# NOVEMBER 2011 TPC MEETING

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TRANSPORTATION PROJECTS COMMISSION

# Agenda
# Transportation Projects Commission Meeting
# November 2, 2011

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

- **Overview of Major Projects and TPC Responsibilities**
  - **Statutory Changes to the Definition of a Major Project**
  - **Role of the Commission**
  - **Major Highway Environmental Study and Enumeration Process Timeline**

- **Current Status of the Major Highway Development Program**
  - **Schedules for Currently Enumerated Projects**
  - **Summary of Projects Currently Under Study**
  - **Need to Begin Additional Environmental Study Projects**

- **Projects Recommended for Environmental Study Approval**
  - **Project Summaries**
  - **Level of Service Demonstration**

- **Discussion & Motions**

- **Verona Road Project Recommended for TPC Approval as a Major Highway Project**
  - **Project Overview and Need**
  - **Preliminary Project Schedule**

- **Discussion & Motions**

- **Adjourn**

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TRANSPORTATION
PROJECTS
COMMISSION

# MEMBER DIRECTORY

**November 2011**

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# MEETING MINUTES

- **Minutes of 5/25/11 TPC Meeting**

TRANSPORTATION PROJECTS COMMISSION

**MINUTES OF MAY 25, 2011**

**Governor's Conference Room, State Capitol**
**Madison, Wisconsin**

**2:00 P.M.**

**MEMBERS PRESENT**

Governor Scott Walker
Secretary Mark Gottlieb, P.E.
Senator Mary Lazich
Senator Dave Hansen
Senator Jim Holperin
Senator Frank Lasee
Representative John Steinbrink
Representative Jerry Petrowski
Representative Fred Clark
Representative Mike Endsley
Representative Paul Farrow
Citizen Representative Thomas Carlsen
Citizen Representative Barbara Fleisner
Citizen Representative Michael Ryan

**MEMBERS ABSENT**

Senator Joseph Leibham

**DOT STAFF PRESENT**

Reggie Newson
Mark Wolfgram, Ph.D.
Joe Nestler, P.E.
Paul Hammer
Adam Boardman
Rob Miller

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

Governor Walker welcomed the members. The motion to approve the minutes of the October 19, 2010 was made by Representative Farrow, seconded by Senator Lasee and passed unanimously.

Governor Walker summarized the October 2010 meeting and the importance of discussing transportation infrastructure from the standpoint of public safety and economic development. He shared discussions he has had with employers and prospective businesses about the benefits of being located near an Interstate. He stated that strategic investments in transportation are important for public safety, basic

mobility and economic development.

DOT Secretary Gottlieb recognized WisDOT for its role in developing the information necessary for the commission to consider projects and the process. Major projects are very expensive and complex and have many variables. The February TPC Report included no cost increases. WisDOT is committed to provide staff assistance to the commission, and will provide any assistance the commission member need.

Mark Wolfgram provided an overview of both the current statutory definition of a Major project, as well as the modifications being considered by the legislature as part of the biennial budget.

Wolfgram explained the three main roles of the commission. The first role is to approve potential projects for environmental studies. After an environmental study has been completed, the commission is tasked with deciding whether to approve projects for construction. The final role of the commission is to monitor ongoing project costs. These reports are prepared for the commission every six months, in February and August.

Wolfgram described the ongoing planning process. This process considers traffic congestion and safety, among other things. WisDOT evaluates the top needs around the state and recommends projects to the commission for consideration. These studies can take a long time. It is important to begin studies well in advance.

Wolfgram referred to the ten previously enumerated projects currently under construction. Comparing the Governor's budget, to the scheduled projects, shows that there is room to schedule new construction projects. The four projects being considered for enumeration in the budget include 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). Mark provided a brief description of the needs and estimated costs associated with each of the four projects.

Wolfgram said that if these projects are approved, WisDOT will begin purchasing real estate and design. WisDOT cannot move forward without legislative approval. Mark also mentioned two projects that would move forward if recommended statutory modifications were passed in the budget. These projects include the Verona Road Interchange in Madison, and the Hoan Bridge in Milwaukee.

Wolfgram said that Wisconsin has capacity and safety needs that are important to address. There are four study projects that, when completed, could be considered by this commission for enumeration. Because these environmental studies can take several years to complete, the commission should consider additional studies in the near future. WisDOT is in the final stages of a long range planning process, and plans to return to this commission in October (2011) to discuss alternatives.

Representative Clark shared his concern about debt service associated with transportation projects. There is clear value in transportation projects, but some concern about long-term stability of funding.

Secretary Gottlieb responded that the Governor's proposed biennial budget decreases total bonding for the highway program.

Governor Walker provided a brief recap of the meeting and future steps. He thanked the commission for its time and adjourned the meeting.

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

# 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).

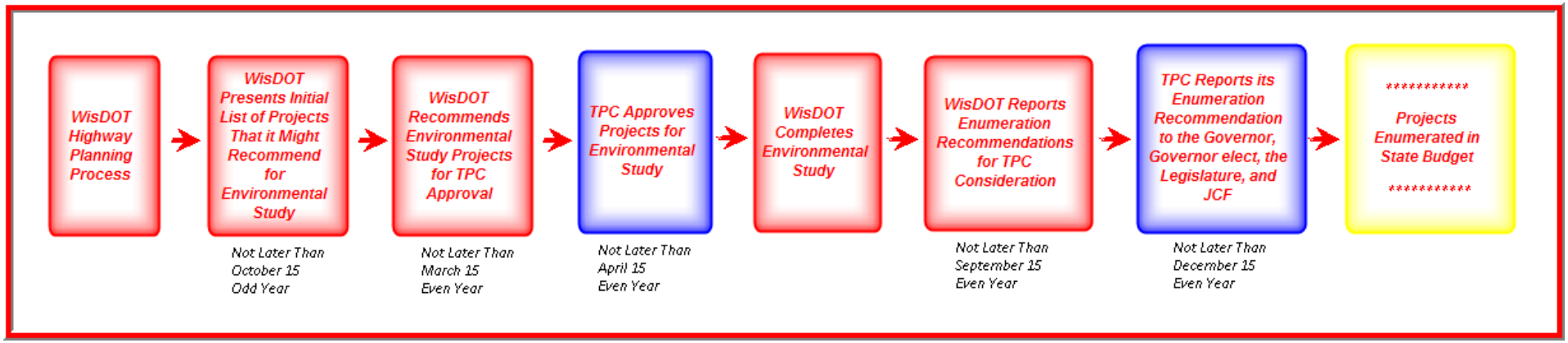
- Under current state law, a major highway project has a total cost of more than $30 million and constructs a new route of 2.5 or more miles, adds capacity to 5 or more miles of an existing highway, or converts an existing multi-lane divided highway of 10 or more miles to freeway standards. Also defined as a major is any project more than $75 million, not described in the preceding sentence.

- 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 (changes from the 2011-13 Budget are highlighted)

**84.013 (1)**

**(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, a high-cost state highway bridge project under s. 84.017, or a southeast Wisconsin freeway megaproject under s. 84.0145, that satisfies any of the following:

**(1m).** The project has a total cost of more than $30,000,000, subject to adjustment under sub. (2m), and involves any of the following:

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

**b.** Reconstructing or reconditioning an existing highway by either relocating 2.5 miles or more of the existing highway or adding one or more lanes 5 miles or more in length to the existing highway.

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

**2m.** The project has a total cost of more than $75,000,000, subject to adjustment under sub. (2m), and is not described in subd. 1m.

**84.013(2)**

**(2m)** The department shall annually adjust the amounts specified in sub. (1) (a) 1m. and 2m. to reflect the annual change in the Wisconsin Department of Transportation Price Index, Yearly Moving Average, as maintained by the department or, if at any time the department no longer maintains this index, another suitable index as determined by the department. Beginning in 2012, prior to October 1 of each year, the department shall compute the annual adjustment required under this subsection and shall publish the new adjusted amount applicable under sub. (1) (a) 1m. and 2m., which amount shall become effective on October 1 of that year. The department may not adjust the amounts specified in sub. (1) (a) 1m. and 2m. to an amount less than that specified in sub. (1) (a) 1m. and 2m.

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

**13.489 (1m)**

**(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.

**(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.

**(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.

**(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)**

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.

**KEY MAJOR HIGHWAY STATUTES**

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

**13.489(4)**

**(a)**

**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:

**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.

**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.

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

**(b)** The commission may include in the report in par. (a) its designation of highway improvement projects under s. 84.013 (6m) as major highway projects.

**(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).

**(d)** This subsection does not apply to major highway projects described in s. 84.013 (1) (a) 2m.

**5. The Commission Approves s. 84.013(1)(a)(2m) High Cost Projects for Construction as Major Projects**

**13.489(4)**

**(4m)** REVIEW OF HIGH-COST MAJOR HIGHWAY PROJECTS.

**(a)** Notwithstanding sub. (4), for any major highway project described in s. 84.013 (1) (a) 2m., the department of transportation shall submit a report to the commission, prior to construction of the project, which report may request the commission's approval to proceed with the project. The department may submit this request at any time following completion by the department of a draft environmental impact statement or environmental assessment for the project.

**(b)** After receiving a request under par. (a) for approval to proceed with a major highway project described in s. 84.013, the commission shall meet to approve, approve with modifications, or disapprove the request. The department may implement the request only as approved by the commission, including approval after modification by the commission.

**(c)** The department of transportation may not proceed with construction of a major highway project described in s. 84.013 (1) (a) 2m. unless the project is approved by the commission as provided in par.(b).

**(d)** The procedures specified in this subsection shall apply to all major highway projects described in s. 84.013 (1) (a) 2m. in lieu of the procedures described in sub. (4).

