

***Wisconsin
Department of Transportation***

Report to the

Transportation Projects Commission

on the

Status of Major Highway Projects

and

***Southeast Wisconsin Freeway
Megaprojects***



August 2018

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Wisconsin Department of Transportation

www.wisconsindot.gov

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August 1, 2018

Dear Members of the Transportation Projects Commission:

I am pleased to update the Transportation Projects Commission (TPC) on the status of the Major Highway Development program (Majors) and Southeast Wisconsin Freeway Megaprojects (SE Megas) program. Project schedules for Majors and SE Megas in this report are based on the approved 2017-19 biennial budget.

As directed by Governor Walker, the Department of Transportation has worked to identify efficiencies, cost savings, and implement reforms to ensure we are putting every dollar back into the state's transportation infrastructure. Under the Governor's leadership, Wisconsin has invested approximately \$24 billion into Wisconsin's transportation system since 2011. This has allowed the department to let over 2,300 projects to improve 3,892 miles and 2,037 bridges across Wisconsin.

The administration has provided many critical financial successes to the state in recent years, including:

- Working with our federal partners to receive \$227.4 million in **new** federal highway revenue
- Providing \$33.7 million in increased funding to highway maintenance performed by counties
- Generating savings totaling \$246 million over the last two years and advancing the construction schedules of 67 projects throughout the state – which will allow I 39/90 and USH 10-441 to be completed one year ahead of schedule
- Providing the most funding to local governments for local road aids since 1998
 - Combined, General Transportation Aids to counties and municipalities will increase by over \$40 million annually beginning in 2018
 - For local bridge, the department will fully fund all 183 local bridge applications for the 2018-2022 application cycle at \$115 million

Southeast Wisconsin Freeways Megaprojects

In spring of 2018, the Department was notified of the impending award of a \$160 million federal INFRA (Infrastructure for Rebuilding America) grant for the I 94 North-South project. The additional federal funds from that grant and contingent bonding provided in 2017 Wisconsin Act 58 will allow construction completion 11 years earlier than the previous schedule shown in the February TPC report, with final construction lets moving from 2032 to 2021. The Southern and Central segments of the project were let on May 22nd and have since been awarded. The Northern segment of the project had a special letting on July 24th, 2018 and has just been awarded.

The mainline will be open to traffic by Memorial Day 2020. The final I 94 N-S project will be the WIS 20 Crossroads, which is scheduled to be open to traffic September 2021. The May and July lets comprise most of the FY-19 scheduled costs, and the WIS 20 Crossroads project is the only significant remaining I 94 North-South project.

The Core of the Zoo Interchange project is wrapping-up with mainline open to traffic scheduled for late August of 2018. As required by the 2017-19 biennial budget, the north leg of the Zoo Interchange is not scheduled in the current biennium.

Major Highway Development Program

Project schedules are unchanged from the February 2018 report. Project estimates have been reduced by \$12.2 million compared to the February 2018 report.

The overall I 39/90 estimate has been reduced by \$3.0 million due to design refinements, efficiencies, and change management. The department continues to perform rescoping and environmental analysis to evaluate options for the Beltline Interchange (BIC) portion of the I 39/90 project that will allow completion within the current estimate. Completion of the environmental analysis is expected in the first quarter of calendar year 2019. The schedule for the I 39/90 project remains the same as the previous report, with mainline I 39/90 projected to be open to traffic in November 2021, and the Beltline Interchange to be open to traffic in November 2022.

Currently, two alternatives are under consideration, both of which will employ innovative approaches to maximize the service life of existing infrastructure, while providing solutions to the most critical capacity and safety problems affecting the interchange. As of the writing of this report, FHWA has not approved a preferred alternative for the BIC. The selected alternative will be part of the approved Environmental Assessment – Finding of No Significant Impact, which is expected in February 2019. Though both alternatives are viable, the estimate in this report is based on the higher cost alternative.

In June 2018, FHWA performed a Cost Estimate Review (CER) to affirm the department's estimate for the two alternatives under consideration for the BIC. The CER confirmed the estimated BIC costs for both alternatives to be under \$100 million. As a result, the department now considers BIC costs as part of the overall I-39 project estimate.

The USH 12 Sauk City to Middleton project has met all TPC reporting criteria including all charges paid. This project appears in the report for the last time.

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Dave", with a stylized flourish at the end.

