Agenda
Transportation Projects Commission Meeting
May 25, 2011

- **Roll Call, Review of Minutes, and Opening Statements**

- **Overview of Major Projects and TPC Responsibilities**
  - **The Definition of a Major Project**
  - **Role of the Commission**
  - **Major Project Study and Enumeration Process**

- **Current Status of the Major Highway Development Program**
  - **Schedules for Currently Enumerated Projects**
  - **Funding Available for Additional Project Enumerations**

- **Projects Recommended for Enumeration in the 2011-13 Biennial Budget**
  - **Project Summaries**
  - **Preliminary Project Schedules**

- **Projects for Study as Potential Enumeration Candidates**
  - **Summary of Projects Currently Under Study**
  - **Need to Begin Additional Studies**

- **Discussion**

- **Adjourn**

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Meeting of the :

Transportation Projects Commission

May 25, 2011

Overview of Major Projects and TPC Responsibilities

The Definition of a Major Highway Project

A highway project that…

1. Costs more than $30* million and
   - ✓ Relocates or builds a new highway at least 2.5 miles long
   - ✓ Adds lanes to an existing highway for 5 miles or more
   - ✓ Converts at least 10 miles of divided highway to a freeway

   or……

2. Costs more than $75* million

*Pending per Governor's proposed Biennial Budget

The Role of the Transportation Projects Commission

1. Approve potential projects for environmental study
2. Recommend potential projects for enumeration after environmental study
3. Monitor ongoing project costs

The Process to Become a Major Highway Project

Step 1	Step 2	Step 3	Step 4
DOT Long Range Highway Planning Process	TPC Recommends Projects For Environmental Study	DOT Completes Environmental Study	TPC Recommends Projects For Enumeration
Ongoing	Odd # Years	Several Years	Even # Years

Timeline:

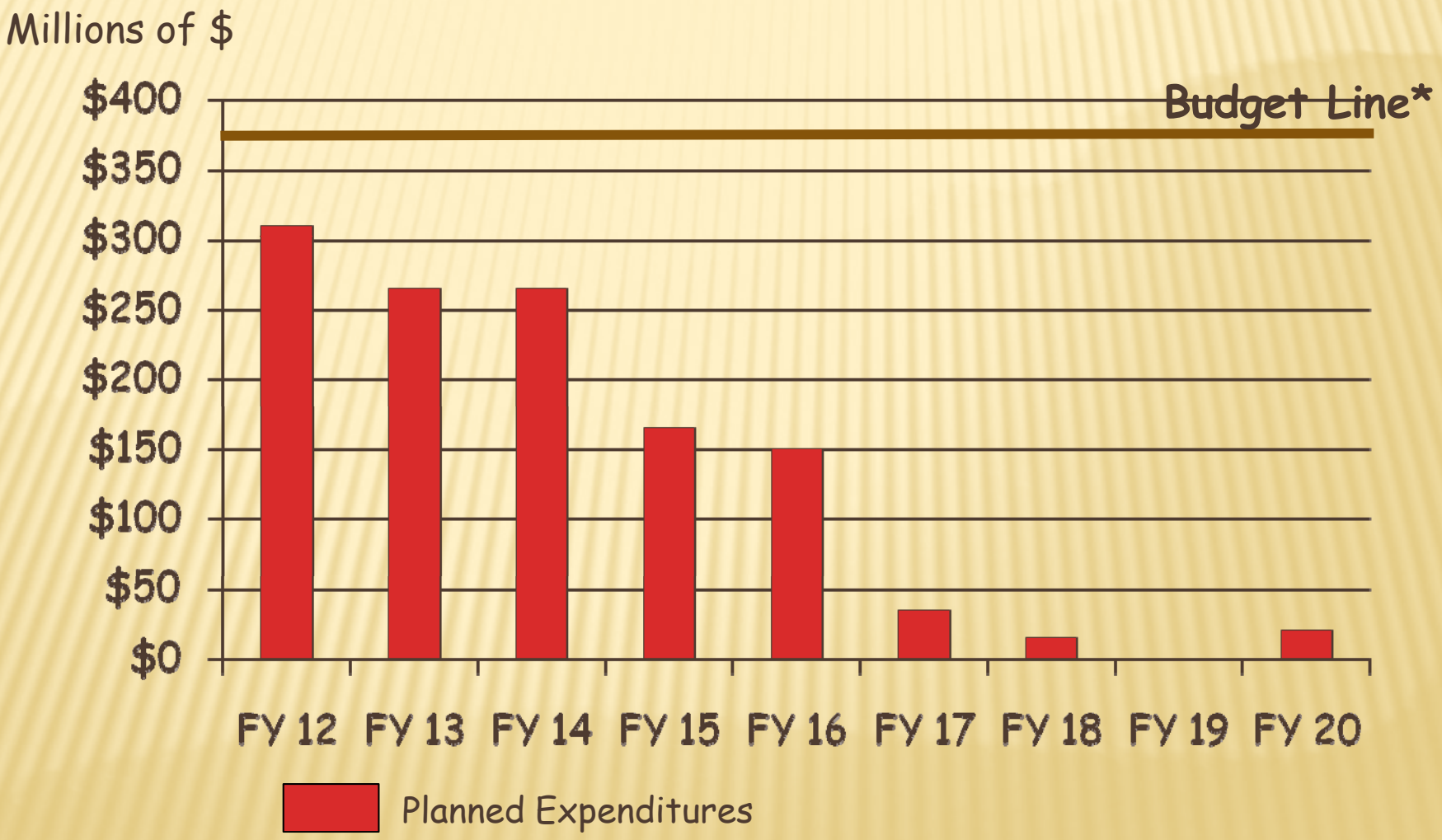
Current Status of the Major Highway Development Program

The Schedule for Existing Major Highway Projects

Hwy	Project Name	2012	2013	2014	2015	2016	2017	2018	2019	2020
10	Marshfield - Stevens Point	■	■							
12	Lake Delton - Sauk City	■		■	■	■		■		
14	Viroqua – Westby	■				■	■			■
18	Prairie du Chien - STH 60			■		■				
23	STH 67 - USH 41	■	■	■	■					
26	Janesville – Watertown	■	■	■						
41	Oconto – Peshtigo	■								
41	Brown & Winnebago County	■	■	■	■	■				
53	La Crosse Corridor	■		■	■	■	■	■		
53	Eau Claire Bypass	■	■							

■ Planned Expenditures

Program Financial Status



*Pending per Governor's proposed Biennial Budget

Projects Recommended for Enumeration in the 2011-13 Biennial Budget

Project Summaries and Overview

Hwy	Project Name	Length	ADT in 2030	Congestion Level	Safety Concerns	Cost in 2010 $
15	STH 76 - New London	11 miles	21,600	LOS E (71%)	74%	$125 million
38	Oakwood Road - CTH K	9 miles	20,300	LOS E (38%)	89%	$125 million
10/441	CTH CB - Oneida Street	5 miles	78,000	LOS F (38%)	59%	$390 million
39/90	USH 12 - Illinois	45 miles	78,200	LOS F (82%)	78%	$715 million