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**

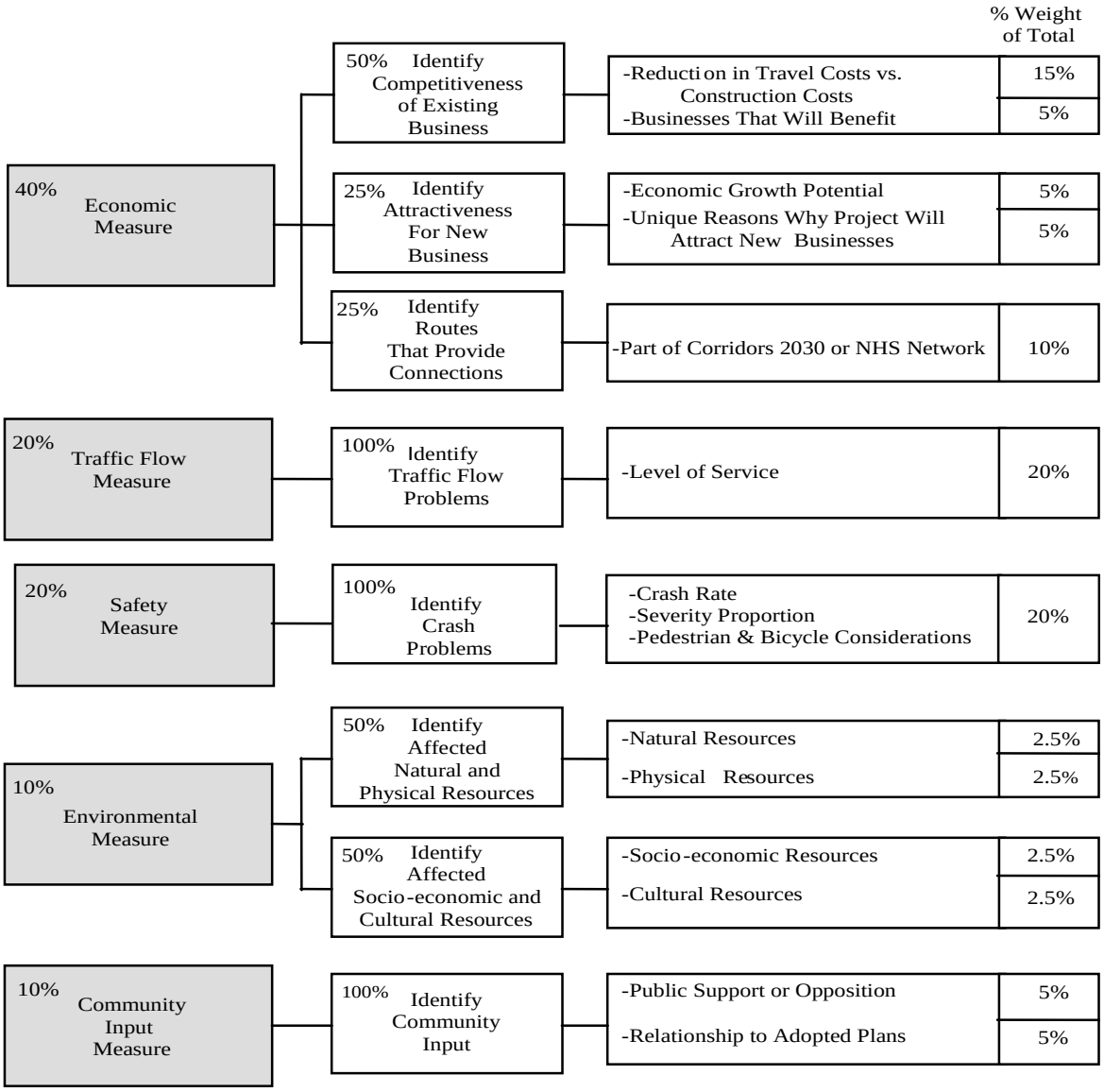
A combination of the five measures, weights for each of the measures and the minimum requirement shall be used to calculate a composite score for each proposed major highway project. Each measure shall have a maximum score of 100 points. The composite score shall have a maximum of 110 points. The minimum 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 = $\beta_0$(10 + $\beta_1$ economic measure + $\beta_2$ safety measure + $\beta_3$ traffic flow measure + $\beta_4$ environmental measure + $\beta_5$ community input measure)

where:

$\beta_0$= 1 if the minimum requirements are met for either traffic flow or safety, or
= 0 if the minimum requirements are <u>not</u> met for traffic flow and safety.
$\beta_1$ = weight for the economic measure which shall be .40
$\beta_2$ = weight for the traffic flow measure which shall be .20
$\beta_3$ = weight for the safety measure which shall be .20
$\beta_4$ = weight for the environmental measure which shall be .10
$\beta_5$ = weight for the community input measure which shall be .10

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



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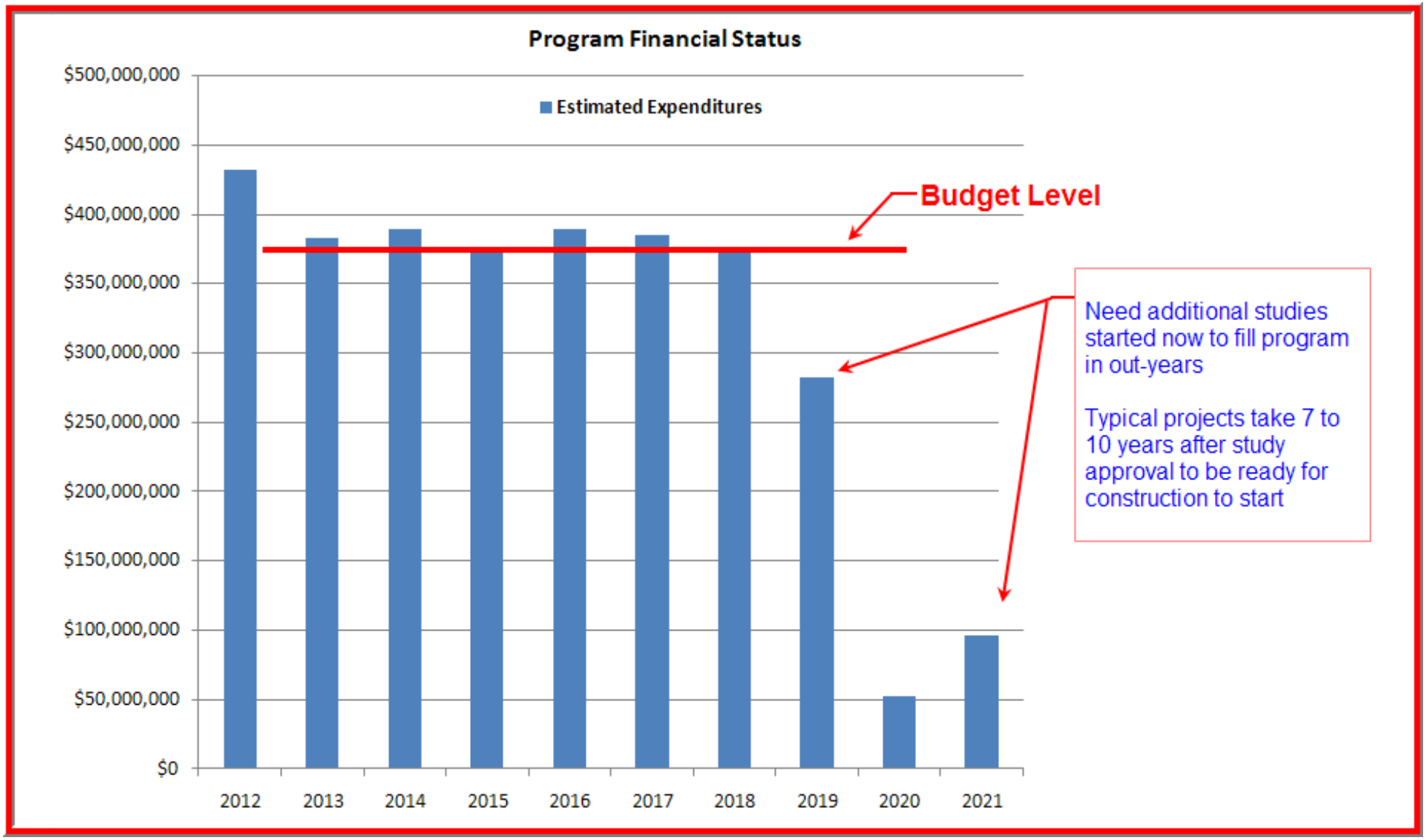
# MAJOR HIGHWAY PROGRAM STATUS

- **Schedules for Currently Enumerated Projects**
- **Program Financial Status**
- **Projects Currently Under Study**
- **Need to Begin Additional**

# The Schedule for Existing Major Highway Projects

| Hwy | Project Name | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|---|---|---|---|---|---|---|---|---|---|---|
| 10 | Marshfield - Stevens Point | ■ | ■ | | | | | | | |
| 10/441 | CTH CB – Oneida St. | ■ | ■ | | ■ | | ■ | ■ | ■ | |
| 12 | Lake Delton - Sauk City | ■ | | ■ | ■ | ■ | | ■ | | |
| 14 | Viroqua – Westby | | | | ■ | ■ | ■ | ■ | ■ | |
| 15 | STH 76 – New London | ■ | ■ | | ■ | ■ | ■ | ■ | | |
| 18 | Prairie du Chien - STH 60 | | | ■ | | ■ | | | | |
| 23 | STH 67 - USH 41 | ■ | ■ | ■ | ■ | | | | | |
| 26 | Janesville – Watertown | ■ | ■ | ■ | | | | | | |
| 38 | Oakwood Rd – CTH K | ■ | ■ | | | | | ■ | ■ | ■ |
| 39/90 | Madison - IL | ■ | ■ | | ■ | ■ | ■ | ■ | ■ | |
| 41 | Oconto – Peshtigo | ■ | | | | | | | | |
| 41 | Brown & Winnebago County | ■ | ■ | ■ | ■ | ■ | | | | |
| 53 | La Crosse Corridor | | | ■ | | ■ | ■ | ■ | ■ | |
| 53 | Eau Claire Bypass | ■ | ■ | | | | | | | |

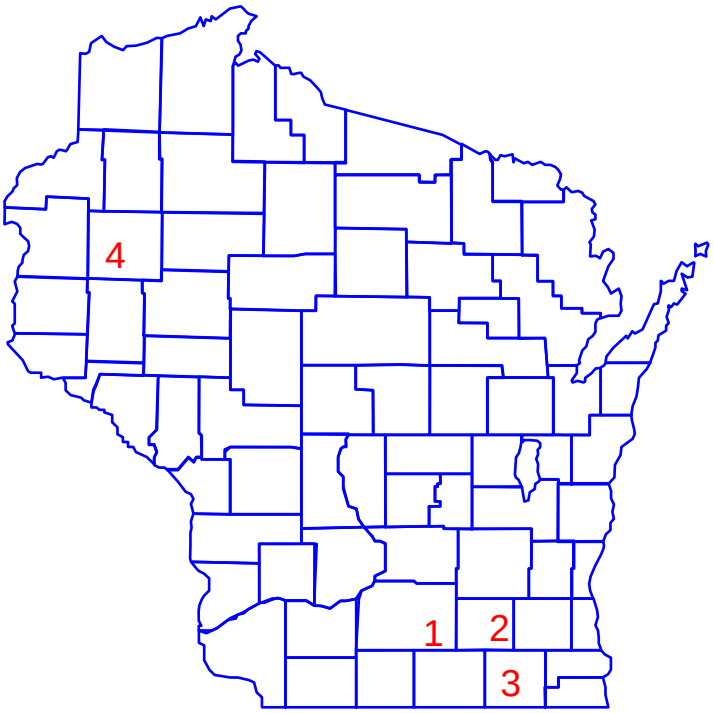
■ Planned Expenditures


Program Financial Status
Estimated Expenditures
$500,000,000
$450,000,000
$400,000,000
$350,000,000
$300,000,000
$250,000,000
$200,000,000
$150,000,000
$100,000,000
$50,000,000
$0
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Budget Level
Need additional studies started now to fill program in out-years
Typical projects take 7 to 10 years after study approval to be ready for construction to start