Dave Ross
Secretary

Table of Contents

Glossary of Terms ii

Major/Southeast Megaprojects Cost Information Summary..... iv

Major Projects Cost and Schedule Summary v

Major Projects with Scheduled Costs

USH 10: USH 10 - USH 10/STH 441 1

STH 15: STH 76 – New London..... 2

USH 18/151: Verona Rd. 3

STH 23: STH 67 – USH 41 4

I 39/90: USH 12 to Illinois 5

STH 50: I 94 – 43rd Avenue 6

USH 53: La Crosse Corridor 7

Southeast Megaprojects

I 94: North-South Freeway 8

Zoo Interchange 9

Majors Projects with Mainline Open to Traffic

USH 10: Marshfield – Stevens Point 10

USH 12: Lake Delton – Sauk City 11

USH 12: Sauk City - Middleton 12

USH 18: Prairie du Chien – STH 60..... 13

STH 26: Janesville – Watertown..... 14

USH 41: Brown and Winnebago County 15

Major Highway Study Projects 17-29

August 2018

Major/Southeast Megaproject Status Report

Glossary of Terms

Project: Route number and statutory limits of a project.

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

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

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

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

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

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

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

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

Design: The cost to develop and design the project.

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

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

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

Cost to Complete: Estimated cost, by category, remaining to complete the project at current (FY-19) 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 2018): The estimate provided to the Transportation Projects Commission in the February 2018 report.

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

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

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

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

Inflation: Inflationary changes are included only in August reports.

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

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

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

The expenditure schedules for SE Megaprojects are based on the Southeast Megaproject appropriation amount in the 2017-19 biennial budget, in addition to the INFRA grant awarded in spring 2018 and contingent bonding.

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

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

Current Year Dollars (Current Year \$): Represent a schedule of future expenditures listed at current (FY-19) market prices.

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

2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1.38%	2.28%	2.31%	2.46%	2.52%	2.42%	2.34%	2.27%	2.24%	2.19%

Reporting Duration: Projects are included in this report until open to traffic, all contract work is complete, all charges have been paid (including audits and litigation), and there have been no charges for at least 18 months. Once a project has met these criteria it will be reported a final time, and the report cover letter will include a note so readers know that it will not be included in future reports. This extended reporting duration long after project completion ensures all project costs are reported.

Typical Majors Project Milestone Durations After Final Project Lettings

Milestone	Duration after last project lettings
Mainline open to traffic	1-2 years
All contract work complete	2-3 years
All charges paid	2-5 years
Final appearance in TPC report	3-10 years

Mainline open to traffic: All mainline project work requiring lane or shoulder closures or obstructions is completed, and traffic is following the lane arrangement as shown on the plans for the finished roadway. All pavement construction, traffic control devices, and pavement markings are in their final position. Mainline open to traffic is generally consistent with the public's perception of project completion. Note: typical Majors projects will have adjacent minor road work, landscaping, or jurisdictional transfer work being completed just after the mainline work is completed. This work is typically completed within two years of mainline open to traffic.

Major/Southeast Megaprojects Cost Information Summary							
Page	Project	Cost-to-date (millions)	Estimated cost-to-complete (millions)	Previous report estimate (millions)	Current cost estimate (millions)	Cost estimate change since last report (%)	Reason for cost change
Major Highway Projects with Scheduled Costs							
1	USH 10: USH 10 - USH 10/STH 441	\$302.1	\$87.9	\$400.0	\$390.0	-2.5%	real estate and construction design/quantity refinements
2	STH 15: STH 76 – New London	\$24.1	\$113.6	\$137.7	\$137.7	0.0%	
3	USH 18/151: Verona Rd.	\$205.3	\$64.5	\$269.8	\$269.8	0.0%	
4	STH 23: STH 67 – USH 41	\$35.9	\$114.6	\$150.5	\$150.5	0.0%	
5	I 39/90: USH 12 to Illinois	\$439.7	\$747.0	\$1,189.7	\$1,186.7	-0.3%	construction design/quantity refinements
6	STH 50: I 94 - 43rd Ave	\$1.0	\$99.0	\$97.8	\$100.0	2.2%	construction inflation
7	USH 53: Lacrosse Corridor	\$6.7	\$136.5	\$143.2	\$143.2	0.0%	
Southeast Megaprojects							
8	I 94: North - South Freeway	N/A	\$568.5	\$1,564.3	\$1,623.9	3.8%	design quantity refinements; construction scope and design/quantity refinements
9	Zoo Interchange	N/A	\$269.5	\$1,541.5	\$1,541.5	0.0%	
Major Projects with Mainline Open to Traffic							
10	USH 10: Marshfield – Stevens Point	\$249.1	\$3.0	\$252.1	\$252.1	0.0%	
11	USH 12: Lake Delton – Sauk City	\$177.7	\$5.0	\$184.1	\$182.7	-0.8%	construction design/quantity refinements
12	USH 12: Sauk City - Middleton	\$139.8	\$0.0	\$139.8	\$139.8	0.0%	
13	USH 18: Prairie du Chien – STH 60	\$41.4	\$0.6	\$42.0	\$42.0	0.0%	
14	STH 26: Janesville – Watertown	\$429.8	\$0.1	\$429.9	\$429.9	0.0%	
15	USH 41: Brown and Winnebago County	\$1,383.6	\$6.5	\$1,390.1	\$1,390.1	0.0%	