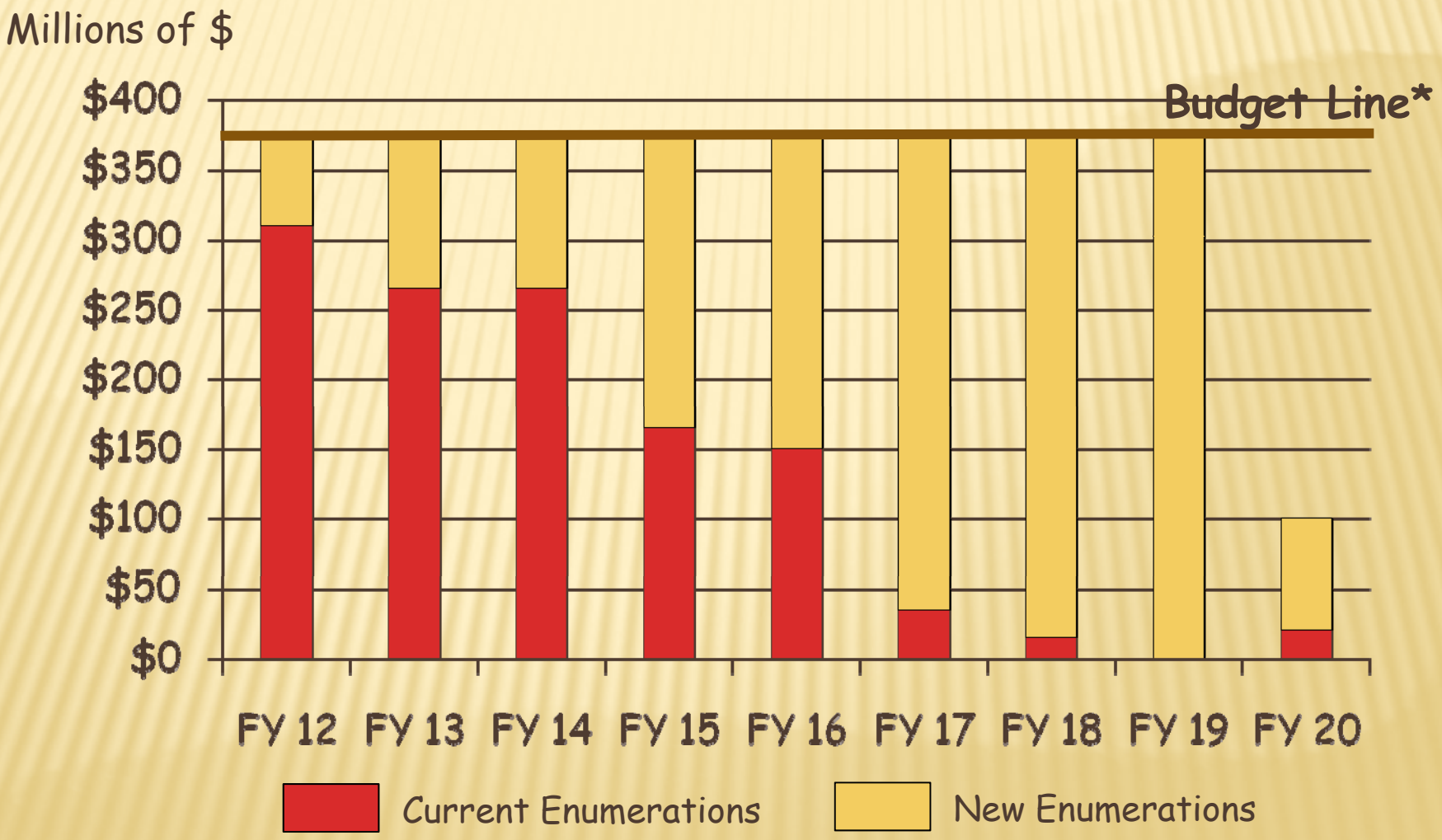
Preliminary Schedules for New Major Highway Projects

Hwy	Project Name	2012	2013	2014	2015	2016	2017	2018	2019	2020
15	STH 76 – New London									
38	Oakwood Road – CTH K									
10/441	CTH CB – Oneida Street									
39/90	USH 12 - Illinois									
18/151	Verona Road									
794	Hoan Bridge									

Design and Real Estate Phase

Construction Phase

Program Financial Status with New Enumerations



*Pending per Governor's proposed Biennial Budget

Projects for Study as Potential Enumeration Candidates

Four Projects Currently Under Study

Hwy	Project Name	Length	Study Completion
8	STH 35-USH 53	40 miles	2011-13 Phased
12	Fort Atkinson Bypass	17 miles	2012
14/11	Janesville – IH 43	15 miles	2013
51	Stoughton - McFarland	18 miles	2013

Must Soon Begin Additional Studies

- ✓ Studies take several years to complete
- ✓ Needed projects exist all across the state
- ✓ DOT is currently identifying priority needs
- ✓ DOT will bring information on potential environmental studies to the Commission later this year

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PROJECTS
COMMISSION

MEMBER DIRECTORY

May 2011

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2010 TPC MEETING

- Meeting Minutes
- Project Recommendations

TRANSPORTATION PROJECTS COMMISSION

MINUTES OF OCTOBER 19, 2010

101 E. Wilson Street
Department of Administration

1:30 P.M.

MEMBERS PRESENT

Governor Jim Doyle
Secretary Frank Busalacchi
Representative Fred Clark
Representative Mark Gottlieb
Senator Glenn Grothman
Senator Dave Hansen
Senator Jim Holperin
Senator Alan Lasee
Lee Meyerhofer
Representative Joe Parisi*
Representative Jerry Petrowski
Michael Ryan
Leonard Sobczak
Representative John Steinbrink

MEMBERS ABSENT

Senator Russell Decker
Representative Michael Sheridan

**Representative Sheridan had a family emergency, and appointed Representative Parisi in his place.*

DOT STAFF PRESENT

Mark Wolfgram
Joe Nestler
Adam Boardman
Rob Miller
Dawn Krahn

Governor Doyle called the meeting to order and asked that the roll be called.

Governor Doyle welcomed the members, thanked them for their presence and service, and gave his opening remarks. To be considered, construction must be able to start within six years. Environmental review and local interest are very important. There was a long queue of projects in the schedule when Governor Doyle took office, and new projects can now be considered because they would meet the statutory requirements for beginning construction. Transportation is key to the economy. Other key projects include the Marquette Interchange, IH 94 North/South and work in the Wausau area.

Secretary Busalacchi discussed the great lengths to which DOT goes to track and control costs of projects. Projects ready for consideration went through a detailed

evaluation strategy based on statutory direction. This evaluation included the potential to enhance economic growth, improve public safety and traffic flow, and meet community objectives while minimizing environmental impacts. After careful consideration, the Department is recommending the four projects that scored the strongest in the evaluation. The four projects being recommended today are IH 39/90 (US 12 – Illinois), STH 38 (Oakwood Road – County K), US 10/STH 441 (County CB – Oneida Street) and STH 15 (STH 76 – New London).

Governor Doyle asked if the members had questions about the projects, stated that DOT staff was available, and stated that a motion would follow the discussion.

Senator Grothman had some concern about the IH 39/90 project. Questions were raised regarding the timeframe for scheduling the expansion of IH 43 (north of Milwaukee).

Secretary Busalacchi stated that the potential IH 43 project is on the Southeast Freeways plan.

Representative Gottlieb complimented the Department on all the work involved in the evaluation. Worried about debt service, and how it fits into the long-term financing equation. Talked to the Legislative Fiscal Bureau about revenues in the Transportation Fund going to debt service today, as well as future predictions.

Governor Doyle agreed, and argued for balancing debt service with future users ability to pay.

Mr. Sobczak stated that DOT should look at all projects in the queue to determine priorities.

Senator Hansen supports the four projects, and their large safety needs.

Representative Clark felt the projects were very defensible, but also raised the issue of debt service.

Representative Steinbrink commended the DOT for its analysis of the projects, and made the following motion:

> To recommend the adoption of all four projects, as recommended for enumeration as Major Highway projects by the Department.

Senator Grothman stated that he would vote for the motion as long as it was recorded that he was voting no on IH 39/90.

Representative Parisi seconded the motion. This motion passed 13-0, with one vote against IH 39/90.

Motion to adjourn. *Notes not official until the Commission approves at the next meeting.*

Project Recommendations

Wisconsin Department of Transportation
www.dot.wisconsin.gov

Jim Doyle
Governor

Frank J. Busalacchi
Secretary

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December 15, 2010

Governor Jim Doyle
Governor Elect Scott Walker
Wisconsin State Legislature
Joint Committee on Finance

On behalf of the Transportation Projects Commission, I am pleased to report that the Commission recommends four Major Highway Study Projects for enumeration as Major Highway Projects in the 2011-13 Biennial Budget.