# *Wisconsin Department of Transportation*

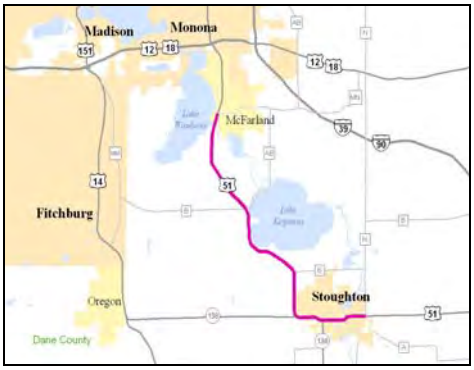
## *November 2011*

## *Major Highway Study Projects*




| | | |
|---|---|---|
| ***1.*** | ***US 51*** | ***Stoughton – McFarland*** |
| ***2.*** | ***US 12*** | ***Fort Atkinson Bypass*** |
| ***3.*** | ***US 14 /WIS 11*** | ***Janesville – I-43*** |
| ***4.*** | ***US 8*** | ***WIS 35 North – US 53*** |

US 51 Stoughton - McFarland




| Study Project Cost Status Table - August 2011 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project:** US 51 Stoughton - McFarland<br>**Region:** SW | | | | | | | |
| **Cost Information in Millions of Dollars** | | | | | | | |
| **Cost Category** | **Cost to Date** | **Estimated Cost To Complete** | **Total Study Cost Estimate Feb. 2011** | **Total Study Cost Estimate Aug. 2011** | **Change in Total Cost Estimate** | **Percent Change** | **Reason for Change** |
| **Environmental Study** | **$2.9** | **$0.2** | **$2.7** | **$3.1** | **$0.4** | **14.8%** | ** |

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.

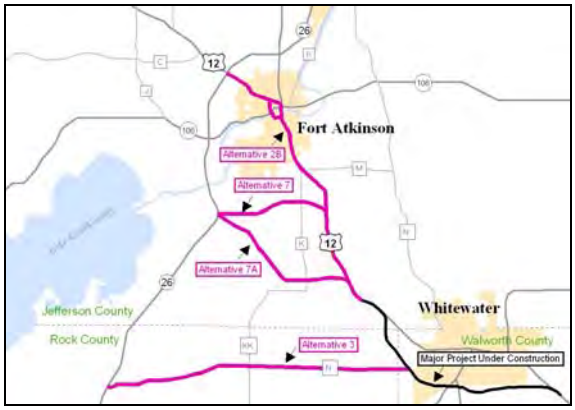
Study status: Needs assessment phase complete. Formal EIS process underway.

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.

** Additional alternatives were studied at Stoughton to address local concerns. Reanalyzed crash problems. Additional archeological, historic site and hazmat work.

US 12 Fort Atkinson Bypass




| Study Project Cost Status Table - August 2011 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project:** US 12 Fort Atkinson Bypass<br>**Region:** SW | | | | | | | |
| **Cost Information in Millions of Dollars** | | | | | | | |
| **Cost Category** | **Cost to Date** | **Estimated Cost To Complete** | **Total Study Cost Estimate Feb. 2011** | **Total Study Cost Estimate Aug. 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: December 2011

Anticipated Record of Decision: September 2012

US 14/WIS 11 Janesville - I-43

| Study Project Cost Status Table - August 2011 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project:** US 14/WIS 11 Janesville - I-43<br>**Region:** SW | | | | | | | |
| **Cost Information in Millions of Dollars** | | | | | | | |
| **Cost Category** | **Cost to Date** | **Estimated Cost To Complete** | **Total Study Cost Estimate Feb. 2011** | **Total Study Cost Estimate Aug. 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: Pending approval for independent utility for west alternative.

**West alternative**
Final EIS – Nov 2012
Record of Decision – January 2013

## US 8 WIS 35 North - US 53

| Study Project Cost Status Table - August 2011 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project:** US 8 WIS 35 North - US 53<br>**Region:** NW | | | | | | | |
| **Cost Information in Millions of Dollars** | | | | | | | |
| **Cost Category** | **Cost to Date** | **Estimated Cost To Complete** | **Total Study Cost Estimate Feb. 2011** | **Total Study Cost Estimate Aug. 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: Tier II Environmental Assessments
Barron Segment – estimated completion June 2012
Deer Lake Segment – estimated completion June 2012
Turtle Lake Segment – estimated completion December 2012
Range Segment – estimated start date – June 2012
estimated completion date – June 2014

# PROJECTS RECOMMENDED FOR ENVIRONMENTAL STUDY

- **Letter of Recommendation**
- **Level of Service Data**
- **Project Summaries**

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**Wisconsin Department of Transportation**
www.dot.wisconsin.gov

Scott Walker
Governor

Mark Gottlieb, P.E.
Secretary

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

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

October 13, 2011

Governor Scott Walker
115 East State Capitol
Madison, Wisconsin 53702

Dear Governor Walker,

I am pleased to recommend six projects for consideration by the Transportation Projects Commission (TPC) as Major Highway Study Project candidates. The TPC will meet at noon November 2, 2011 at the State Capitol.

The projects recommended for TPC approval to conduct environmental studies as Major Highway Study Projects are:

| | Highway | Termini | County |
|---|---|---|---|
| 1. | I-94 | (70th Street to 25th Street) | Milwaukee |
| 2. | USH 12 | (USH 14 Easterly to CTH N) | Dane |
| 3. | I 39/90 | (Madison (USH 12) to WI Dells (USH 12) | Dane/Columbia/Sauk |
| 4. | I-43 | (Silver Spring Drive Northerly to STH 60) | Milwaukee/Ozaukee |
| 5. | USH 51 | (USH 12 Northerly to STH 19) | Dane |
| 6. | I-94 | (USH 12 Easterly to STH 65) | St. Croix |

The department has carefully evaluated the projects and is recommending them for environmental study because future improvements to these corridors would closely align with the Major Highway Program goals of enhancing Wisconsin's economy, improving highway service, and improving safety. Environmental study will enable detailed investigation of project alternatives that will meet economic, traffic flow, and safety objectives, while minimizing environmental impacts and serving community objectives.

We will be providing more detailed project information in advance of the TPC meeting, and we look forward to assisting the Commission in its efforts to evaluate the study project candidates.

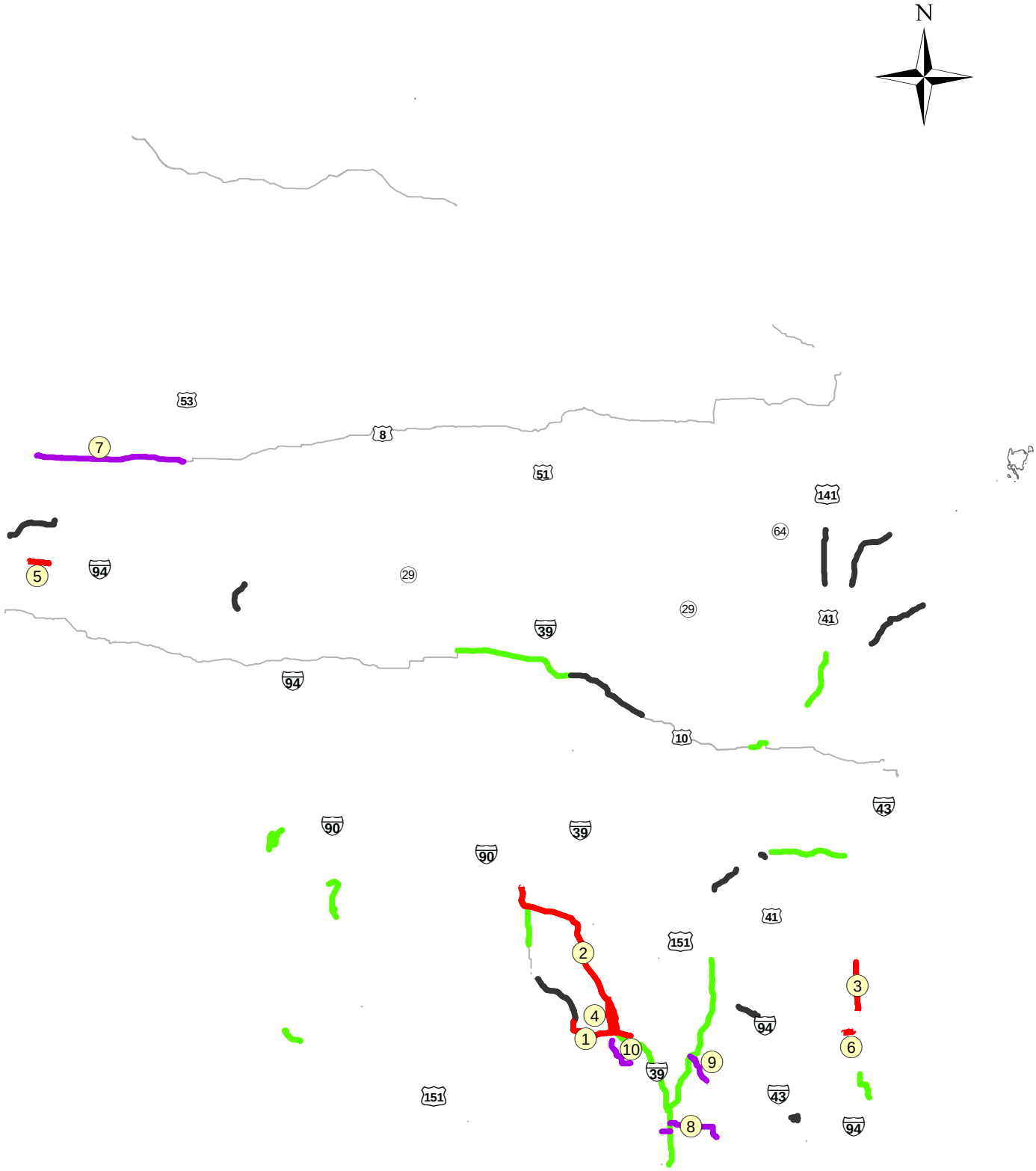
Sincerely,

Mark Gottlieb, P.E.
Secretary

Cc: Senators: Joseph Leibham, Mary Lazich, Dave Hansen, Jim Holperin, Frank Lasee
Representatives: John Steinbrink, Jerry Petrowski, Fred Clark, Mike Endsley, Paul Farrow
Citizen Members: Thomas Carlsen, Barbara Fleisner, Michael Ryan