Southeast Megaprojects Summary - All Costs in \$Millions

	Initial estimate ¹ (YOE)	Initial estimate year	Record of Decision (ROD) ² Year	Pre-ROD costs	Last let fiscal year (initial schedule)	Last let fiscal year - Feb 2018 TPC	Last let fiscal year - Aug 2018 TPC	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Current estimate - Aug 2018 (YOE)
I 94: North - South Freeway	\$1,912.0	2007	2008	\$27.0	2015	2032	2021 ³	11 years earlier	Memorial Day 2020	\$1,624.7
Zoo Interchange	\$1,717.8	2007	2012	\$26.1	2017	2022	2023 ⁴	none	December 2022	\$1,549.6

¹Total reported project costs for SE Megaprojects include pre-Record of Decision (ROD) costs

²SE Megaprojects do not follow the Majors enumeration process. Completion of ROD is the milestone that most resembles Majors enumeration.

³The let in FY-21 is STH 20 crossroads. The mainline project will be open to traffic before completion of the STH 20 crossroads.

⁴The let in FY-23 is landscaping only and the project will be open to traffic before completion of that project.

Major Projects Cost and Schedule Summary

Majors Projects Estimate Summary for Projects with Costs Scheduled in FY-19 & Beyond												
Project	Cost Summary - All Costs in \$Millions						Schedule Summary					
	Pre-enumeration costs	Initial TPC estimate (Enumeration year dollars)	TPC estimate - Aug 2018 (current year dollars)	Additional associated costs outside of Majors program ²	Total cost estimate (TPC + outside Majors, current year dollars)	TPC Estimate - Aug 2018 (year of expenditure dollars)	Initial estimate fiscal year	Last let fiscal year ¹ (initial schedule)	Last let fiscal year (Feb 2018 TPC)	Last let fiscal year (Aug 2018 TPC)	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)
USH 10: USH 10 - USH 10/STH 441	\$2.6	\$390.0	\$390.0	\$0.0	\$390.0	\$390.1	2011	2019	2019	2019	none	November 2019
STH 15: STH 76 – New London	\$3.3	\$125.0	\$137.7	\$0.0	\$137.7	\$143.8	2011	2018	2023	2023	none	Fall 2023
USH 18/151: Verona Rd.	\$25.2 ³	\$150.0	\$269.8	\$2.2	\$272.0	\$269.8	2011	2019	2019	2019	none	December 2019
STH 23: STH 67 – USH 41	see footnote 1	\$39.5	\$150.5	\$0.0	\$150.5	\$153.1	1999	see footnote 1	2021	2021	none	Fall 2022
I 39/90: USH12 to Illinois	\$3.5	\$715.0	\$1,186.7	\$5.1	\$1,191.8	\$1,193.7	2011	2019	2020 ⁴	2020 ⁴	none	November 2021 ⁴
STH 50: IH 94 - 43rd Ave	\$3.9	\$93.0	\$100.0	\$11.2	\$111.2	\$104.5	2014	2023	2023	2023	none	Summer 2023
USH 53: Lacrosse Corridor	see footnote 1	\$67.1	\$143.2	\$1.8	\$145.0	\$162.8	1997	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵	N/A ⁵
Totals			\$2,377.9									

