeast side of the city. The roadway will be a 4-lane divided expressway from USH 41 to STH 23 and then a 2-lane highway with right of way for a 4-lane to STH 149. There is a grade separated structure at the Fox Valley RR line, diamond interchange at STH 23 and a jug handle interchange at USH 45, the 9 remaining intersections will be at-grade.

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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$4.0	\$0.0	\$4.0	\$4.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
Real Estate	\$7.2	\$1.2	\$8.4	\$8.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
Construction	\$34.8	\$3.6	\$38.4	\$38.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change</li> </ul>
<b>Totals</b>	\$46.0	\$4.8	\$50.8	\$50.8	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expended	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$4.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2

**Major Project Status Report  
August 2010**

141

**Project:** USH 151 WAUPUN - FOND DU LAC

**Enumeration Year:** 1989 **Region:** NE

**Project Description:** The first USH 151 segment of this project is 12.7 miles from STH 49 on the east side of the City of Waupun to CTH D on the west side of the City of Fond du Lac. The existing two-lane highway will be converted to a 4-lane divided highway designed to be transitioned to a future freeway. This segment includes the USH 151 business interchange at Waupun, STH 26 interchange, CTH Y overpass and 12 at-grade intersections. The next segment relocates USH 151 to create 3.1 mile bypass around the south and west sides of the City of Fond du Lac from CTH D to STH 175. The roadway will be a 4-lane divided freeway with interchanges at CTH D, Hickory Street, an overpass structure on River Road and an overpass structure for the Canadian National RR.

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
			February 2010 (Millions)	August 2010 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$10.3	\$0.2	\$10.5	\$10.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Real Estate	\$13.1	\$0.9	\$14.0	\$14.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
Construction	\$95.5	-\$0.6	\$94.9	\$94.9	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change</li> </ul>
<b>Totals</b>	\$118.9	\$0.5	\$119.4	\$119.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Un-scheduled
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5

**Wisconsin Department of Transportation**

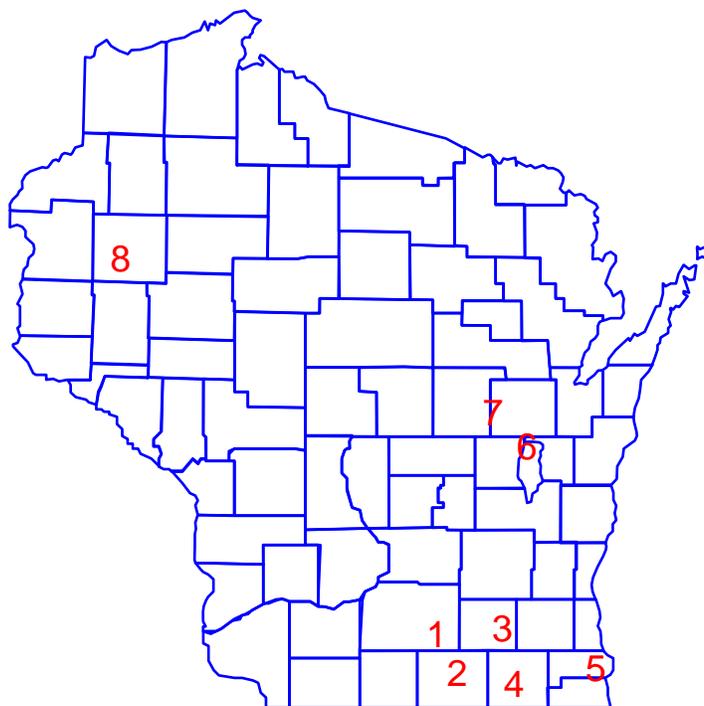
**August 2010**

**Major Highway Study Projects**

**Status Report Update**

**To The**

**Transportation Projects Commission**



- |                             |                                  |
|-----------------------------|----------------------------------|
| 1. <b>US 51</b>             | <b>Stoughton – McFarland</b>     |
| 2. <b>I-39</b>              | <b>US 12 – Illinois</b>          |
| 3. <b>US 12</b>             | <b>Fort Atkinson Bypass</b>      |
| 4. <b>US 14 / WIS 11</b>    | <b>Janesville – I-43</b>         |
| 5. <b>WIS 38</b>            | <b>Oakwood Road – County K</b>   |
| 6. <b>US 10 / WIS 441</b>   | <b>County CB – Oneida Street</b> |
| 7. <b>WIS 15/ Old US 45</b> | <b>WIS 76 – New London</b>       |
| 8. <b>US 8</b>              | <b>WIS 35 North – US 53</b>      |

# General Information

This report provides information regarding the eight 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 7/01/10). This information was obtained through WisDOT’s Financial Operating System.