On October 19, 2010, the Commission voted in favor of recommending the projects for enumeration after careful consideration of each project's alignment with 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 four recommended projects are:

Highway	Termini
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)

All of the projects have approved environmental documents, and at the existing Major Highway Program funding level, all projects can start construction within 6-years as required by statute, without delay to any existing Major Highway Project.

The Department uses a measured, prioritized approach for addressing highway capacity deficiencies to ensure that funding is used on the most worthy projects. Enumerating these projects for construction is integral to Wisconsin's measured, prioritized approach for addressing highway capacity deficiencies. The approach demonstrates a responsible and systematic plan for addressing critical capacity needs, and this is necessary to maintain flexibility with respect to the use of federal highway funding. The Federal Highway Administration has stated that a systematic approach to capacity expansion is necessary to avoid federal funding restrictions for other portions of highway that warrant expansion, but receive improvements that do not expand capacity due to prioritization of limited funding.

Constructing these high-priority projects is essential for providing a safe and efficient highway system that supports economic growth and enhances Wisconsin's quality of life. These projects have been prioritized, studied, and recommended because of their significant need for capacity expansion and safety improvements.

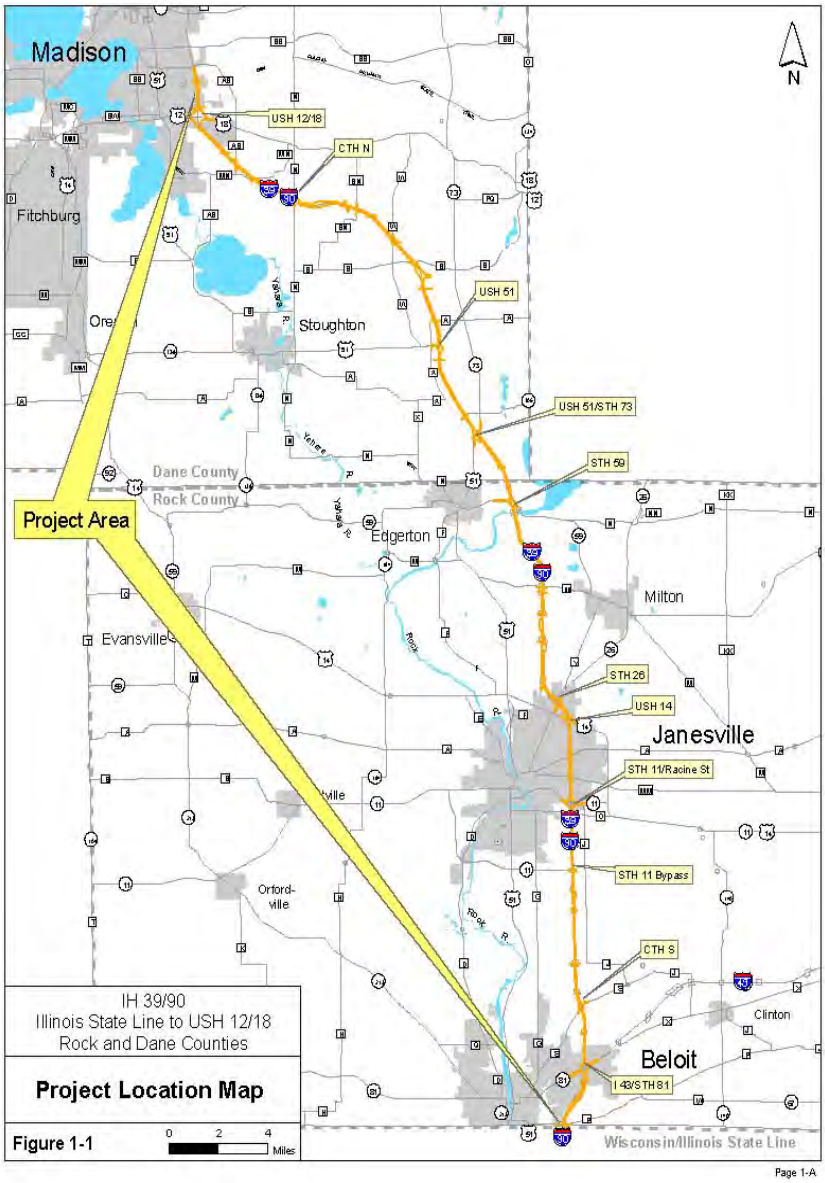
Sincerely,

Frank J. Busalacchi

Frank J. Busalacchi
Secretary

I39/90 (US12 - Illinois)

Rock and Dane Counties



Traffic Data I39/90			
Year	AADT Range		
2010	45,600	to	58,200
Projected 2030	60,900	to	78,200

Mobility Data I39/90	
Year	Level of Service
2010	73% LOS D ; 27% LOS E
Projected 2020	24% LOS D ; 76% LOS E
Projected 2030	18% LOS E ; 82% LOS F

Safety Data I39/90	
% 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.)
78%	47%

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

I39/90 (US12 - Illinois)

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.

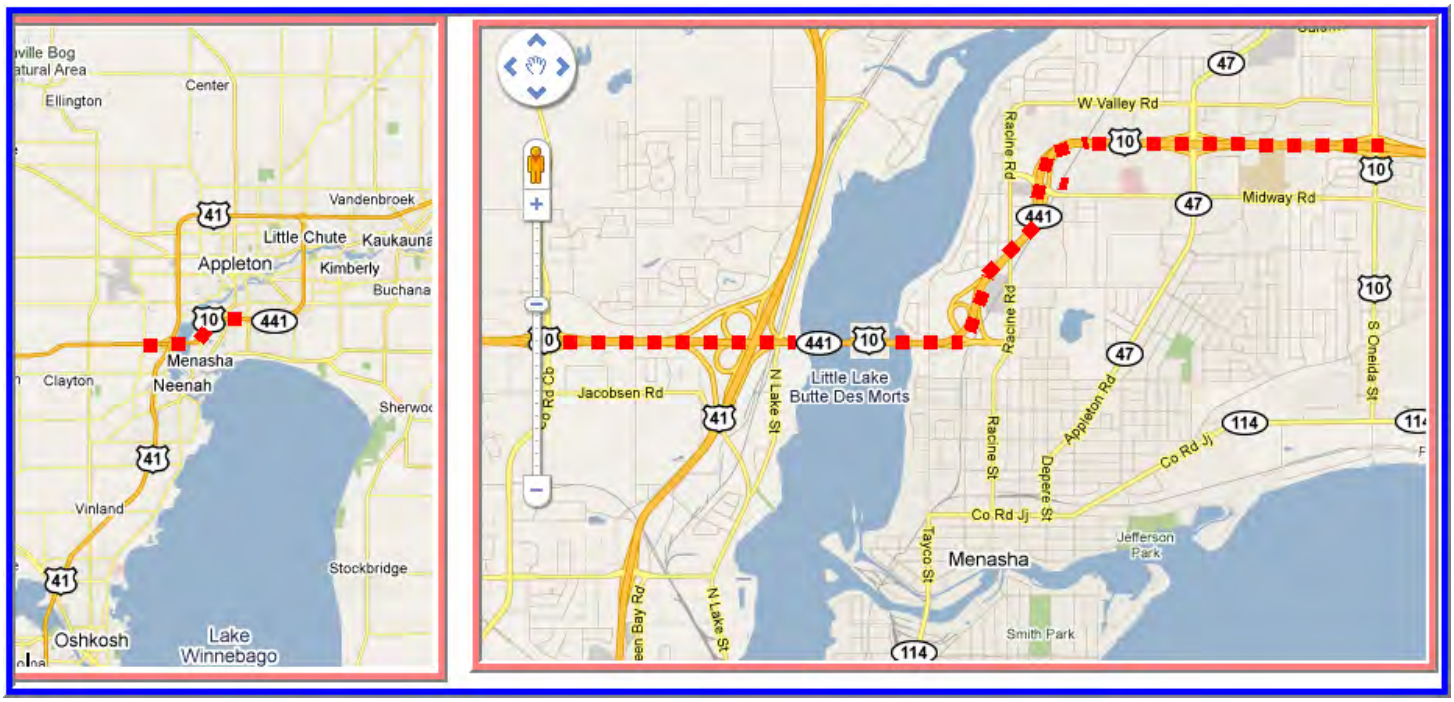
Concept:

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.