Majors Projects with Mainline Open to Traffic							
Project	Cost and Schedule Summary - All Costs in \$Millions						
	Pre-enumeration costs ¹	Initial TPC estimate (Enumeration year dollars)	Initial estimate fiscal year	TPC estimate - Aug 2018 (current year dollars)	Additional associated costs outside of Majors program ²	Total cost estimate (current TPC + outside Majors)	Mainline open to traffic (calendar year)
USH 10: Marshfield - Stevens Point ⁶		\$169.0	1998	\$252.1	\$1.3	\$253.4	August 2012
USH 12: Lake Delton – Sauk City		\$50.0	1997	\$182.7	\$0.0	\$182.7	October 2017
USH 12: Sauk City - Middleton		\$51.0	1993	\$139.8	\$0.0	\$139.8	November 2005
USH 18: Prairie du Chien - STH 60		\$29.2	2003	\$42.0	\$0.0	\$42.0	May 2017
STH 26: Janesville – Watertown		\$187.0	2001	\$429.9	\$0.0	\$429.9	November 2015
USH 41: Brown and Winnebago County		\$430.0	2003	\$1,390.1	\$0.2	\$1,390.3	October 2016

Footnotes

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

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

³The USH 18/151 Verona Road project pre-enumeration costs include design and real estate encumbered in the State Highway Rehabilitation (SHR) program before enumeration.

⁴Schedules for final lets and open to traffic are for for mainline I 39/90 (the entire I 39/90 project with the exception of the Beltline Interchange). The schedule for the Beltline Interchange lets will be determined in the rescoping and analysis effort.

⁵The USH 53 La Crosse Corridor project does not have a complete environmental document; therefore, the scope and schedule of the project are yet to be determined.

⁶The USH 10 project was enumerated in 1989 as part of the USH 10 corridor from Appleton - Marshfield. There was no estimate at the time of enumeration. The original design estimate shown is in 1998 dollars, as reported in the February 2005 TPC report.

**Major Project Status Report
August 2018**

Project: USH 10 - USH 10/STH 441

Enumeration Year: 2011 **Region:** NE

Project Description:

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$45.6	\$5.9	\$51.5	\$51.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$19.6	\$2.4	\$24.0	\$22.0	\$0.0	-\$2.0	\$0.0	-8.3%	Actual expenses lower than budgeted.
Construction	\$236.9	\$79.6	\$324.5	\$316.5	\$0.0	-\$8.0	\$0.0	-2.5%	Actual delivery and change orders lower than budgeted. Updated quantities and estimates for remaining let projects.
Totals	\$302.1	\$87.9	\$400.0	\$390.0	\$0.0	-\$10.0	\$0.0	-2.5%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		\$70.7	Current Year \$	\$13.5	\$3.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$70.7	YOE \$	\$13.5	\$3.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$390.1M (see Pages i-ii for budget and inflation assumptions).

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

**Major Project Status Report
August 2018**

Project: STH 15 STH 76 - NEW LONDON

Enumeration Year: 2011 **Region:** NE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$6.1	\$2.4	\$8.5	\$8.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$18.0	\$14.5	\$32.5	\$32.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$0.0	\$96.7	\$96.7	\$96.7	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$24.1	\$113.6	\$137.7	\$137.7	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
\$1.9	Current Year \$	\$0.0	\$5.0	\$48.0	\$31.8	\$26.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$1.9	YOE \$	\$0.0	\$5.1	\$49.8	\$33.7	\$29.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$143.8M (see Pages i-ii for budget and inflation assumptions).

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

**Major Project Status Report
August 2018**

Project: USH 18/STH 151 VERONA ROAD

Enumeration Year: 2011 **Region:** SW

Project Description:

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$25.2	\$0.5	\$25.7	\$25.7	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$26.4	\$1.2	\$27.6	\$27.6	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$153.7	\$62.8	\$216.5	\$216.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$205.3	\$64.5	\$269.8	\$269.8	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expended*		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
\$25.9	Current Year \$	\$35.7	\$2.3	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$25.9	YOE \$	\$35.7	\$2.3	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$269.8M (see Pages i-ii for budget and inflation assumptions).

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

**Major Project Status Report
August 2018**

Project: STH 23 STH 67 - USH 41

Enumeration Year: 1999 **Region:** NE

Project Description:

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$11.3	\$3.1	\$14.4	\$14.4	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$19.9	\$5.6	\$25.5	\$25.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$4.7	\$105.9	\$110.6	\$110.6	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$35.9	\$114.6	\$150.5	\$150.5	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		2019	2020	2021	2022	2023	2024	2025	2026	2027	2027	2028
\$5.0	Current Year \$	\$16.0	\$46.0	\$42.7	\$3.0	\$1.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$5.0	YOE \$	\$16.0	\$46.6	\$44.3	\$3.2	\$2.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$153.1M (see Pages i-ii for budget and inflation assumptions).