**Cost to Complete:** an estimate of cost required to complete the study at 2010 prices (through ROD/FONSI).

Study Project Cost Status Table – August 2010							
Project: <b>Sample Study Project</b>							
District 0							
Cost Information in Millions of Dollars							
Cost Category	Cost To Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2010	Total Study Cost Estimate Aug. 2010	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	1.0	2.0	3.0	3.0	0.0		

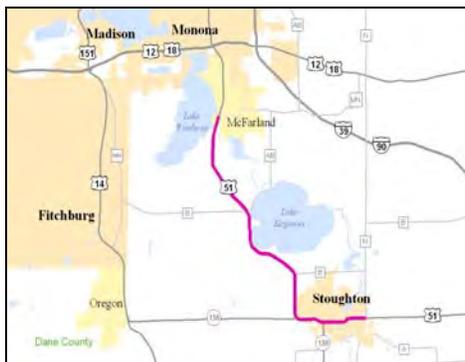
Cost to Date is the amount expended on the project at the time of this report

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.

US 51 Stoughton - McFarland



<b>Study Project Cost Status Table - August 2010</b>							
<b>Project: US 51 Stoughton - McFarland</b>							
<b>Region: SW</b>							
<b>Cost Information in Millions of Dollars</b>							
<b>Cost Category</b>	<b>Cost to Date</b>	<b>Estimated Cost To Complete</b>	<b>Total Study Cost Estimate Feb. 2010</b>	<b>Total Study Cost Estimate Aug. 2010</b>	<b>Change in Total Cost Estimate</b>	<b>Percent Change</b>	<b>Reason for Change</b>
<b>Environmental Study</b>	<b>\$2.3</b>	<b>\$0.4</b>	<b>\$2.7</b>	<b>\$2.7</b>	<b>\$0.0</b>	<b>0.0%</b>	

- 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 US 51 from the existing two-lanes to four lanes. Other alternatives to be considered include safety improvements on US 51 combined with the expansion of other routes that could potentially serve traffic between the Stoughton area and Madison.
- Study status: Needs assessment phase complete. Formal EIS process underway.  
 Percent of study completed: 65%  
 VE study completed: January 2008  
 Estimated study completion date: Spring 2012
- Amendment: Has been submitted to central office but has not yet been approved. The work involved in the amendment includes: Developing alternatives and assessing the related impacts, updating project for SAFETEA-LU compliance, public meetings, completing a draft and final environmental impact statement.

I-39/90 US 12 - Illinois



Study Project Cost Status Table - August 2010							
Project: I-39/90 US 12 – Illinois							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2010	Total Study Cost Estimate Aug. 2010	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$2.9	\$0.0	\$2.9	\$2.9	\$0.0	0.0%	

\*\*This cost is for an Environmental Assessment (EA). To date, FHWA has agreed with the concept of an EA. If it is later determined by FHWA that an Environmental Impact Statement (EIS) is required, this cost will increase by an estimated \$500,000.

Length: 45 miles in Rock and Dane counties

Existing AADT: (Annual average daily traffic) 47,100 - 68,200 vehicles per day

Need for study: Expanding the existing roadway capacity will accommodate the increasing volumes of traffic on I-39.

Possible concept: Provide for capacity expansion by adding a third lane in each direction. The existing interchanges will be upgraded where needed. The existing structures will be widened, extended, or replaced as needed. Bridges with substandard vertical clearance will be raised to present standards. Additional non-interchange highway crossings will be studied.