# Candidates For Environmental Study 2011






**Recommended New Study Projects**

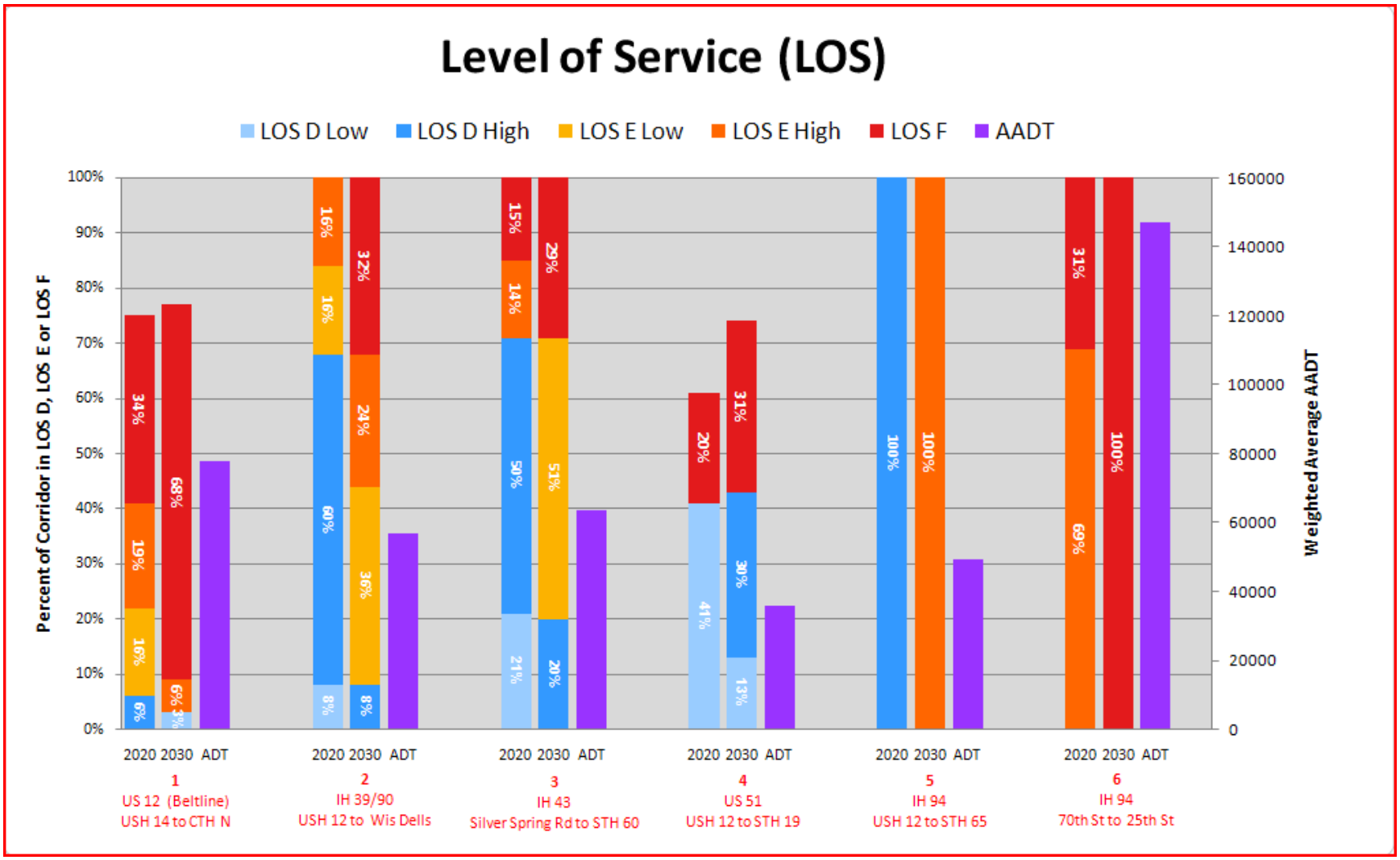
1. USH 12 — USH 14 Easterly to CTH N
2. IH 39/90 — Madison (USH 12) to WI Dells (USH 12)
3. IH 43 — Silver Spring Drive Northerly to STH 60
4. USH 51 — USH 12 Northerly to STH 19
5. IH 94 — USH 12 Easterly to STH 65
6. IH 94 — 70th Street to 25th Street

**Approved Study Projects**

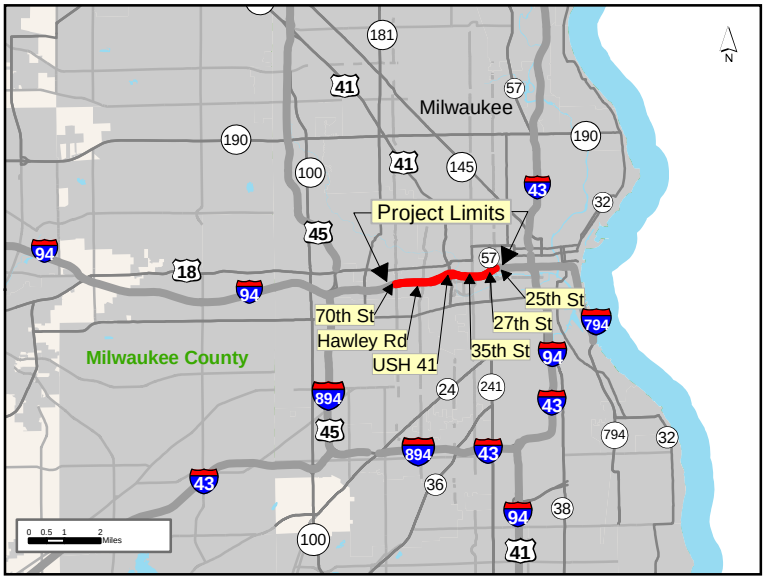
7. USH 8 — STH 35N to US 53
8. STH 11/USH 14 — Janesville to IH 43
9. USH 12 — Fort Atkinson Bypass
10. USH 51 — Stoughton to McFarland

**Major Projects in Progress**

**Recently Completed Major Projects (Open to Traffic Since 2005)**


Level of Service (LOS)
LOS D Low
LOS D High
LOS E Low
LOS E High
LOS F
AADT
Percent of Corridor in LOS D, LOS E or LOS F
Weighted Average AADT
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
160000
140000
120000
100000
80000
60000
40000
20000
0
2020 2030 ADT
1
US 12 (Beltline)
USH 14 to CTH N
2
IH 39/90
USH 12 to Wis Dells
3
IH 43
Silver Spring Rd to STH 60
4
US 51
USH 12 to STH 19
5
IH 94
USH 12 to STH 65
6
IH 94
70th St to 25th St

## IH 94 70th Street to 25th Street
## 3.5 miles in Milwaukee County




| Traffic Data | |
|---|---|
| Year | AADT Range |
| 2010 | 138,000 – 156,000 |
| Projected 2020 | 154,000 – 169,000 |
| Projected 2030 | 171,000 – 181,000 |

| Mobility Data | |
|---|---|
| Year | LOS |
| 2010 | 100% LOS E |
| Projected 2020 | 69% LOS E; 31% LOS F |
| Projected 2030 | 100% LOS F |

| Safety Data | |
|---|---|
| % 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% | 89% |

Need

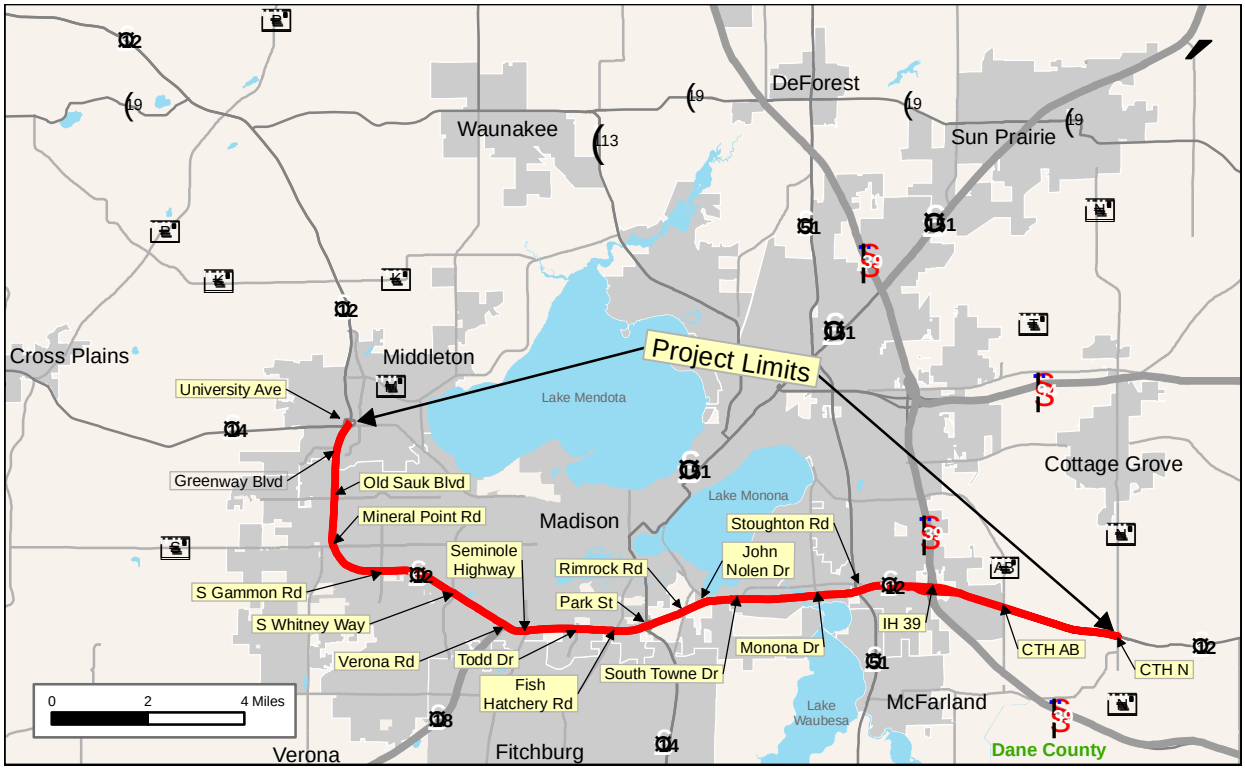
The IH 94 Corridor is in need of increased capacity to handle existing and future traffic demand and to improve safety and crash rates.

The IH 94 Corridor is a critical transportation corridor in Wisconsin, and is part of the National Interstate System. This corridor is also identified as a Corridors 2030 Backbone route. This part of the southeast freeway system is a critical interstate link not only for the region, but for the entire state. It provides access to manufacturers, commuters and tourists within the Milwaukee metropolitan area and between Milwaukee and other areas including Madison, Chicago and Green Bay.