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

**Major Project Status Report
August 2018**

Project: I 39/90 USH 12 - ILLINOIS

Enumeration Year: 2011 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate*		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$92.0	\$51.1	\$143.1	\$143.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$33.9	\$16.6	\$50.5	\$50.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$313.8	\$679.3	\$996.1	\$993.1	\$0.0	-\$3.0	\$0.0	-0.3%	Design refinements, efficiencies and change management.
Totals	\$439.7	\$747.0	\$1,189.7	\$1,186.7	\$0.0	-\$3.0	\$0.0	-0.3%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed**		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
\$248.3	Current Year \$	\$171.3	\$218.6	\$108.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$248.3	YOE \$	\$171.3	\$221.6	\$112.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$1,193.7M (see Pages i-ii for budget and inflation assumptions).

*Costs for the Beltline Interchange (BIC) are dependent on the outcome of its current environmental documents. A rescoping and environmental analysis is underway to evaluate options for the BIC that will allow completion within the schedule and cost estimate listed above. The estimate in this report is based on the higher cost of the two BIC alternatives currently under consideration.

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

Major Project Status Report

August 2018

Project: STH 50 I 94 - 43rd Avenue

Enumeration Year: 2014 **Region:** SE

Project Description:

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report			Reason for Change in Cost Estimate	
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)		Percent
Design	\$0.0	\$0.2	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$0.8	\$13.2	\$14.0	\$14.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$0.2	\$85.6	\$83.6	\$85.8	\$0.0	\$0.0	\$2.2	2.6%	Updated estimates reflect current prices.
Totals	\$1.0	\$99.0	\$97.8	\$100.0	\$0.0	\$0.0	\$2.2	2.2%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
\$3.0	Current Year \$	\$8.6	\$2.2	\$39.5	\$38.9	\$6.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$3.0	YOE \$	\$8.6	\$2.2	\$41.0	\$41.3	\$7.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$104.5M (see Pages i-ii for budget and inflation assumptions).

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

**Major Project Status Report
August 2018**

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

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

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

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

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		2019	2020	2021	2022	2023	2024**	2025**	2026**	2027	2028	2029
\$0.0	Current Year \$	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$50.0	\$24.5	\$62.0	\$0.0	\$0.0	\$0.0
\$0.0	YOE \$	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$55.7	\$28.0	\$72.4	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$162.8M (see Pages i-ii for budget and inflation assumptions).

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

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

Southeast Megaproject Status Report

August 2018

Project: I 94 North-South Freeway Project

Enumeration Year: 2008 **Region:** SE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$132.8	\$3.2	\$126.9	\$136.0	\$0.0	\$9.1	\$0.0	7.2%	Cost associated with new grade requirements and accelerated schedule options.
Real Estate	\$67.0	\$0.5	\$67.5	\$67.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$855.6	\$564.8	\$1,369.9	\$1,420.4	\$0.8	\$49.7	\$0.0	3.7%	Scope: additional noise wall at Rawson SB entrance ramp (northern package). Design and Quantity Refinements: Increase due to escalation (let overages on south and central packages and a planned similar cost impact to northern package). Also includes increased costs to frontage roads and two interchange reconfigurations.
Totals	\$1,055.4	\$568.5	\$1,564.3	\$1,623.9	\$0.8	\$58.8	\$0.0	3.8%	

COST TO COMPLETE EXPENDITURE SCHEDULE*

Encumbered or Committed, not yet Expended**		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
\$210.0	Current Year \$	\$323.9	\$20.6	\$13.3	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$210.0	YOE \$	\$323.9	\$20.9	\$13.8	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$1,624.7M (see Pages i-ii for budget and inflation assumptions).

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

*This schedule reflects an advancement of 11 years from the February 2018 schedule. The advancement is due to the spring 2018 award of \$160M federal INFRA grant, in addition to contingent bonding. Anticipated mainline open to traffic is Memorial Day 2020. The final project will be the WIS 20 Crossroads, which is scheduled to be open to traffic September 2021.