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

Winnebago and Calumet Counties



Traffic Data US 10/WI 441			
Year	AADT Range		
2010	48,600	to	58,900
Projected 2030	62,200	to	78,000

Mobility Data US 10/WI 441	
Year	Level of Service
2010	56% LOS D ; 19% LOS E
Projected 2020	56% LOS E ; 19% LOS F
Projected 2030	37% LOS E ; 38% LOS F

Safety Data US 10/WI 441	
% 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.)
59%	54%

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

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

Need:

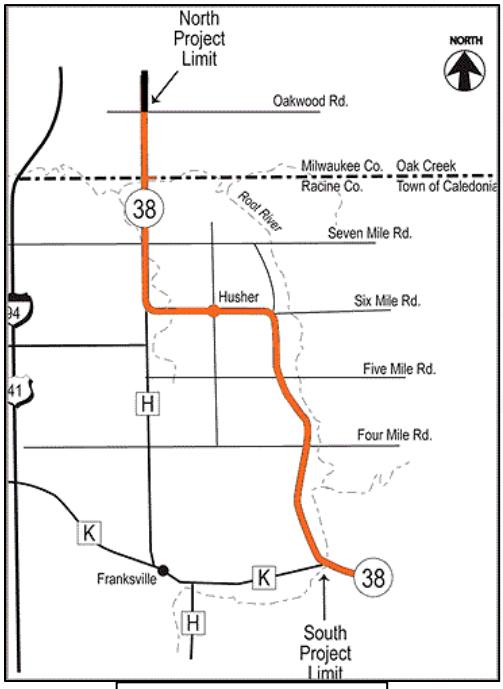
US 10/WIS 441 is a vital regional transportation link serving Fox Cities area and is a Connections 2030 backbone route. Traffic is expected to increase by significantly within the corridor in the 20-year design period. This traffic coupled with very tight curves and short interchange spacing is already 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:

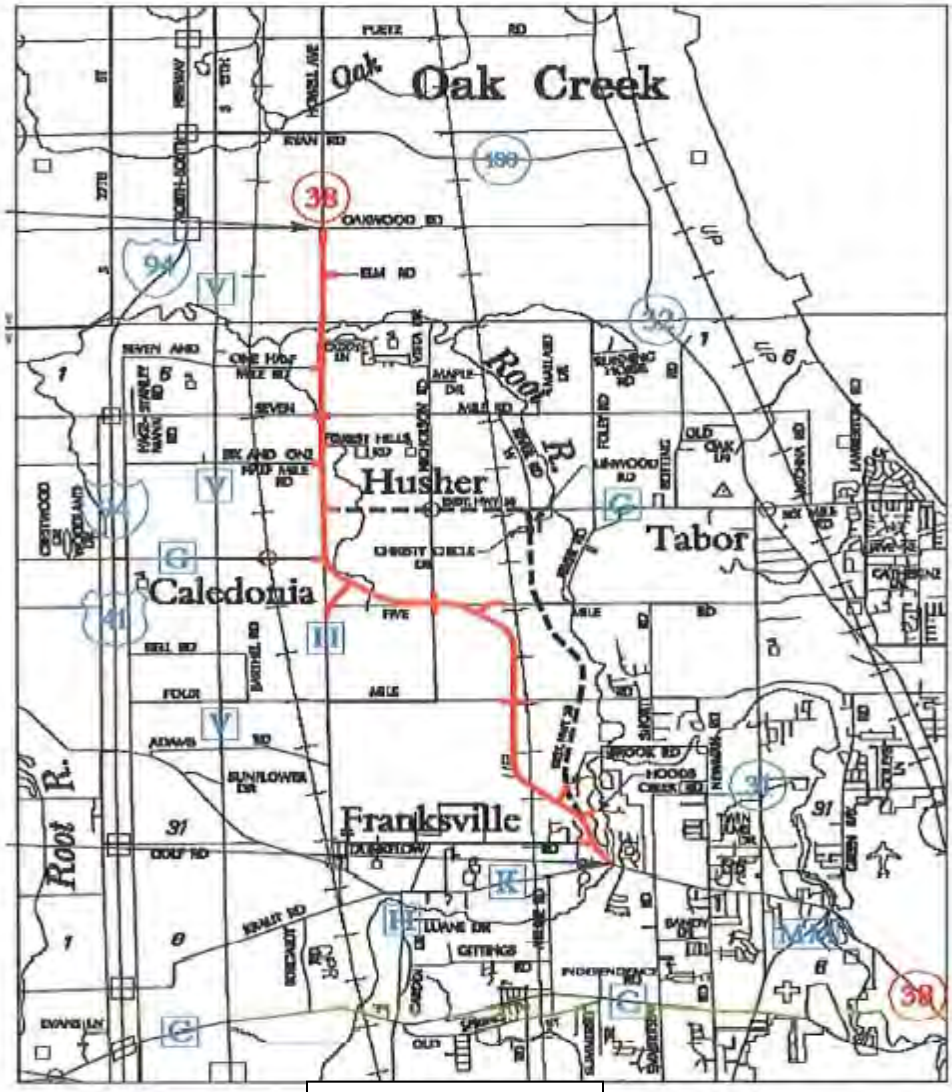
This project would include the reconstruction of US 10/WIS 441 from US 41 to WIS 47. Widening on the median side will be done for the additional through lane and widening on the outside will be done for auxiliary lanes on 10/441 from WIS 47 east to one half mile east of Oneida Street. The project would 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.

STH 38 (Oakwood Road – County K)

Milwaukee and Racine Counties



Existing Alignment



Proposed Alignment

Traffic Data STH 38			
Year	AADT Range		
2010	6,900		13,800
Projected 2030	8,500	to	20,300

Mobility Data STH 38	
Year	Level of Service
2010	35% LOS D ; 17% LOS E
Projected 2020	17% LOS D ; 38% LOS E
Projected 2030	17% LOS D ; 38% LOS E

Safety Data STH 38	
% 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.)
89%	66%

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

STH 38 (Oakwood Road – County K)

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 15/ Old US 45 (WIS 76 – New London)

Outagamie County

Traffic Data STH 15/Old US 45			
Year	AADT Range		
2010	9,700	to	17,100
Projected 2030	12,000	to	21,600

Mobility Data STH 15/Old US 45	
Year	Level of Service
2010	76% LOS D ; 6% LOS E
Projected 2020	48% LOS D ; 52% LOS E
Projected 2030	29% LOS D ; 71% LOS E

Safety Data STH 15/Old US 45	
% 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.)
74%	39%

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

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

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.

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BACKGROUND INFORMATION

- **TPC & WisDOT Roles in the Major Highway Program**
- **Key Major Highway Statutes**
- **Major Highway Project Evaluation Process**

TRANSPORTATION PROJECTS COMMISSION & WisDOT ROLES in the MAJOR HIGHWAY PROGRAM

Role of the TPC

- Created in 1983, the 15-member Transportation Projects Commission (TPC) reviews major highway project candidates and makes recommendations to the Governor and Legislature regarding projects to be "enumerated" or included in the next two-year state budget.

- The Commission includes five state senators, five Assembly representatives and three citizen members. The Governor serves as Commission Chairman. The Secretary of the Wisconsin Department of Transportation (WisDOT) serves as a non-voting member. *(A list of TPC members is included in this binder).*

- Typically, the Commission considers major highway project candidates on a two-year cycle. In the fall of odd-numbered years, the TPC begins the process by looking at projects to advance to the environmental study stage. (*See process detail on the following page).*

- In the fall of even-numbered years, the Commission reviews, and can recommend for enumeration, projects that have successfully completed the environmental review phase (before a major highway project candidate can be considered for enumeration, it must have an approved environmental document).

- State law prevents the TPC from recommending projects for enumeration unless funding is available to begin work within six years.