Average Annual Daily Traffic volumes throughout the IH 94 corridor currently vary between 138,000 and 156,000 AADT and are expected to grow to between 171,000 and 181,000 by 2030. If no capacity improvements are made, the majority of segments will operate at LOS F by 2030, indicating significant problems from large reductions in travel speeds and recurring breakdowns in traffic flow.

Currently, an average of over 300 crashes per year occurs along this 3.5 mile corridor. About 89% of the corridor contains crash problems that are significantly greater than the statewide average.

**USH 12 USH 14 West to CTH N**
**18.7 miles in Dane County**




| Traffic Data | |
|---|---|
| Year | AADT Range |
| 2010 | 30,800 – 146,500 |
| Projected 2020 | 34,300 – 159,300 |
| Projected 2030 | 37,900 – 172,000 |

| Mobility Data | |
|---|---|
| Year | LOS |
| 2010 | 16% LOS E; 24% LOS F |
| Projected 2020 | 35% LOS E; 34% LOS F |
| Projected 2030 | 6% LOS E; 68% LOS F |

| Safety Data | |
|---|---|
| % 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) |
| 69% | 48% |

Need

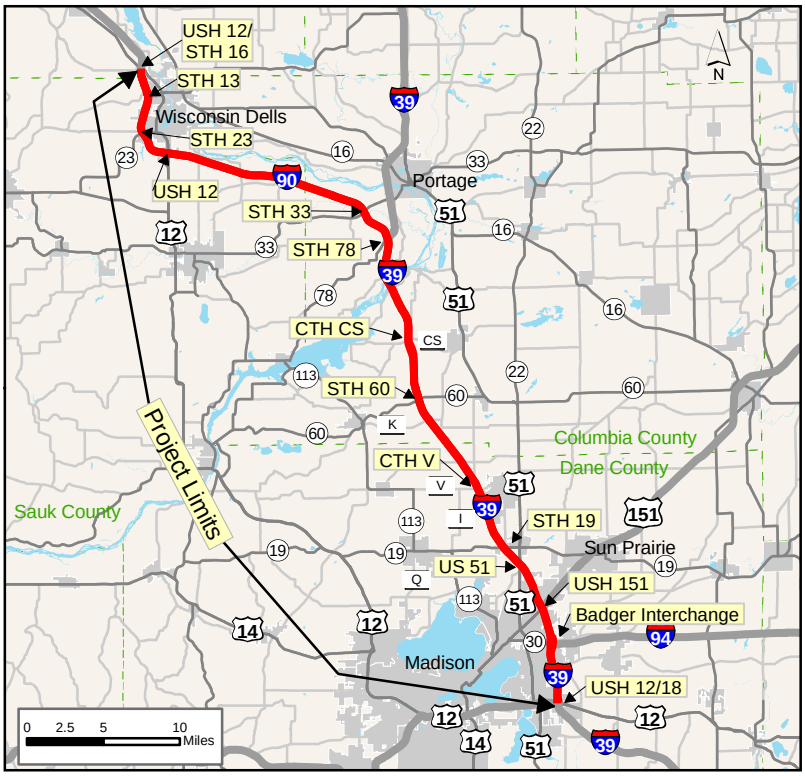
The Madison Beltline is in need of increased capacity to handle the severe to extreme congestion problems and to improve safety on the corridor.

This corridor is a route on National, state and regional importance. Due to the importance of this route, it is included in the National Highway System. It is also classified as a Wisconsin Corridors 2030 Backbone and Connections 2030 Connector route. The Madison Beltline links the Interstate Highway system with the City of Madison.

Average Annual Daily Traffic (AADT) volumes throughout the corridor currently vary between 30,800 and 146,500 AADT and are expected to grow to 37,900 to 172,000 by 2030. If no capacity improvements are made, all segments will operate at LOS E or F by 2030, indicating significant problems from reductions in travel speeds and breakdowns in traffic flow.

Currently, an average of over 600 crashes, including 14 fatalities occur per year along this 18.7 mile corridor. About 48% of the corridor contains crash problems that are significantly greater than the statewide average.

## IH 39/90 USH 12 (Beltline) to Wisconsin Dells (USH 12/STH 16)
## 56.3 miles in Dane/Columbia/Sauk County




| Traffic Data | | Mobility Data | | Safety Data | |
|---|---|---|---|---|---|
| Year | AADT Range | Year | LOS | % of Corridor with crash frequency or severity greater than statewide average | % of Corridor with crash frequency or severity significantly greater than statewide average (> 1 Std Dev) |
| 2010 | 37,800 – 90,000 | 2010 | 60% LOS D | | |
| Projected 2020 | 43,500 – 105,000 | Projected 2020 | 68% LOS D; 32% LOS E | | |
| Projected 2030 | 48,100 – 117,000 | Projected 2030 | 60% LOS E; 32% LOS F | 77% | 37% |

Need

The IH 39/90 Corridor is in need of increased capacity to handle existing and future traffic demand and to improve safety and crash rates.

The IH 39/90 corridor is a critical transportation corridor in Wisconsin, and is part of the National Interstate system. This corridor is also identified as a C2030 Backbone route. It provides critical interstate access to major Wisconsin cities, including Madison, Wisconsin Dells, Wausau, and Eau Claire, as well as to cities outside of Wisconsin including Minneapolis and Chicago.

Average Annual Daily Traffic (AADT) volumes throughout the IH 39 corridor currently vary between 37,800 and 90,000 AADT and are expected to grow between 48,100 and 117,000 by 2030. Summer months and weekends have higher traffic volumes reflecting the importance of the corridor to summer tourism travel. This corridor is an important route for moving freight throughout the state and to outside destinations. If no capacity improvements are made, the majority of segments will operate at LOS E or F by 2030, indicating significant problems from reductions in travel speeds and recurring breakdowns in traffic flow.

Currently, an average of over 520 crashes, including 30 fatalities occur per year along this 56.3 mile corridor. About 37% of the corridor contains crash problems that are significantly greater than the statewide average.

# IH 43 Silver Spring Rd to STH 60
## 14.3 miles in Milwaukee/Ozaukee County

| Traffic Data | |
|---|---|
| Year | AADT Range |
| 2010 | 47,600 – 92,200 |
| Projected 2020 | 53,300 – 101,000 |
| Projected 2030 | 58,400 – 109,800 |

| Mobility Data | |
|---|---|
| Year | LOS |
| 2010 | 14% LOS E, 15% LOS F |
| Projected 2020 | 14% LOS E; 15% LOS F |
| Projected 2030 | 51% LOS E; 29% LOS F |

| Safety Data | |
|---|---|
| % 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) |
| 50% | 45% |

Need

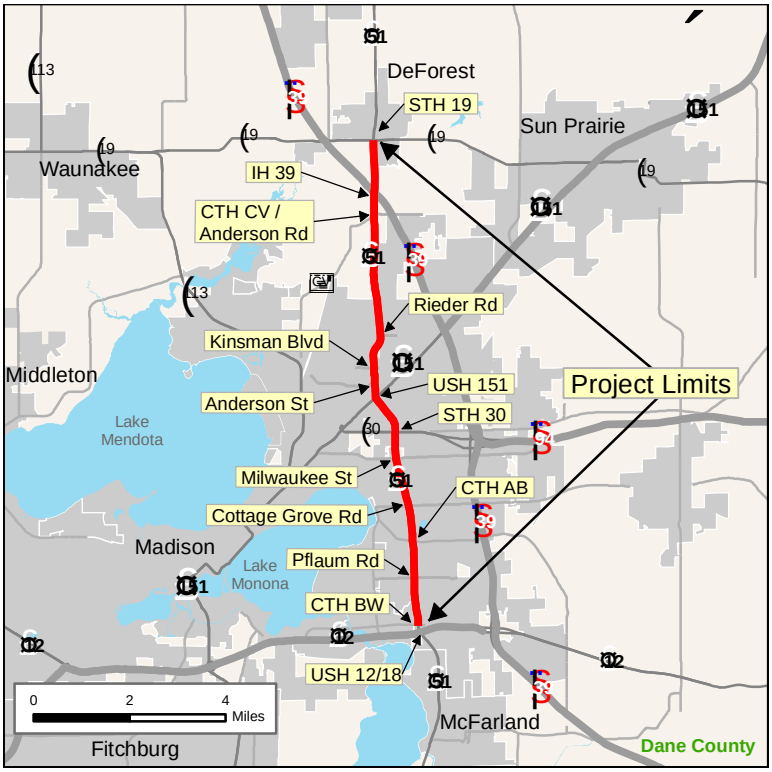
The IH 43 Corridor is in need of increased capacity to handle existing and future traffic demand and to improve safety and crash rates.

The IH 43 corridor is a critical transportation corridor in Wisconsin, and is part of the National Interstate System. This corridor is also identified as a C2030 Backbone route. It provides critical interstate access between major metropolitan areas, including Milwaukee, Chicago and Green Bay.

Average Annual Daily Traffic volumes throughout the IH 43 corridor currently vary between 47,600 and 92,200 AADT and are expected to grow to 58,400 by 109,800 by 2030. If no capacity improvements are made, the majority of segments will operate at LOS E or F by 2030, indicating significant problems from reductions in travel speeds and recurring breakdowns in traffic flow.

Currently, an average of over 225 crashes, including 5 fatalities occur per year along this 14.3 mile corridor. About 45% of the corridor contains crash problems that are significantly greater than the statewide average.