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

**Southeast Megaproject Status Report
August 2018**

Project: Zoo Interchange Project **Enumeration Year:** 2012 **Region:** SE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report			Percent	Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)		
Design	\$132.2	\$2.8	\$131.9	\$135.0	\$0.0	\$3.1	\$0.0	2.4%	Additional design costs for North leg, including Union Pacific Railroad (UPRR) bridge and retaining walls, UPRR plan approval, and updating plans to current standards.
Real Estate	\$93.7	\$2.5	\$96.2	\$96.2	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$1,046.1	\$264.2	\$1,313.4	\$1,310.3	\$0.0	-\$3.1	\$0.0	-0.2%	Moving \$3.1M of contingency to design budget.
Totals	\$1,272.0	\$269.5	\$1,541.5	\$1,541.5	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE*												
Encumbered or Committed, not yet Expensed**		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
\$38.0	Current Year \$	\$7.0	\$20.3	\$195.8	\$6.4	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$38.0	YOE \$	\$7.0	\$20.6	\$203.0	\$6.8	\$2.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is \$1,549.6M (see Pages i and ii for budget and inflation assumptions).

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

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

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

**Major Project Status Report
August 2018**

Project: USH 10 MARSHFIELD - STEVENS POINT

Enumeration Year: 1989 **Region:** NC

Project Description:

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

This project was open to mainline traffic in August 2012.

There are no future scheduled costs. The project remains in this report to ensure all costs are reported.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$14.1	\$0.9	\$15.0	\$15.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$25.1	\$0.0	\$25.1	\$25.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$209.9	\$2.1	\$212.0	\$212.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$249.1	\$3.0	\$252.1	\$252.1	\$0.0	\$0.0	\$0.0	0.0%	

Remaining encumbered or committed, not yet expensed = \$3.0M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
August 2018**

Project: USH 12 LAKE DELTON - SAUK CITY

Enumeration Year: 1997 **Region:** SW

Project Description:

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

This project was open to mainline traffic in October 2017.

There are no future scheduled costs. The project remains in this report to ensure all costs are reported.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$13.9	\$0.1	\$14.0	\$14.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$41.2	\$0.1	\$41.3	\$41.3	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$122.6	\$4.8	\$128.8	\$127.4	\$0.0	-\$1.4	\$0.0	-1.1%	Reduction to reflect actual costs.
Totals	\$177.7	\$5.0	\$184.1	\$182.7	\$0.0	-\$1.4	\$0.0	-0.8%	

Remaining encumbered or committed, not yet expended = \$5.0M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Major Project Status Report

August 2018

Project: USH 12 SAUK CITY - MIDDLETON

Enumeration Year: 1993 **Region:** SW

Project Description:

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

This project was open to mainline traffic in November 2005.

All project charges have been paid. This project appears in this report for the last time.

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

**Major Project Status Report
August 2018**

Project: USH 18 PRAIRIE DU CHIEN - STH 60

Enumeration Year: 2003 **Region:** SW

Project Description:

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

This project was open to mainline traffic in May 2017.

There are no future scheduled costs. The project remains in this report to ensure all costs are reported.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$4.9	\$0.0	\$4.9	\$4.9	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$7.1	\$0.0	\$7.1	\$7.1	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$29.4	\$0.6	\$30.0	\$30.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$41.4	\$0.6	\$42.0	\$42.0	\$0.0	\$0.0	\$0.0	0.0%	

Remaining encumbered or committed, not yet expensed = \$0.6M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Major Project Status Report

August 2018

Project: STH 26 JANESVILLE - WATERTOWN

Enumeration Year: 2001 **Region:** SW

Project Description:

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

This project was open to mainline traffic in November 2015.

There are no future scheduled costs. The project remains in this report to ensure all costs are reported.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$28.5	\$0.0	\$28.5	\$28.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$73.3	\$0.1	\$73.4	\$73.4	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$328.0	\$0.0	\$328.0	\$328.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$429.8	\$0.1	\$429.9	\$429.9	\$0.0	\$0.0	\$0.0	0.0%	

Remaining encumbered or committed, not yet expensed = \$0.1M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

**Major Project Status Report
August 2018**

Project: USH 41 BROWN AND WINNEBAGO COUNTY

Enumeration Year: 2003 **Region:** NE

Project Description:

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

This project was open to mainline traffic in October 2016.