Study status: Percent of study completed: 100%

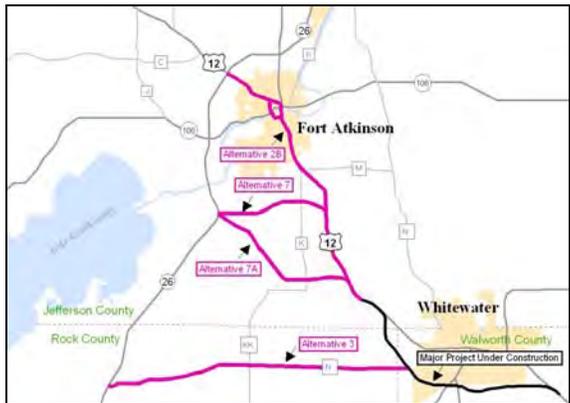
Study completion date: 2010

EA signed 7/29/08, Notice of Availability and Opportunity to Request a Public Hearing published 08/08/08, Final EA review comments from agencies addressed by WisDOT June 3, 2009. EA-FONSI approval on hold pending encumbrance of funds by State of Wisconsin.

Value Planning Study final report for recommendations and costs was completed in September 2005.

FHWA cost estimate risk analysis workshop held July 2008.

US 12 Fort Atkinson Bypass



<b>Study Project Cost Status Table - August 2010</b>							
<b>Project: US 12 Fort Atkinson Bypass</b>							
<b>Region: SW</b>							
<b>Cost Information in Millions of Dollars</b>							
<b>Cost Category</b>	<b>Cost to Date</b>	<b>Estimated Cost To Complete</b>	<b>Total Study Cost Estimate Feb. 2010</b>	<b>Total Study Cost Estimate Aug. 2010</b>	<b>Change in Total Cost Estimate</b>	<b>Percent Change</b>	<b>Reason for Change</b>
<b>Environmental Study</b>	<b>\$3.0</b>	<b>\$0.1</b>	<b>\$3.1</b>	<b>\$3.1</b>	<b>\$0.0</b>	<b>0.0%</b>	

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 US 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 US 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: 85%  
 Preferred Alternative Selection to be made in 2010  
 Estimated completion date for Final EIS: Late 2011  
 Anticipated Record of Decision: 2011

US 14/WIS 11 Janesville - I-43



<b>Study Project Cost Status Table - August 2010</b>							
<b>Project: US 14/WIS 11 Janesville - I-43</b>							
<b>Region: SW</b>							
<b>Cost Information in Millions of Dollars</b>							
<b>Cost Category</b>	<b>Cost to Date</b>	<b>Estimated Cost To Complete</b>	<b>Total Study Cost Estimate Feb. 2010</b>	<b>Total Study Cost Estimate Aug. 2010</b>	<b>Change in Total Cost Estimate</b>	<b>Percent Change</b>	<b>Reason for Change</b>
<b>Environmental Study</b>	<b>\$1.5</b>	<b>\$0.5</b>	<b>\$2.0</b>	<b>\$2.0</b>	<b>\$0.0</b>	<b>0.0%</b>	

\*\* Need to bring study into SAFTEA-LU compliance and additional public participation.

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 US 14/WIS 11. 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. The study will also investigate a possible link between USH 14 to STH 11 west of Janesville.

Study status: Finishing the Needs Assessment Phase. Generating alternatives.

Percent of study completed: 80%

WIS 38 Oakwood Road - County K



<b>Study Project Cost Status Table - August 2010</b>							
<b>Project:</b> WIS 38 Oakwood Road - County K							
<b>Region:</b> SE							
<b>Cost Information in Millions of Dollars</b>							
<b>Cost Category</b>	<b>Cost to Date</b>	<b>Estimated Cost To Complete</b>	<b>Total Study Cost Estimate Feb. 2010</b>	<b>Total Study Cost Estimate Aug. 2010</b>	<b>Change in Total Cost Estimate</b>	<b>Percent Change</b>	<b>Reason for Change</b>
<b>Environmental Study</b>	<b>\$0.8</b>	<b>\$0.0</b>	<b>\$0.8</b>	<b>\$0.8</b>	<b>\$0.0</b>	<b>0.0%</b>	

Length: Nine miles in Racine and Milwaukee counties

Existing AADT: (Annual average daily traffic) 5,400 - 10,300 vehicles per day

Need for study: This section is identified as a future congestion problem. Improvement of this facility is a substitute for the Lake Arterial Extension concept that has been removed from the RTP. Current crash rates on this segment of highway are nearly double the state average. Other problems include narrow lanes and shoulders, hills and curves including two right angle curves at County H and G that limit sight distance and severely reduce design speed.