**USH 51 USH 12 (Beltline) to STH 19**
**8.5 miles in Dane County**




| Traffic Data | | Mobility Data | | Safety Data | |
|---|---|---|---|---|---|
| Year | AADT Range | Year | LOS | % of Corridor with crash frequency or severity greater than statewide average | % of Corridor with crash frequency or severity significantly greater than statewide average (> 1 Std Dev) |
| 2010 | 19,100 – 49,600 | 2010 | 11% LOS D; 13% LOS F | 63% | 58% |
| Projected 2020 | 27,300 – 55,200 | Projected 2020 | 41% LOS D; 20% LOS F | | |
| Projected 2030 | 31,900 – 69,700 | Projected 2030 | 43% LOS D; 31% LOS F | | |

<u>Need</u>

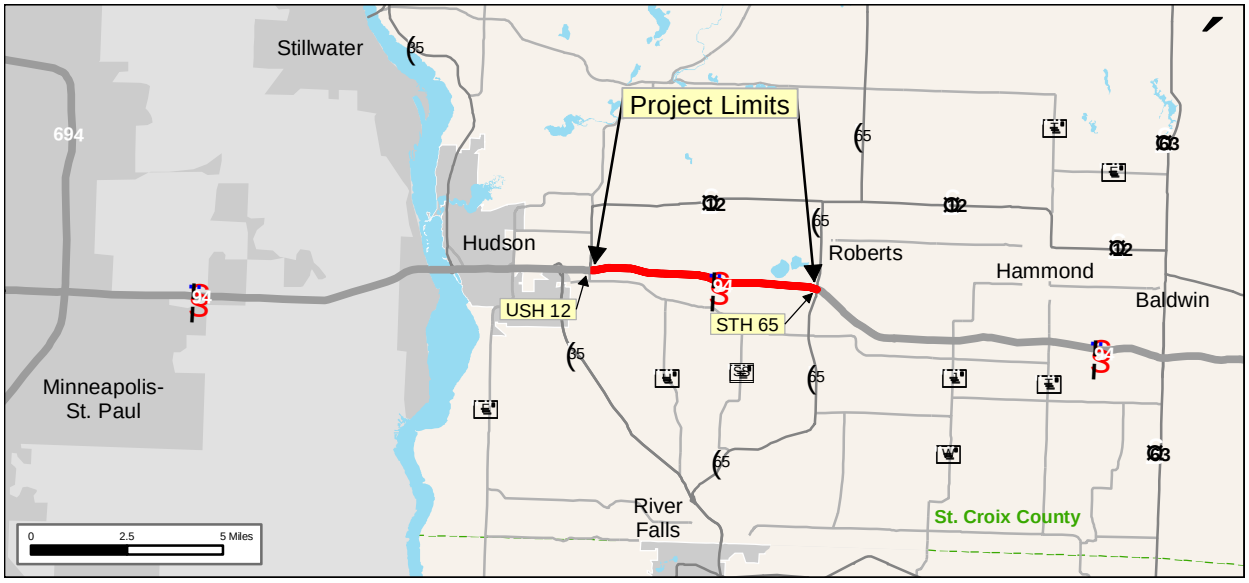
The purpose of the US 51 project is to address the safety and capacity issues along the highly traveled segment of US 51. Increasing traffic volumes on US 51 have caused the road to become congested and unsafe.

This corridor provides access to major employment and residential areas and also serves regional traffic to outlying communities. It connects the major communities of Beloit, Janesville, Stoughton, McFarland, Madison, DeForest, and Portage and many rural towns.

An estimated 19,100 to 49,600 vehicles drive this stretch of US 51 every day. That number is projected to increase to 31,900 to 69,700 vehicles by the year 2030. If no capacity improvements are made, the majority of segments will operate at LOS D or F by 2030, indicating significant problems from reductions in travel speeds and breakdowns in traffic flow.

Currently, an average of over 250 crashes, including 9 fatalities occur per year along this 8.5 mile corridor. A large percentage (58%) of the corridor contains crash problems that are significantly greater than the statewide average.

**IH 94 USH 12 to STH 65**
**6 miles in St. Croix County**




| Traffic Data | |
|---|---|
| Year | AADT Range |
| 2010 | 49,300 |
| Projected 2020 | 60,000 |
| Projected 2030 | 71,000 |

| Mobility Data | |
|---|---|
| Year | LOS |
| 2010 | 100% near LOS D |
| Projected 2020 | 100% LOS D |
| Projected 2030 | 100% LOS E |

| Safety Data | |
|---|---|
| % 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) |
| 56% | 14% |

Need

The IH 94 Corridor is in need of increased capacity to handle existing and future traffic demand and to improve safety and crash rates.

The IH 94 corridor is a critical transportation corridor in Wisconsin, and is part of the National Interstate System. This corridor is also identified as a Backbone route in Wisconsin's Connections 2030 Transportation Plan. It provides direct interstate access to the cities of Hudson and Roberts, and is a critical link to other major cities outside of this corridor including Minneapolis and many points in Wisconsin and beyond.

IH 94 is an important route for moving freight throughout the state and to outside destinations. This is evidenced by the high volume of trucks; about 25 percent of the total traffic consists of heavy trucks.

Average Annual Daily Traffic (AADT) volumes throughout the IH 94 corridor vary between 49,000 and 93,000 AADT currently and are expected to grow to 71,00 to 134,000 by 2030. 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 will operate at LOS E or F by 2030, indicating significant problems from reductions in travel speeds and breakdowns in traffic flow.

Currently, an average of over 31 crashes occur per year over this 6 mile corridor. About 56% of the corridor contains crash problems that are greater than the statewide average.

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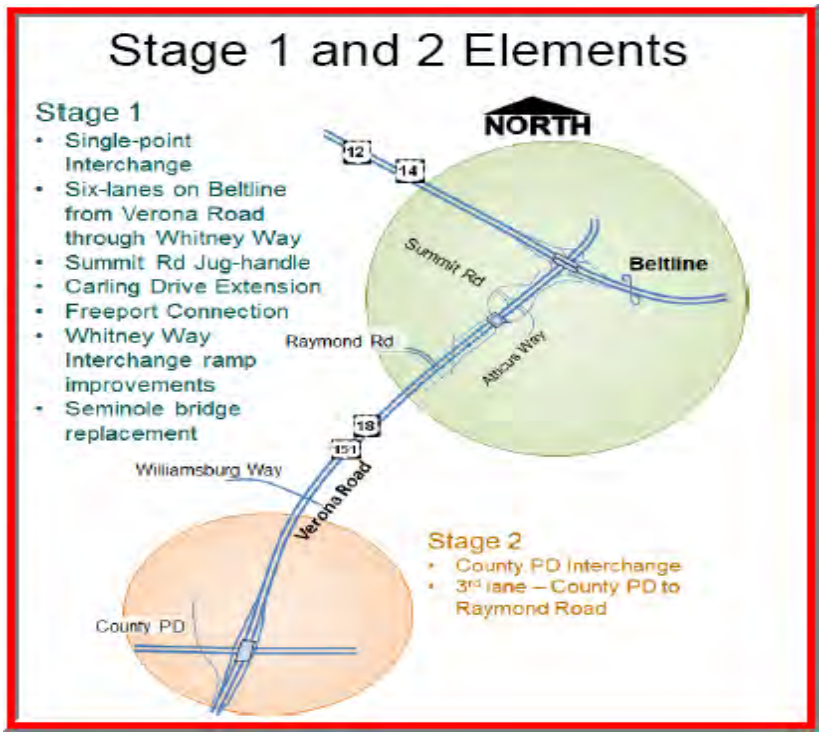
# PROJECT RECOMMENDED FOR TPC APPROVAL TO CONSTRUCT

- **Verona Road Project**

**US18/151 Verona Road Reconstruction Project**




Project Cost to Majors Estimated to be $150 million (2011 dollars)

| | State Fiscal Year | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | total* |
| Projected Expenditures | $12,000,000 | $17,000,000 | | $60,000,000 | $1,000,000 | $1,000,000 | $5,000,000 | $54,000,000 | $150,000,000 |
| | | | | | | | | | |
| | | | *appoximately $19 million has already been expended prior to FY-12 statutory changes | | | | | | |

Purpose and Need Statement

The U.S. 18/151 – Verona Road Reconstruction Project increases the mobility and safety of this important and regionally essential Backbone Route. The US 18/151 highway links major economic centers of northeastern Iowa, Madison, and the Fox Valley to the National Highway System. It is also an important employee commuter corridor for major economic businesses in the Madison Metropolitan area. Employers such as EPIC, UW Madison, Lands End, UW Hospital all rely on US 151 as a major artery to their transportation needs.

Verona Road was constructed in the 1920s and for the next four decades experienced the development of several neighborhoods, each well-established and adjacent to the roadway. The roadway once an agricultural and freight route into the City of Madison is now a segment of a 227-mile Backbone highway traversing the entire state. The neighborhoods are diverse and isolated, with many residents attempting dangerous daily multi-lane crossings.

The roadway experiences major traffic congestion creating significant traffic backups and daily delays force drivers to choose alternative routes through nearby neighborhoods. In 2006 traffic volumes on this section of Verona Road were 59,300 vehicles per day (vpd) and they are

projected to grow to 69,000 vpd by the year 2030. These high traffic volumes lead to severe congestion levels (LOS F) that increase noise and decrease air quality.

Crash rates along Verona Road between 2006 and 2008 are higher than the state average for similarly classified highways. As a result of daily queuing during peak travel hours from commuter, local, and freight traffic entering the city, the project roadway experiences a high rate of rear-end crashes. The portion of Verona Road with the highest crash rate of 344 crashes per hundred million vehicle miles traveled (HMVMT) is from the Beltline to Raymond Road. There were nine crashes involving pedestrians or bicyclists between 2006 and 2008; all these crashes occurred at intersections.

Verona Road experiences injury crash rates of 337 crashes per HMVT. These are nearly three to five times greater than that of a statewide average for an urban interstate roadway and up to 70 percent greater than the statewide average for an urban roadway for the same 2006 to 2008 study period.

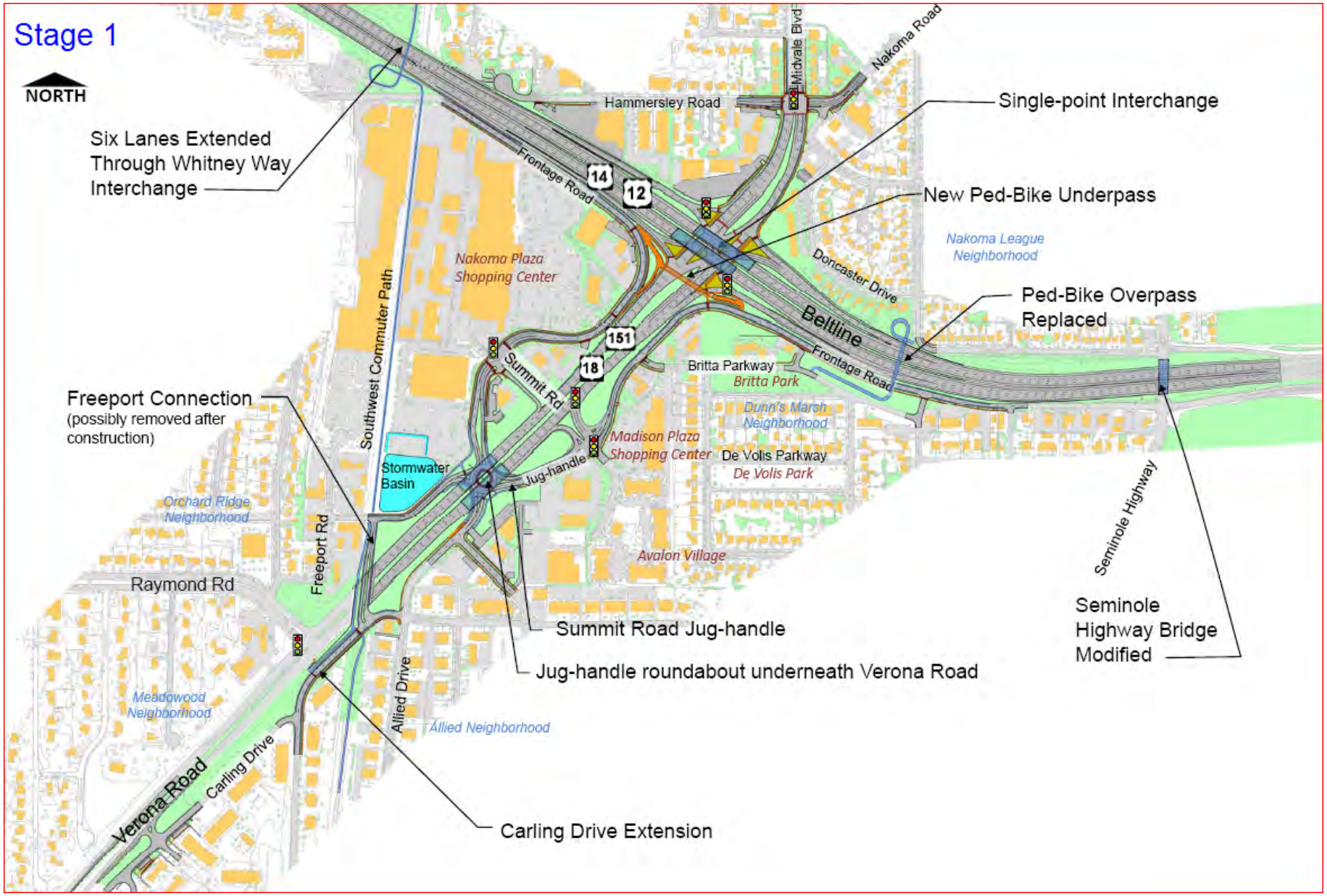
The Verona Road reconstruction project eliminates delays by constructing a single-point Verona Road/Beltline interchange. A Summit Road jug-handle intersection totally removes the signal in the southbound direction and greatly improves the signal operation in the northbound direction. Once constructed, the operation on Verona Road will immediately go from LOS F to LOS B, saving an average of approximately two million hours of traveler delay annually over the next 20 years.