WisDOT's role in major highway projects

- Highway segments that have, or that are projected to have, significant traffic congestion and motorist safety concerns are identified during the extensive public outreach process that goes into development of the long-range State Highway Plan. WisDOT officially adopted the "Connections 2030" long-term transportation plan in October of 2009 (www.dot.wisconsin.gov/projects/state/connections2030.htm).

- WisDOT reviews and prioritizes major highway project candidates utilizing a statutorily-established process (Administrative Rule Trans 210). This process considers a project's ability to: enhance economic development; relieve traffic congestion; improve safety; and achieve community objectives while minimizing environmental impacts.

- WisDOT is required to make recommendations to the TPC on major highway project candidates. Following any recommendations from the TPC, the Governor and the Legislature make the final decisions regarding which projects will be enumerated (added to the list for construction via the state budget).

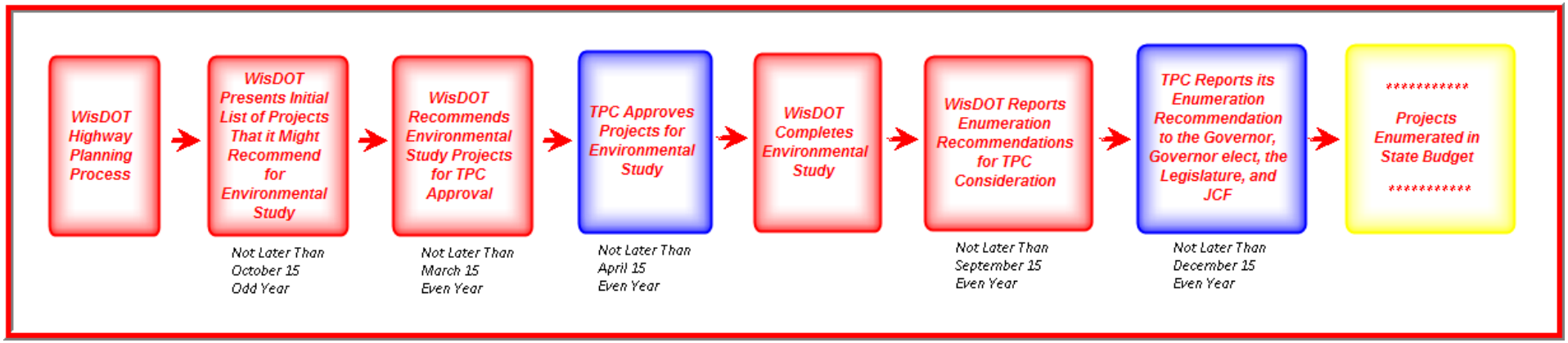
- Under current state law, a major highway project has a total cost of more than $5 million and constructs a new route of 2.5 or more miles, adds capacity to five or more miles of an existing highway, or converts an existing multi-lane divided highway of 10 or more miles to freeway standards.

- Once a project is enumerated, WisDOT is responsible for all phases of project development and delivery. This includes scheduling and design, project management, and project construction.

- Further information on the major highway projects process including a current list of major projects can be found on the WisDOT Web site at: www.dot.wisconsin.gov/projects/state/sixyear/major.htm.

PROCESS TO BECOME A MAJOR HIGHWAY PROJECT

(As Directed by State Statutes)



ODD YEARS

- **Not later than October 15th 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 15th of each even-numbered year, WisDOT provides the TPC with a list of potential Major Highway projects that it recommends be approved for environmental study.**
- **Not later than April 15th of each even-numbered year, the TPC notifies WisDOT of potential Major Highway projects that are approved for environmental study.**
- **Not later than September 15th of each even numbered year, WisDOT shall report its recommendations for enumeration**
- **TPC reports its enumeration recommendations not later than December 15th of each even numbered year (report to Gov/Gov elect; the legislature, and Joint Committee on Finance).**

KEY MAJOR HIGHWAY STATUTES

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.

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).

TRANSPORTATION PROJECTS COMMISSION

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

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. 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 components of this measure include:

   a) Identify Competitiveness of Existing Business. Lower travel costs serve to increase the competitiveness of existing businesses by allowing them 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 also evaluates the existing businesses that will benefit from the project, which is 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 is made of the project's potential to increase the productivity of industry along the highway corridor. Greater consideration is 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 is given to communities that are sufficiently organized to capitalize on the economic opportunities associated with the proposed project. The Department also explores and evaluates 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 any of these three networks is given more points than one 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 for 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 can 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 negative 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

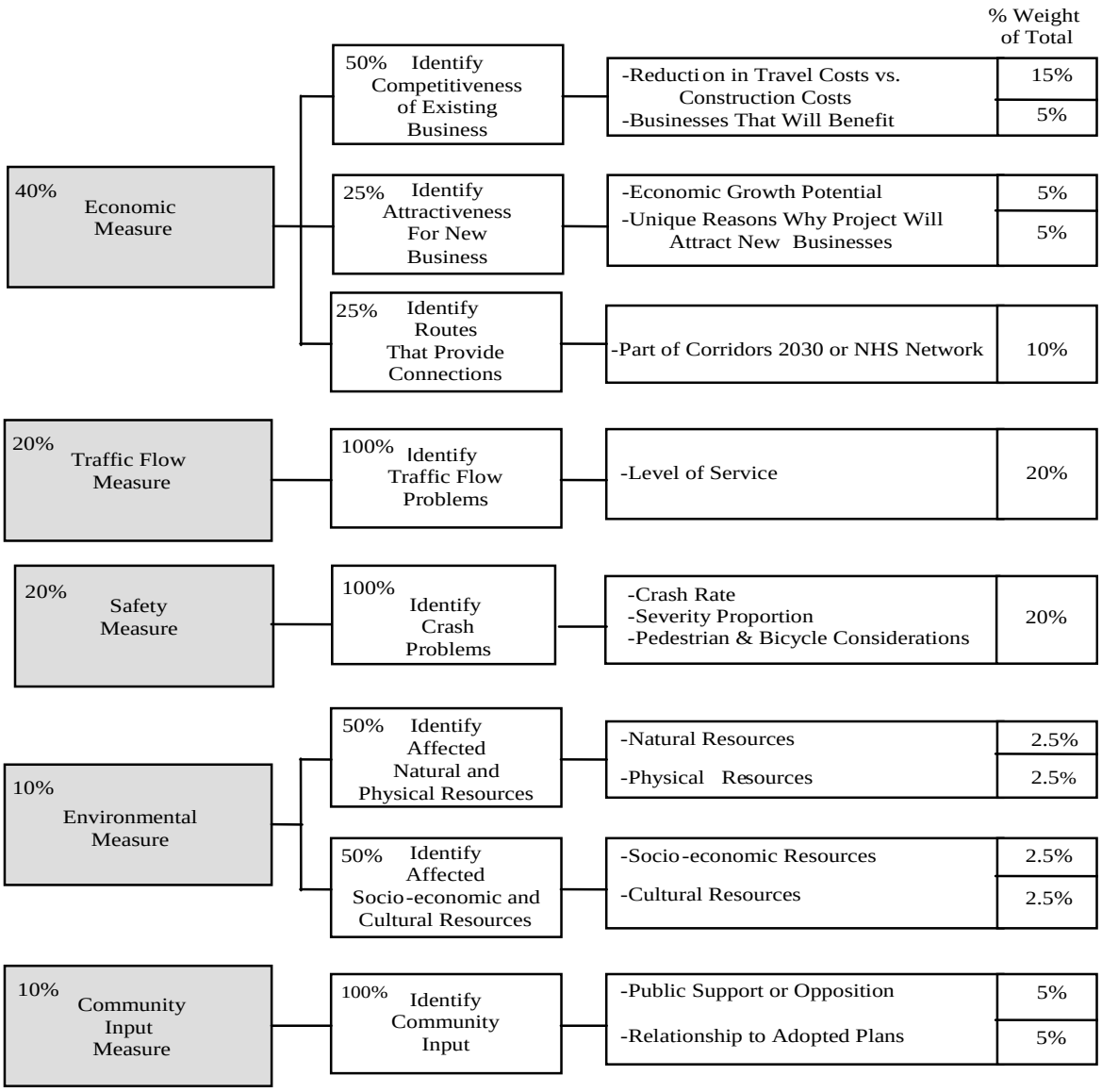
A combination of the five measures, weights for each of the measures and the minimum requirement shall be used to calculate a composite score for each proposed major highway project. Each measure shall have a maximum score of 100 points. The composite score shall have a maximum of 110 points. The minimum 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:

Composite Score = β_0(10 + β_1 economic measure + β_2 safety measure + β_3 traffic flow measure + β_4 environmental measure + β_5 community input measure)

where:

β_0= 1 if the minimum requirements are met for either traffic flow or safety, or
= 0 if the minimum requirements are <u>not</u> met for traffic flow and safety.
β_1 = weight for the economic measure which shall be .40
β_2 = weight for the traffic flow measure which shall be .20
β_3 = weight for the safety measure which shall be .20
β_4 = weight for the environmental measure which shall be .10
β_5 = weight for the community input measure which shall be .10

FIGURE 1
MAJOR HIGHWAY PROJECTS
EVALUATION PROCESS MEASURES



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FEBRUARY 2011 TPC REPORT

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Wisconsin Department of Transportation

Report To The Transportation Projects Commission

On

Status of Major Highway Projects

February 2011

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Major Highway Study Projects 22-31

February 2011
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 January 1, 2011.

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 (August 2010): The estimate provided to the Transportation Projects Commission in the August 2010 report.

Current Estimate (February 2011): 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.

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

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$8.0	$7.0	$15.0	$15.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$21.5	$2.5	$22.3	$24.0	$0.0	$1.7	$0.0	7.6%	▪ Real estate costs are higher than anticipated.
Construction	$94.6	$140.8	$237.1	$235.4	$0.0	-$1.7	$0.0	-0.7%	▪ Material savings in construction offset the increase in the real estate line.
Totals	$124.1	$150.3	$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
$30.2	$63.0	$46.7	$10.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$3.0	$0.6	$3.6	$3.6	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$11.8	$0.4	$12.2	$12.2	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$68.5	$1.9	$70.4	$70.4	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$83.3	$2.9	$86.2	$86.2	$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
$0.0	$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
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$9.0	$1.0	$10.0	$10.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$18.7	$0.0	$18.7	$18.7	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$93.2	$25.4	$118.6	$118.6	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$120.9	$26.4	$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
$3.6	$2.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$20.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$11.0	$0.0	$10.7	$11.0	$0.0	$0.3	$0.0	2.8%	▪ Design costs higher than anticipated.
Real Estate	$29.4	$25.7	$54.9	$55.1	$0.0	$0.2	$0.0	0.4%	▪ Real estate costs higher than anticipated.
Construction	$40.0	$100.3	$140.8	$140.3	$0.0	-$0.5	$0.0	-0.4%	▪ Material savings in construction offset the increase in the design and real estate lines.
Totals	$80.4	$126.0	$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
$10.2	$26.2	$14.5	$0.0	$1.5	$46.7	$25.8	$0.0	$1.1	$0.0	$0.0	$0.0	$0.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$14.1	$0.0	$14.1	$14.1	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$45.9	$1.1	$47.0	$47.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$79.3	$0.0	$79.3	$79.3	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$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
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$2.0	$2.0	$3.6	$4.0	$0.0	$0.4	$0.0	11.1%	▪ Design costs are higher than anticipated.
Real Estate	$4.5	$8.7	$13.2	$13.2	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$0.0	$51.1	$51.5	$51.1	$0.0	-$0.4	$0.0	-0.8%	▪ Material savings in construction offset the increase in the design line.
Totals	$6.5	$61.8	$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
$1.3	$25.2	$6.0	$0.0	$0.0	$0.0	$12.2	$6.1	$0.0	$0.0	$11.0	$0.0	$0.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$2.8	$0.5	$3.3	$3.3	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$12.6	$0.8	$13.4	$13.4	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$33.3	$3.5	$36.8	$36.8	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$48.7	$4.8	$53.5	$53.5	$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	$4.8

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$3.1	$1.1	$4.2	$4.2	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$5.9	$0.1	$6.0	$6.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$7.3	$12.9	$20.2	$20.2	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$16.3	$14.1	$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
$4.2	$0.0	$0.0	$0.0	$0.4	$0.0	$9.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$5.0	$4.0	$9.0	$9.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$7.1	$19.4	$26.5	$26.5	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$0.0	$94.5	$94.5	$94.5	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$12.1	$117.9	$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
$3.2	$9.4	$15.0	$29.7	$15.7	$44.9	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

Major Project Status Report
February 2011

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 seperations 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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$23.7	$1.4	$25.1	$25.1	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$51.2	$24.7	$75.9	$75.9	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$152.0	$180.0	$332.0	$332.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$226.9	$206.1	$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
$53.1	$27.2	$65.0	$47.3	$13.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$23.5	$0.3	$23.8	$23.8	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$54.5	$1.9	$56.4	$56.4	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$197.2	$13.3	$210.5	$210.5	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$275.2	$15.5	$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
$4.3	$4.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$7.2

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$8.2	$0.1	$8.3	$8.3	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$18.3	$2.6	$20.9	$20.9	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$127.4	$23.0	$150.4	$150.4	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$153.9	$25.7	$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
$1.4	$2.1	$4.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$17.5

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$85.6	$0.0	$72.1	$85.6	$0.0	$13.5	$0.0	18.7%	▪ Design costs higher than anticipated.
Real Estate	$61.2	$31.9	$93.1	$93.1	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$104.8	$1,018.6	$1,136.9	$1,123.4	$0.0	-$13.5	$0.0	-1.2%	▪ Material savings in construction offset the increase in the design line.
Totals	$251.6	$1,050.5	$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
$184.1	$216.3	$144.0	$180.9	$202.2	$53.1	$69.9	$0.0	$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
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$7.3	$1.7	$9.0	$9.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$21.9	$0.1	$22.0	$22.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$131.5	$13.8	$145.3	$145.3	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$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
$0.2	$0.0	$12.4	$3.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
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
Totals	$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	$1.4	$4.6	$0.0	$37.9	$25.9	$31.1	$26.7	$9.9	$0.0	$0.0	$0.0	$0.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$8.0	$1.0	$9.0	$9.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$14.6	$5.6	$20.2	$20.2	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$55.7	$11.8	$67.5	$67.5	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$78.3	$18.4	$96.7	$96.7	$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
$0.6	$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
February 2011

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 Sate 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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$3.3	$0.1	$3.4	$3.4	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$21.3	$0.0	$21.3	$21.3	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$81.9	$2.5	$84.4	$84.4	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$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
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$0.4	$0.6	$1.0	$1.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$0.0	$2.8	$2.8	$2.8	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$0.0	$5.9	$5.9	$5.9	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$0.4	$9.3	$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
$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$9.3	$0.0	$0.0

Major Project Status Report
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$3.4	$0.3	$3.7	$3.7	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$9.1	$0.1	$9.2	$9.2	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$55.6	-$0.4	$55.2	$55.2	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$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
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$4.0	$0.0	$4.0	$4.0	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$7.2	$0.7	$8.4	$7.9	$0.0	-$0.5	$0.0	-6.0%	▪ No change
Construction	$38.9	$0.0	$38.4	$38.9	$0.0	$0.5	$0.0	1.3%	▪ No change
Totals	$50.1	$0.7	$50.8	$50.8	$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	$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
February 2011

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	August 2010 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$10.3	$0.2	$10.5	$10.5	$0.0	$0.0	$0.0	0.0%	▪ No change
Real Estate	$13.1	$0.3	$13.4	$13.4	$0.0	$0.0	$0.0	0.0%	▪ No change
Construction	$95.5	$0.0	$95.5	$95.5	$0.0	$0.0	$0.0	0.0%	▪ No change
Totals	$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
$0.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.4