There are no future scheduled costs. The project remains in this report to ensure all costs are reported.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2018 (Millions)	August 2018 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$191.9	\$0.6	\$192.5	\$192.5	\$0.0	\$0.0	\$0.0	0.0%	No change.
Real Estate	\$84.0	\$0.6	\$84.6	\$84.6	\$0.0	\$0.0	\$0.0	0.0%	No change.
Construction	\$1,107.7	\$5.3	\$1,113.0	\$1,113.0	\$0.0	\$0.0	\$0.0	0.0%	No change.
Totals	\$1,383.6	\$6.5	\$1,390.1	\$1,390.1	\$0.0	\$0.0	\$0.0	0.0%	

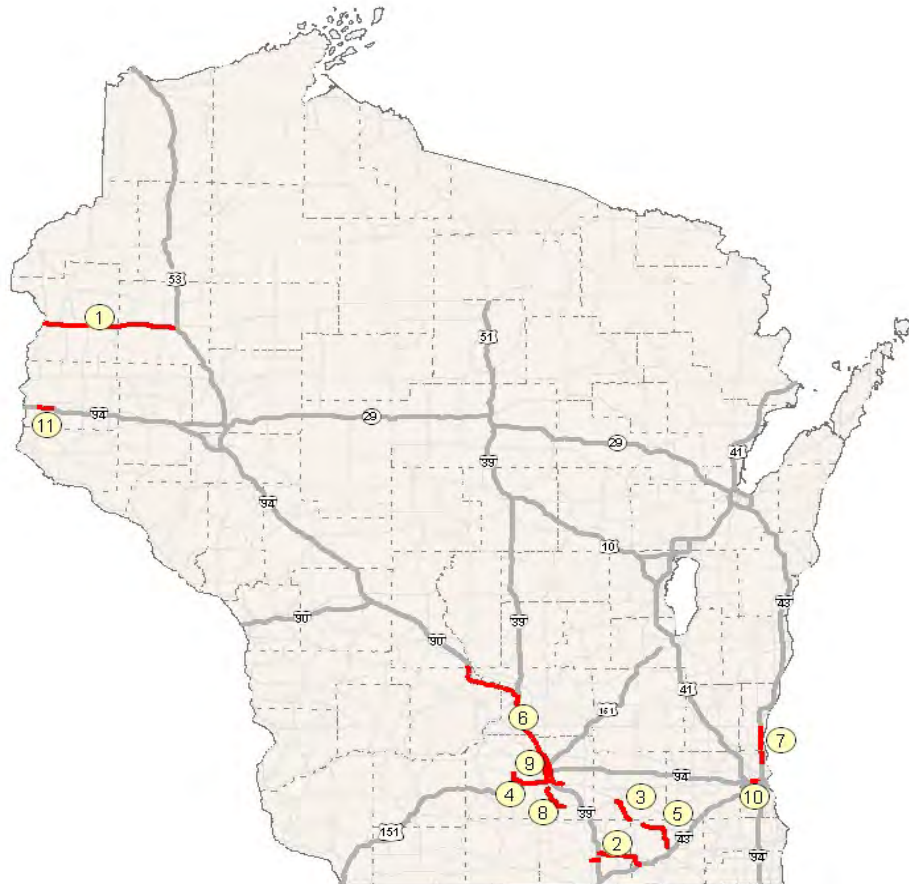
Remaining encumbered or committed, not yet expensed = \$6.5M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

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Wisconsin Department of Transportation

August 2018

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



Number Key to Map	Highway	Termini	Status	Page
1	USH 8	STH 35 – USH 53	EIS Complete	19
2	STH 11/USH 14	Janesville – I 43	Suspended	20
3	USH 12	Fort Atkinson Bypass	Suspended	21
4	USH 12	USH 14 – CTH N	In Progress	22
5	USH 12	Elkhorn – Whitewater	Suspended	23
6	I 39/90	USH 12 (Madison) – USH 12 (Wis Dells)	Cancelled	24
7	I 43	Silver Spring Drive – STH 60	EIS Complete	25
8	USH 51	Stoughton – McFarland	EA Postponed	26
9	USH 51	USH 12 – STH 19	In Progress	27
10	I 94	70 th Street – 16 th Street	EIS Complete	28
11	I 94	USH 12 – STH 65	EA Complete	29

General Information

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

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

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

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

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

Cost to Date: is the dollar amount expended on the study to date (as of 7/1/2018). This information was obtained through the department’s financial systems.

Cost to Complete: an estimate of cost required to complete the study at 2019 prices (through ROD/FONSI).