Installation of the jug-handle intersection will remove many of the most dangerous and frequent crash types at the intersection. Dangerous crossing and left maneuvers from Summit Road will be eliminated completely. Instead Summit Road vehicles will safely travel <u>underneath</u> Verona Road traffic to make their crossing or left turn maneuver. Because the jug-handle totally eliminates the southbound signal, congestion related rear-end crashes are eliminated.

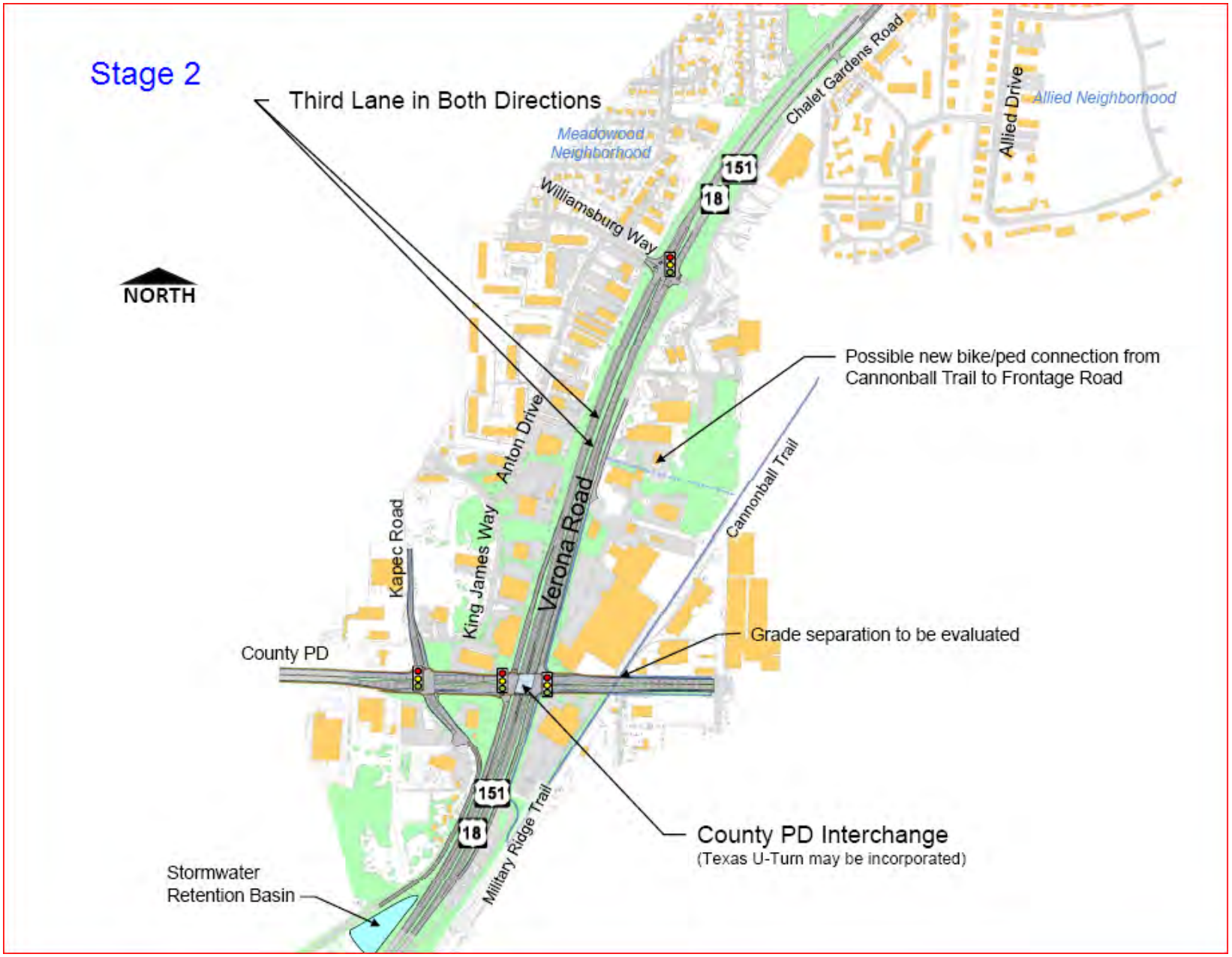
The Verona Road reconstruction project will make pedestrian and bicycle crossings of Verona Road significantly easier. Currently there are two multi-phase signals at Summit Road and the Beltline Ramps where pedestrians have to cross from 8 to 11 lanes of traffic. The Verona Road jug-handle will allow neighborhood residents to travel underneath Verona Road to access commercial properties and neighborhoods on the other side. The jug-handle roundabout will be equipped with wide sidewalks, bike lanes, and context sensitive aesthetic treatments that will decrease the scale of the intersection from that of a major highway crossing, to that of a local community connection. The Verona Road reconstruction project will construct a pedestrian underpass near the south interchange ramps. Instead of crossing Verona Road in a variety of signal stages, waiting at traffic islands until the next signal phase lights, pedestrians will be able to travel underneath Verona Road's traffic through a 20-foot wide and 8-foot tall pedestrian bicycle underpass.

Construction includes an additional through lane in each direction, two new bridges over roundabout within the Summit Road jug-handle intersection; noise wall, 16 retaining walls throughout the project area, and a storm sewer system with detention pond. The Beltline/Verona Road single-point interchange will reconfigure the on/off ramps by expanding and lengthening lanes.

# Verona Road – Stage 1 Overview



# Verona Road – Stage 2 Overview



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# AUGUST 2011 TPC REPORT

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# *Wisconsin Department of Transportation*

## *Report To The Transportation Projects Commission*

## *On*

## *Status of Major Highway Projects*

*August 2011*

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**August 2011**
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**Glossary of terms**

**Project:** Route number and statutory limits of a project.

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

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

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

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

**Design**: The cost to develop and design the project.
**Real Estate:** The cost to negotiate and purchase the land required to construct the project.
**Construction:** The cost to build the project including materials, jurisdictional transfers, and construction engineering.

**Cost to Date:** The cost, by category, expensed in the WisDOT Financial Operating System as of July 1, 2011.

**Cost to Complete:** Estimated cost, by category, remaining to complete the project at 2011 market prices.

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

**Current Estimate (February 2011)**: The estimate provided to the Transportation Projects Commission in the February 2011 report.

**Current Estimate (August 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* | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
| $2.6 | $23.5 | $33.9 | $70.5 | $45.3 | $15.5 | | | | | | | |

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

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

# Major Project Status Report
## August 2011

**Project:** USH 10 - USH 10/STH 441

**Enumeration Year:** 2011 **Region:** NE

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

| Current Status | | | PROJECT COST ESTIMATE INFORMATION | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Current Estimate | | Change Since Last Report | | | | |
| Cost Category | Cost to Date (Millions) | Estimated Cost to Complete (Millions) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Real Estate | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Construction | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Totals | $0.0 | $390.0 | $0.0 | $390.0 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $10.0 | $10.0 | $0.0 | $54.0 | $0.0 | $95.0 | $117.5 | $103.5 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | $23.1 | $0.9 | $24.0 | $24.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Construction | $105.7 | $129.7 | $235.4 | $235.4 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $136.8 | $137.6 | $274.4 | $274.4 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $61.5 | $25.3 | $5.9 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $44.9 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $2.9 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | $94.2 | $24.4 | $118.6 | $118.6 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $121.9 | $25.4 | $147.3 | $147.3 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $4.1 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $21.3 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $11.0 | $0.0 | $11.0 | $11.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Real Estate | $30.3 | $24.8 | $55.1 | $55.1 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Construction | $42.1 | $98.2 | $140.3 | $140.3 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $83.4 | $123.0 | $206.4 | $206.4 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $18.0 | $15.5 | $0.0 | $1.8 | $55.6 | $30.8 | $0.0 | $1.3 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | $46.0 | $1.0 | $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 | $139.4 | $1.0 | $140.4 | $140.4 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.5 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.5 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $2.0 | $2.0 | $4.0 | $4.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Real Estate | $4.7 | $8.5 | $13.2 | $13.2 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Construction | $4.7 | $46.4 | $51.1 | $51.1 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $11.4 | $56.9 | $68.3 | $68.3 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $13.3 | $0.0 | $0.0 | $0.0 | $6.0 | $17.2 | $3.8 | $13.1 | $3.5 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 2011