Wisconsin Department of Transportation

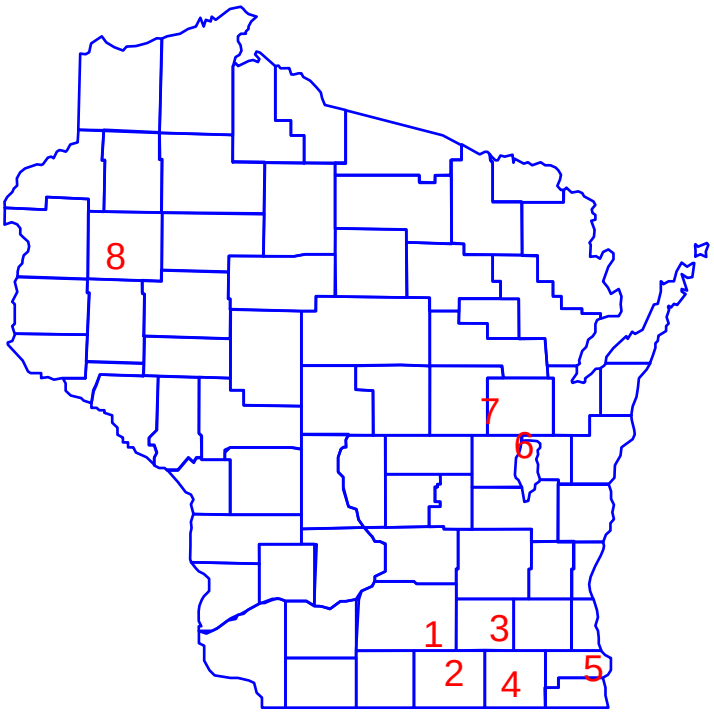
February 2011

Major Highway Study Projects

Status Report Update

To The

Transportation Projects Commission



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

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 1/01/11). 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 – February 2011

Project: ***Sample Study Project***
District 0

Cost Information in Millions of Dollars							
Cost Category	**Cost To Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**1.0**	**2.0**	**3.0**	**3.0**	**0.0**		

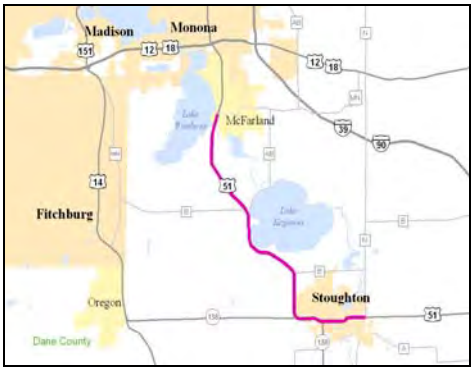
Cost to Date is the amount expended on the project at the time of this report

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



Study Project Cost Status Table - February 2011							
Project: US 51 Stoughton - McFarland **Region:** SW							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$2.5**	**$0.2**	**$2.7**	**$2.7**	**$0.0**	**0.0%**	

Length: 18 miles in Dane County

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

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

Possible concept: Expand 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: 70%
VE study completed: January 2008
Estimated study completion date: Fall 2013

Amendment: Being Delayed—increased number of bypass alignments, new interchange location, and extended time.

I-39/90 US 12 - Illinois

Study Project Cost Status Table - February 2011							
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 Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$2.9**	**$0.0**	**$2.9**	**$2.9**	**$0.0**	**0.0%**	

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

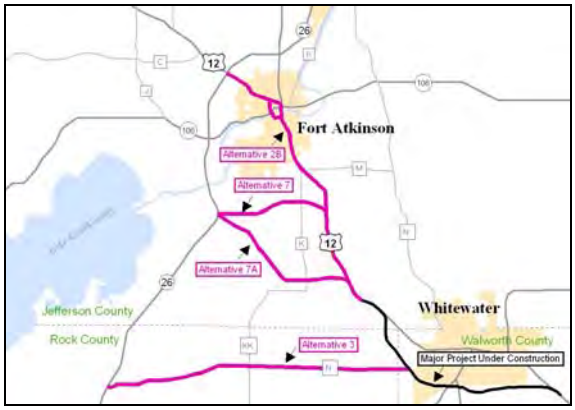
EA signed 7/29/08, Notice of Availability and Opportunity to Request a Public Hearing published 08/08/08, Final EA review comments from agencies addressed by WisDOT June 3, 2009. EA-FONSI was signed by FHWA on 10/1/2010 pending enumeration in the State Budget.

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

FHWA cost estimate risk analysis workshop held July 2008.

Considered by the Transportation Projects Commission October 2010, and recommended for enumeration as Major Highway Projects in the 2011-2013 Biennial Budget.

US 12 Fort Atkinson Bypass



Study Project Cost Status Table - February 2011							
Project: US 12 Fort Atkinson Bypass **Region:** SW							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$3.1**	**$0.0**	**$3.1**	**$3.1**	**$0.0**	**0.0%**	

Length: 10.1 – 17.5 miles in Jefferson County

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

Need for study: Find ways to ensure 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: 90%

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

Study Project Cost Status Table - February 2011							
Project: US 14/WIS 11 Janesville - I-43 **Region:** SW							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$1.5**	**$0.5**	**$2.0**	**$2.0**	**$0.0**	**0.0%**	

** 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

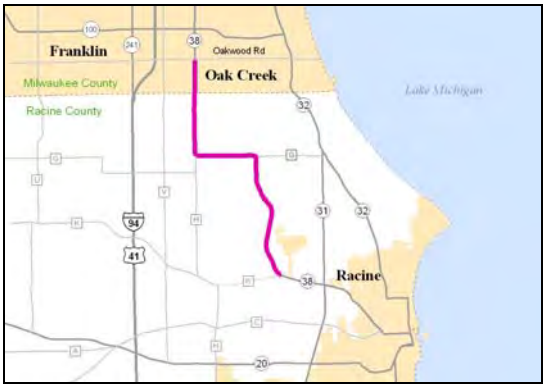
Need for study: Expansion to four lanes will be necessary to accommodate the increasing traffic volumes on US 14/WIS 11. Increasing crash rates, lower level of service, system linkage, smart growth planning and emergency evacuation management planning are other needs identified.

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: 82%

WIS 38 Oakwood Road - County K



Study Project Cost Status Table - February 2011							
Project: WIS 38 Oakwood Road - County K **Region:** SE							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$0.8**	**$0.0**	**$0.8**	**$0.8**	**$0.0**	**0.0%**	

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

Considered by the Transportation Projects Commission October 2010, and recommended for enumeration as Major Highway Projects in the 2011-2013 Biennial Budget.

US 10/WIS 441 County CB – Oneida Street

Study Project Cost Status Table - February 2011							
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 Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**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 5/19/2010.

FHWA cost estimate risk analysis workshop held July 2008

Considered by the Transportation Projects Commission October 2010, and recommended for enumeration as Major Highway Projects in the 2011-2013 Biennial Budget.

WIS 15/Old US 45 WIS 76 - New London

Study Project Cost Status Table - February 2011							
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 Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$2.6**	**$0.0**	**$2.2**	**$2.6**	**$0.4**	**18.2%**	

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: December 2009
- Record of Decision (ROD) was signed by FHWA on 10/1/2010 pending enumeration in the State Budget.

Considered by the Transportation Projects Commission October 2010, and recommended for enumeration as Major Highway Projects in the 2011-2013 Biennial Budget.

US 8 WIS 35 North - US 53

Study Project Cost Status Table - February 2011							
Project: US 8 WIS 35 North - US 53 **Region:** NW							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Aug. 2010**	**Total Study Cost Estimate Feb. 2011**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$3.9**	**$2.1**	**$6.0**	**$6.0**	**$0.0**	**0.0%**	

Length: 40 miles in Polk and Barron counties

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

Need for study: 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.

STATUTORY CHANGES PENDING IN THE 2011-13 BIENNIAL BUDGET

STATUTORY CHANGES
(Pending in the 2011-13 Biennial Budget)

1. Change 1 – Modify Current Majors Definition for Capacity Expansion Projects:

Proposal: Increase the minimum cost of Major Highway Projects, as currently defined, from **$5 million to $30 million.** The cost threshold will be increased in the future based on a construction price index.