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

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

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

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

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

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



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

- Length: 40 miles in Polk and Barron Counties
- Existing AADT: (Annual average daily traffic) 6,400 – 14,800 (rural) 11,600 – 16,100 (urban) vehicles per day
- Need for study: Population growth and increased traffic volumes are generating concerns in several communities along the route. Approximately 50% of the project length will have 2030 volumes exceeding 12,000 AADT. There was a perceived need to identify and preserve a future four-lane corridor in order to make sound current and future highway improvement decisions.
- Possible concept: To identify the future corridor detail to meet estimate accuracy requirements the study is being done under a 'Tiered EIS' concept. Tier 1 identifies basic corridor location and design standards for preferred alternatives. The Tier 2 phases are currently moving forward to achieve the detailed design necessary for estimate accuracy requirements. Officially map any future right-of-way needs for any preferred alternatives that are freeway/expressway concepts. Tier 3 would be considered to update NEPA work upon any segment being considered for construction.
- Study status: Tier I – EIS completed
 Tier II - Environmental document completed April 2014 documenting all findings, evaluations and decisions to date.
 For the foreseeable future, needs on this corridor can be addressed with standard improvement and safety projects. Capacity expansion is not required. Due to reduction in traffic volumes and decreased growth rate, no 84.295 official mapping will be completed at this time.

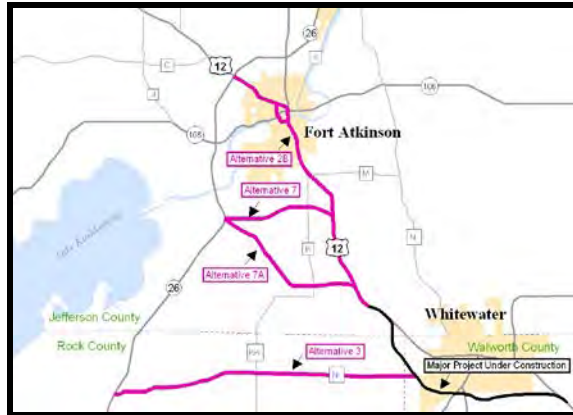
STH 11/USH 14 Janesville – I 43
Suspended – No work being done



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

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

USH 12 Fort Atkinson Bypass
Suspended – No work being done



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

- Length: 10.1 – 17.5 miles in Jefferson County
- Existing AADT: (Annual average daily traffic) 6,900 (rural) - 15,500 (urban) vehicles per day
- Need for study: Find ways to ensure USH 12 remains a safe and effective regional corridor meeting regional travel and shipping needs while continuing to support the existing and future transportation needs of the Fort Atkinson and Koshkonong communities.
- Possible concept: Solutions to the needs identified in the study will include extending safe life of existing USH 12, mapping a bypass and building it when warranted by traffic and safety.
- Study status: Draft EIS released for public comment in October 2005.
Percent of study completed: 90%

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

USH 12 USH 14 – CTH N
In progress



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

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

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



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

Length: 17.9 miles in Walworth County

Existing AADT: 5,100 – 14,900 vehicles per day

Need for study: To address capacity and safety needs associated with this National Highway System route.

Possible concept: Possible alignment adjustments and capacity improvement for safety concerns and future traffic demands.

Study status: As of July 2016, this study has been suspended indefinitely. The final disposition of this study will be determined at a future TPC meeting.

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



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

Length: 56.3 miles in Dane/Columbia/Sauk Counties

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

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

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

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

I 43 Silver Spring Drive – STH 60 EIS Complete



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

Length: 14.3 miles in Milwaukee and Ozaukee Counties

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

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

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

Study status: Final EIS signed November 2014.

Project recommended by TPC for enumeration December 1, 2014. The project was not able to secure funding for final design and construction in 2016 or 2018.

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

USH 51 Stoughton – McFarland
EA Postponed



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

Length: 18 miles in Dane County

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

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

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

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

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

USH 51 USH 12 – STH 19
In progress



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

Length: 11 miles in Dane County

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

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

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

Study status: The study is currently in the NEPA phase.
WisDOT is in the process of re-evaluating the draft range of alternatives to determine if changes are needed based on recent changes to legislation and updated traffic operations and safety information within the study corridor.

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



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

Length: 3.5 miles in Milwaukee County

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

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

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

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

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

I 94 USH 12 – STH 65
EA Complete



Study Project Cost Status Table - August 2018							
Project: I 94 USH 12 - STH 65							
Region: NW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2018	Total Study Cost Estimate Aug. 2018	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.8	\$0.1	\$0.9	\$0.9	\$0.0	0.0%	

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