**Project:** STH 15 STH 76 - NEW LONDON **Enumeration Year:** 2011 **Region:** NE

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

| Current Status | | | PROJECT COST ESTIMATE INFORMATION | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Current Estimate | | Change Since Last Report | | | | |
| Cost Category | Cost to Date (Millions) | Estimated Cost to Complete (Millions) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Real Estate | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Construction | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Totals | $0.0 | $125.0 | $0.0 | $125.0 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $7.4 | $9.5 | $0.0 | $6.4 | $7.8 | $41.8 | $52.1 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 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
## August 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) | February 2011 (Millions) | August 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 | $6.2 | $0.0 | $6.0 | $6.2 | $0.0 | $0.2 | $0.0 | 3.3% | ▪ Real estate costs higher than anticipated. |
| Construction | $9.7 | $10.3 | $20.2 | $20.0 | $0.0 | -$0.2 | $0.0 | -1.0% | ▪ Material savings in construction, as well as minor design modifications, offset the increase in real estate. |
| Totals | $19.0 | $11.4 | $30.4 | $30.4 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $2.1 | $0.0 | $0.0 | $0.3 | $0.0 | $9.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $5.5 | $3.5 | $9.0 | $9.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Real Estate | $10.1 | $16.4 | $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 | $15.6 | $114.4 | $130.0 | $130.0 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $18.1 | $31.6 | $16.8 | $47.9 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $25.0 | $0.1 | $25.1 | $25.1 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Real Estate | $55.4 | $20.5 | $75.9 | $75.9 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Construction | $168.7 | $163.3 | $332.0 | $332.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $249.1 | $183.9 | $433.0 | $433.0 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $49.2 | $68.0 | $48.0 | $18.7 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 2011

**Project:** STH 38 CTH K TO OAKWOOD ROAD **Enumeration Year:** 2011 **Region:** SE

**Project Description:** This project widens STH 38 from two to four lanes between CTH K in Racine County to Oakwood Road in Milwaukee County. From the intersection of STH 38 and CTH K to Dunkelow Road the expansion will occur on the existing STH 38 alignment. From Dunkelow Road to Five Mile Road the four-lane route will follow a new alignment along the Union Pacific Railroad corridor. The route will then roughly follow the Five Mile Road alignment between the railroad corridor and CTH H.

| Current Status | | | PROJECT COST ESTIMATE INFORMATION | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Current Estimate | | Change Since Last Report | | | | |
| Cost Category | Cost to Date (Millions) | Estimated Cost to Complete (Millions) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Real Estate | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Construction | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Totals | $0.0 | $125.0 | $0.0 | $125.0 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $3.0 | $2.0 | $0.0 | $0.0 | $0.0 | $0.0 | $20.0 | $35.0 | $37.5 | $27.5 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $23.6 | $0.2 | $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 | $199.7 | $10.8 | $210.5 | $210.5 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $277.8 | $12.9 | $290.7 | $290.7 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $4.7 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $8.2 |

# Major Project Status Report
## August 2011

**Project:** I39/90 USH 12 - ILLINOIS **Enumeration Year:** 2011 **Region:** SW

**Project Description:** This project will reconstruct 45 miles of I39/90 from USH 12/18 in Dane County to the Illinois state line in Rock County to provide additional capacity. The project expands the current four-lane divided highway to a six-lane divided highway, and reconstructs eleven interchanges. Bridge widening and use of permanent and temorary roadway to enable four lanes of traffic to operate safely on one side of the interstate, while the other is being reconstructed, will minimize user delay.

| Current Status | | | PROJECT COST ESTIMATE INFORMATION | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Current Estimate | | Change Since Last Report | | | | |
| Cost Category | Cost to Date (Millions) | Estimated Cost to Complete (Millions) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Real Estate | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Construction | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ A categorized cost detail will be provided in the February 2012 report to the TPC. |
| Totals | $0.0 | $715.0 | $0.0 | $715.0 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $25.0 | $44.9 | $0.0 | $26.5 | $229.6 | $147.8 | $113.7 | $127.5 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $89.0 | $0.0 | $85.6 | $89.0 | $0.0 | $3.4 | $0.0 | 0.0% | ▪ Design costs higher than anticipated. |
| Real Estate | $69.5 | $23.6 | $93.1 | $93.1 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Construction | $165.1 | $954.9 | $1,123.4 | $1,120.0 | $0.0 | -$3.4 | $0.0 | 0.0% | ▪ Material savings in construction offset the increase in the design line. |
| Totals | $323.6 | $978.5 | $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 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $207.6 | $213.3 | $219.3 | $200.6 | $69.7 | $68.0 | $0.0 | $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 2011 prices. Adding inflation, realized and expected, from now until the actual time of construction, increases the estimated final cost of the project to $1,515 million. The upgrades required for designation of USH 41 as an Interstate Highway are still being considered and are not included in the current estimates.*

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $8.3 | $0.0 | $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 | $129.6 | $20.8 | $150.4 | $150.4 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $156.2 | $23.4 | $179.6 | $179.6 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.5 | $3.9 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $19.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $7.8 | $1.2 | $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 | $131.6 | $13.7 | $145.3 | $145.3 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $161.3 | $15.0 | $176.3 | $176.3 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.2 | $5.1 | $1.4 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $8.3 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.7 | $0.0 | $0.0 | $1.5 | $0.0 | $1.7 | $28.0 | $29.1 | $9.8 | $0.0 | $14.7 | $0.0 | $52.7 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $8.1 | $0.9 | $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 | $55.8 | $11.7 | $67.5 | $67.5 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Totals | $78.5 | $18.2 | $96.7 | $96.7 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.2 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $18.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | $21.4 | -$0.1 | $21.3 | $21.3 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ Real estate costs higher than anticipated. |
| Construction | $81.9 | $2.5 | $84.4 | $84.4 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ Reductions in construction estimates offset the increase in real estate. |
| Totals | $106.6 | $2.5 | $109.1 | $109.1 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | $2.5 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 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 | $9.3 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 2011 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | Reason for Change in Cost Estimate |
| Design | $3.4 | $0.0 | $3.4 | $3.4 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Real Estate | $9.1 | $0.0 | $9.1 | $9.1 | $0.0 | $0.0 | $0.0 | 0.0% | ▪ No change |
| Construction | $55.6 | $0.0 | $55.6 | $55.6 | $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 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | $7.3 | $0.0 | $7.9 | $7.3 | $0.0 | -$0.6 | $0.0 | -7.6% | ▪ Reductions in real estate estimates offset the increase in construction. |
| Construction | $39.5 | $0.0 | $38.9 | $39.5 | $0.0 | $0.6 | $0.0 | 1.5% | ▪ Construction costs higher than anticipated. |
| Totals | $50.8 | $0.0 | $50.8 | $50.8 | $0.0 | $0.0 | $0.0 | 0.0% | |

**COST TO COMPLETE EXPENDITURE SCHEDULE**

| Encumbered or Committed, not yet Expensed | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |

# Major Project Status Report
## August 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) | February 2011 (Millions) | August 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 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | Un-scheduled |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.5 |

# *Wisconsin Department of Transportation*

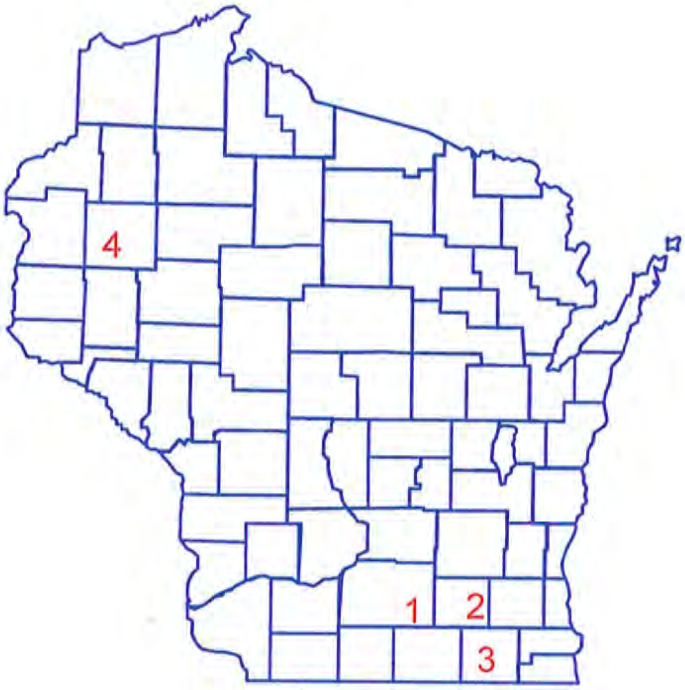
## *August 2011*

## *Major Highway Study Projects*

## *Status Report Update*

## *To The*

## *Transportation Projects Commission*




| | | |
|---|---|---|
| *1.* | *US 51* | *Stoughton – McFarland* |
| *2.* | *US 12* | *Fort Atkinson Bypass* |
| *3.* | *US 14 /WIS 11* | *Janesville – I-43* |
| *4.* | *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 7/01/11). This information was obtained through WisDOT's Financial Operating System.

Cost to Complete: an estimate of cost required to complete the study at 2011 prices (through ROD/FONSI).

**Study Project Cost Status Table – August 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 Feb. 2011** | **Total Study Cost Estimate Aug. 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 - August 2011 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Project: US 51 Stoughton - McFarland<br>Region: SW | | | | | | | |
| Cost Information in Millions of Dollars | | | | | | | |
| Cost Category | Cost to Date | Estimated Cost To Complete | Total Study Cost Estimate Feb. 2011 | Total Study Cost Estimate Aug. 2011 | Change in Total Cost Estimate | Percent Change | Reason for Change |
| Environmental Study | $2.9 | $0.2 | $2.7 | $3.1 | $0.4 | 14.8% | ** |

| | |
|---|---|
| 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.<br><br>Percent of study completed: 70%<br>VE study completed: January 2008<br>Estimated study completion date: Fall 2013 |
| Amendment: | Being Delayed—increased number of bypass alignments, new interchange location, and extended time. |

** Additional alternatives were studied at Stoughton to address local concerns. Reanalyzed crash problems. Additional archeological, historic site and hazmat work.

US 12 Fort Atkinson Bypass

| Study Project Cost Status Table - August 2011 | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Project:** US 12 Fort Atkinson Bypass<br>**Region:** SW | | | | | | | |
| **Cost Information in Millions of Dollars** | | | | | | | |
| **Cost Category** | **Cost to Date** | **Estimated Cost To Complete** | **Total Study Cost Estimate Feb. 2011** | **Total Study Cost Estimate Aug. 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 - August 2011 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Project: US 14/WIS 11 Janesville - I-43<br>Region: SW | | | | | | | |
| Cost Information in Millions of Dollars | | | | | | | |
| Cost Category | Cost to Date | Estimated Cost To Complete | Total Study Cost Estimate Feb. 2011 | Total Study Cost Estimate Aug. 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%

## US 8 WIS 35 North - US 53

| Study Project Cost Status Table - August 2011 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Project: US 8 WIS 35 North - US 53<br>Region: NW | | | | | | | |
| Cost Information in Millions of Dollars | | | | | | | |
| Cost Category | Cost to Date | Estimated Cost To Complete | Total Study Cost Estimate Feb. 2011 | Total Study Cost Estimate Aug. 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.