Possible concept: Provide additional lanes where capacity expansion is warranted. Provide improved access control and remove or restrict all parking on this route.

Study status: Percent of study completed: 100%

FONSI completion date: February 2007

Study completion date: February 2007

US 10/WIS 441 County CB – Oneida Street



<b>Study Project Cost Status Table - August 2010</b>							
Project: US 10/WIS 441 County CB – Oneida Street							
Region: NE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2010	Total Study Cost Estimate Aug. 2010	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$1.3	\$0.0	\$1.3	\$1.3	\$0.0	0.0%	

- Length: Five miles
- Existing AADT: (Annual average daily traffic) 49,000 - 60,300 vehicles per day
- Need for study: The existing Little Lake Butte Des Morts (LLBDM) crossing and interchanges on both sides have operational deficiencies. The entire study area along US 10/WIS 441 requires capacity expansion to enhance operational efficiency and safety and to improve regional economic development.
- Possible concept: Expand the existing US 10/WIS 441 between County CB and Oneida Street from four to six lanes. This includes upgrading the US 41 interchange to a free-flow interchange, construction of a new bridge across LLBDM, and upgrading other interchanges along the corridor.
- Study status: Percent of study completed: 100%  
  
Federal Highways Administration signed Finding of No Significant Impact (FONSI) on 11/17/2004  
FHWA cost estimate risk analysis workshop held July 2008

WIS 15/Old US 45      WIS 76 - New London



Study Project Cost Status Table - August 2010							
Project: WIS 15/Old US 45      WIS 76 - New London							
Region: NE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2010	Total Study Cost Estimate Aug. 2010	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$2.2	\$0.0	\$2.2	\$2.2	\$0.0	0.0%	

Length: 11 miles in Outagamie County

Existing AADT: (Annual average daily traffic) 11,300 - 15,900 vehicles per day

Need for study: Roadway structure, geometric design, and intersection design are insufficient for current and projected use. The highway's use has been changing over recent years, from a long through route to a local commuter-type route. As the area continues to develop, local traffic combined with state traffic will aggravate congestion along this segment.

Possible concept: Expand the capacity of the existing two-lane highway into a divided four-lane facility. This facility may not be divided the entire length of the project limits. This includes a potential four-lane divided highway in or around the village of Hortonville.

Study status: Percent of study completed: 100% of Draft EIS Complete

Estimated study completion date:

- Corridor selected: June 2007
- Final FEIS signed by FHWA: June 2010
- Estimated Record of Decision (ROD) date: August 2010

**US 8 WIS 35 North - US 53**



<b>Study Project Cost Status Table - August 2010</b>							
<b>Project: US 8 WIS 35 North - US 53</b>							
<b>Region: NW</b>							
<b>Cost Information in Millions of Dollars</b>							
<b>Cost Category</b>	<b>Cost to Date</b>	<b>Estimated Cost To Complete</b>	<b>Total Study Cost Estimate Feb. 2010</b>	<b>Total Study Cost Estimate Aug. 2010</b>	<b>Change in Total Cost Estimate</b>	<b>Percent Change</b>	<b>Reason for Change</b>
<b>Environmental Study</b>	<b>\$3.9</b>	<b>\$2.1</b>	<b>\$6.0</b>	<b>\$6.0</b>	<b>\$0.0</b>	<b>0.0%</b>	

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: Regional 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 is a need to identify and preserve a future four-lane corridor in order to make sound current and future highway improvement decisions.

Possible concept: Identify the future corridor in enough detail to preserve the right-of-way. Phase construction improvements over several decades beginning with the completion of passing lanes on the existing facility, possible two-lane bypasses on four-lane right-of-way. Eventually build a four-lane facility with interchanges as project segments warrant. Use a tiered approach to achieve final consensus and corridor preservation. Tier 1 identifies basic corridor location and design standards. Tier 2 moves forward with more detailed design to achieve official mapping under 84.295. Tier 3 would be move to construction let.

Study status: Percent of Tier 1 EIS study completed: 100%

Draft Tier 1 EIS public comment: 2007

Tier 1 EIS Record of Decision (ROD) date: 2008

Tier II, 84.295 Official mapping on 2 selected segments started early 2009. The remaining five segments to begin within the following 2-3 years.