Rationale:

The existing statutory definition for a Major Highway Project is outdated due to rising prices. The Major Highway Program threshold was created over 25 years ago and has never been adjusted to reflect price increases in land and construction materials. Therefore, some small rural bypass projects now exceed $5 million and must go through a TPC process, adding time and complexity to these projects. This is slowing or stopping work on important low cost projects -- projects that are important, but would not compete well under the Major Highway Project ranking process that is geared for more costly and comprehensive projects.

2. Change 2 – Expand Current Majors Definition to Include Very High Cost Rehabilitation Projects (excludes SE Wisconsin Mega Projects):

Proposal:

Expand the Majors definition to include any project, other than a Southeast Freeway Mega Project, **having a total cost of at least $75 million** that rehabilitates, reconstructs, or constructs any highway, bridge, intersection, or interchange infrastructure. The cost threshold will be increased in the future based on a construction price index.

Rationale:

When the Majors statutes were created, Major Highway Capacity Expansion Projects represented the state highway projects having "major" costs. While this is still often true, some very high cost rehabilitation projects for pavement, interchanges, and structures are emerging due to the advanced age of Wisconsin's highway infrastructure.

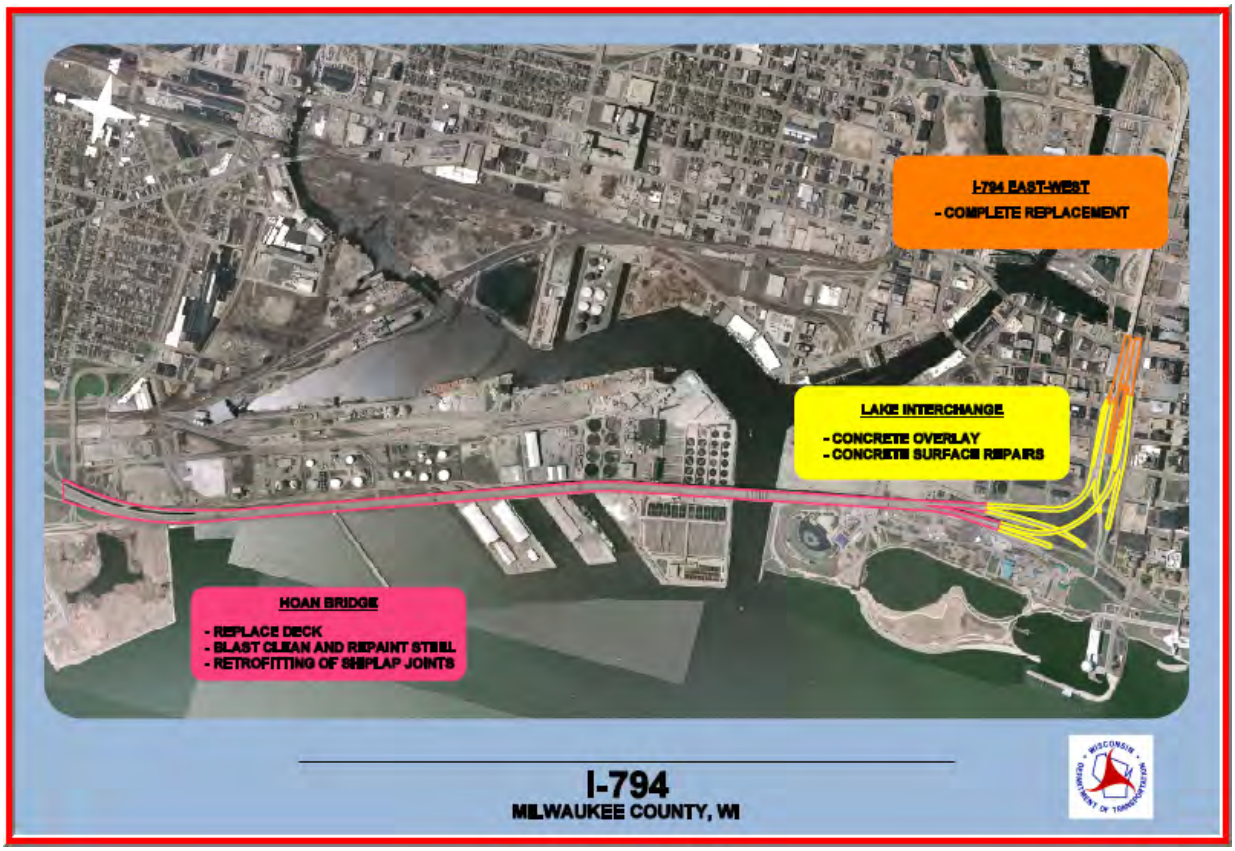
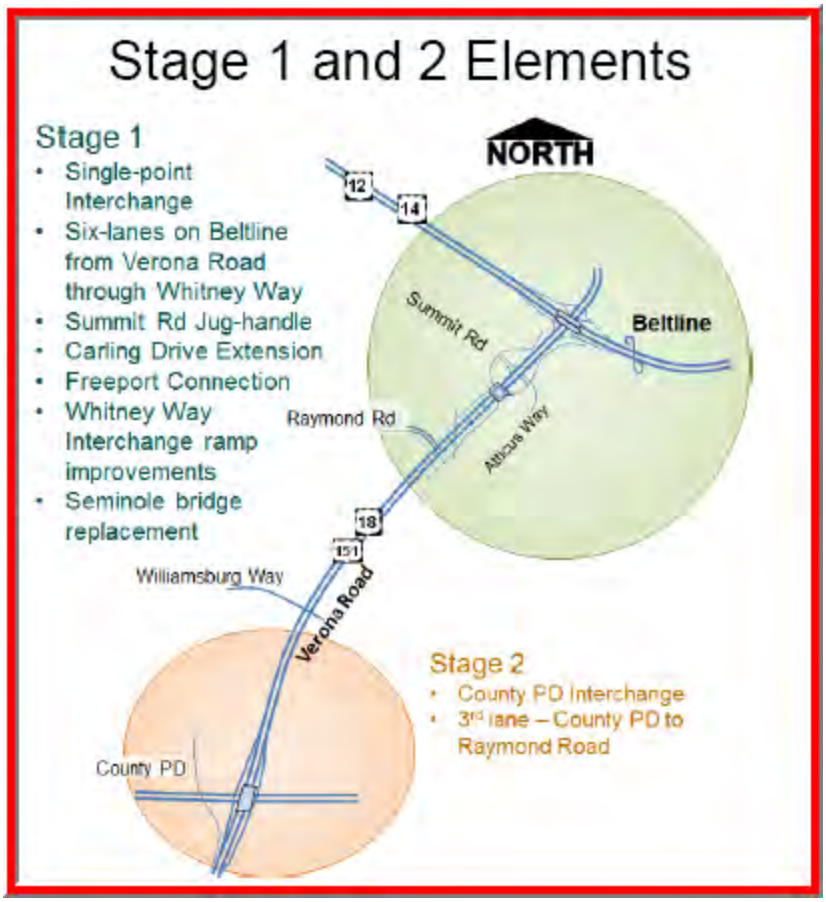
The magnitude of these very high cost projects is problematic for the State Highway Rehabilitation Program (SHR) because such projects consume significant financial resources and disproportionately delay other needed rehabilitation improvements. Placing these projects in the Major Highway Program is beneficial to both Majors and SHR. Having these projects in the Majors program provides the Department with increased program management flexibility by increasing the size range of construction contracts available each year.

The $75 million requirement minimizes the candidate pool of rehabilitation projects eligible for Majors consideration, and adjusting the $75 million for inflation over time will ensure that only a select few rehabilitation projects will ever be eligible for future TPC consideration.

Presently, there are only two projects that would qualify for this provision:

Hoan Bridge (I-794)
Verona Road (US 18-151)

The Hoan Bridge Project Limits:



The Verona Road Project Limits: