

Wisconsin Department of Transportation

Report To The Transportation Projects Commission

On

Status of Major Highway Projects

February 2012

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**February 2012
Major Project Status Report
Glossary of terms**

Project: Route number and statutory limits of a project.

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

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

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

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

Design: The cost to develop and design the project.

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

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

Cost to Date: The cost, by category, expensed in the WisDOT Financial Operating System as of January 1, 2012.

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 (August 2011): The estimate provided to the Transportation Projects Commission in the August 2011 report.

Current Estimate (February 2012): 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 Highway Projects Cost Information Summary

Page	Project	Cost-to-Date (millions)	Estimated Cost-to-Complete (millions)	Current Cost Estimate (millions)	Cost Estimate Change Since Last Report (%)	Reason for Cost Change
1	USH 10: USH 10 - USH 10/STH 441	\$0.0	\$390.0	\$390.0	0.0%	
2	USH 10: Marshfield – Stevens Point	\$192.0	\$82.4	\$274.4	0.0%	
3	USH 10: Stevens Point - Waupaca	\$83.3	\$0.0	\$83.3	-3.4%	Project Completed; final costs were less than the cost estimate.
4	STH 11: Burlington Bypass	\$123.5	\$23.8	\$147.3	0.0%	
5	USH 12: Lake Delton – Sauk City	\$93.6	\$112.8	\$206.4	0.0%	
6	USH 12: Sauk City - Middleton	\$139.4	\$1.0	\$140.4	0.0%	
7	USH 14: Viroqua – Westby	\$23.7	\$44.6	\$68.3	0.0%	
8	USH 15: STH 76 – New London	\$0.0	\$125.0	\$125.0	0.0%	
9	STH 16: Oconomowoc Bypass	\$48.7	\$0.0	\$48.7	-9.0%	Project Completed; final costs were less than the cost estimate.
10	USH 18: Prairie du Chien – STH 60	\$20.7	\$9.7	\$30.4	0.0%	
11	USH 18/151: Verona Rd.	\$0.0	\$150.0	\$150.0	0.0%	
12	STH 23: STH 67 – USH 41	\$17.3	\$112.7	\$130.0	0.0%	
13	STH 26: Janesville – Watertown	\$280.4	\$152.6	\$433.0	0.0%	
14	STH 38: CTH K to Oakwood Road	\$0.0	\$125.0	\$125.0	0.0%	
15	I39/USH 51: Wausau Corridor	\$280.4	\$10.3	\$290.7	0.0%	
16	I39/90: USH12 to Illinois	\$0.0	\$715.0	\$715.0	0.0%	
17	USH 41: Oconto – Peshtigo	\$156.3	\$23.3	\$179.6	0.0%	
18	USH 41: Brown and Winnebago County	\$512.8	\$837.2	\$1,350.0	3.7%	Increase related to additional north segment design efforts.
19	USH 53: Eau Claire Bypass	\$161.3	\$15.0	\$176.3	0.0%	
20	USH 53: Lacrosse Corridor	\$5.0	\$138.2	\$143.2	0.0%	
21	STH 57: Dyckesville – Sturgeon Bay	\$78.5	\$18.2	\$96.7	0.0%	
22	STH 64: Houlton – New Richmond	\$106.6	\$0.0	\$106.6	-2.3%	Project Completed; final costs were less than the cost estimate.
23	STH 81/STH 213: Beloit Bypass	\$0.4	\$9.3	\$9.7	0.0%	
24	USH 141: STH 22 – STH 64	\$68.1	\$0.0	\$68.1	0.0%	
25	USH 151: Fond du Lac Bypass	\$50.8	\$0.0	\$50.8	0.0%	
26	USH 151: Waupun – Fond du Lac	\$118.9	\$0.0	\$118.9	-0.4%	Project Completed; final costs were less than the cost estimate.

**Major Project Status Report
February 2012**

Project: USH 10 - USH 10/STH 441

Enumeration Year: 2011 **Region:** NE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$0.0	\$390.0	\$390.0	\$390.0	\$0.0	\$0.0	\$0.0	0.0%	

** A detailed cost estimate for design, real estate, and construction will be provided in the August 2012 report.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$11.1	\$0.0	\$10.0	\$0.0	\$54.0	\$0.0	\$95.0	\$117.5	\$102.4	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

Project: USH 10 MARSHFIELD - STEVENS POINT

Enumeration Year: 1989 **Region:** NC

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$8.8	\$6.2	\$15.0	\$15.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$23.6	\$0.4	\$24.0	\$24.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$159.6	\$75.8	\$235.4	\$235.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$192.0	\$82.4	\$274.4	\$274.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$18.5	\$25.6	\$1.8	\$3.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$33.0

**Major Project Status Report
February 2012**

Project: USH 10 STEVENS POINT - WAUPACA

Enumeration Year: 1989 **Region:** NC

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$3.0	\$0.0	\$3.6	\$3.0	\$0.0	-\$0.6	\$0.0	-16.7%	<ul style="list-style-type: none"> Changes reflect final costs.
Real Estate	\$11.8	\$0.0	\$12.2	\$11.8	\$0.0	-\$0.4	\$0.0	-3.3%	<ul style="list-style-type: none"> Changes reflect final costs.
Construction	\$68.5	\$0.0	\$70.4	\$68.5	\$0.0	-\$1.9	\$0.0	-2.7%	<ul style="list-style-type: none"> Changes reflect final costs.
Totals	\$83.3	\$0.0	\$86.2	\$83.3	\$0.0	-\$2.9	\$0.0	-3.4%	

COMPLETED: final costs were less than project estimate.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 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
February 2012**

Project: STH 11 BURLINGTON BYPASS

Enumeration Year: 1997 **Region:** SE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$9.0	\$1.0	\$10.0	\$10.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$18.7	\$0.0	\$18.7	\$18.7	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$95.8	\$22.8	\$118.6	\$118.6	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$123.5	\$23.8	\$147.3	\$147.3	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$3.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.8

**Major Project Status Report
February 2012**

Project: USH 12 LAKE DELTON - SAUK CITY

Enumeration Year: 1997 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$11.3	\$0.0	\$11.0	\$11.3	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> Additional design work.
Real Estate	\$34.5	\$20.6	\$55.1	\$55.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$47.8	\$92.2	\$140.3	\$140.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> Decrease in anticipated work.
Totals	\$93.6	\$112.8	\$206.4	\$206.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$8.5	\$6.3	\$0.0	\$1.9	\$60.9	\$33.8	\$0.0	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

Project: USH 12 SAUK CITY - MIDDLETON

Enumeration Year: 1993 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (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	\$46.0	\$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	Remaining 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
February 2012**

Project: USH 14 VIROQUA - WESTBY

Enumeration Year: 2003 **Region:** SW

Project Description: This project begins at the STH 27/82 intersection with USH 14/61 south of Viroqua and extends to Cut Across Road west of Westby. The work involves constructing two-lane rural bypasses on two-lane right of way east of Viroqua and west of Westby. The project also includes reconstructing the existing two-lane rural highway to a four-lane divided highway between Westby and Viroqua. Total project length is 12.6 miles.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$2.1	\$1.9	\$4.0	\$4.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$4.7	\$8.5	\$13.2	\$13.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$16.9	\$34.2	\$51.1	\$51.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$23.7	\$44.6	\$68.3	\$68.3	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$2.0	\$0.0	\$0.0	\$0.0	\$5.9	\$16.8	\$3.7	\$12.8	\$3.4	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

Project: STH 15 STH 76 - NEW LONDON

Enumeration Year: 2011 **Region:** NE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$0.0	\$125.0	\$125.0	\$125.0	\$0.0	\$0.0	\$0.0	0.0%	

** A detailed cost estimate for design, real estate, and construction will be provided in the August 2012 report.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$0.2	\$10.2	\$6.5	\$0.0	\$6.4	\$7.8	\$41.8	\$52.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

Project: STH 16 OCONOMOWOC BYPASS

Enumeration Year: 1995 **Region:** SE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$2.8	\$0.0	\$3.3	\$2.8	\$0.0	-\$0.5	\$0.0	-15.2%	<ul style="list-style-type: none"> Changes reflect final costs.
Real Estate	\$12.6	\$0.0	\$13.4	\$12.6	\$0.0	-\$0.8	\$0.0	-6.0%	<ul style="list-style-type: none"> Changes reflect final costs.
Construction	\$33.3	\$0.0	\$36.8	\$33.3	\$0.0	-\$3.5	\$0.0	-9.5%	<ul style="list-style-type: none"> Changes reflect final costs.
Totals	\$48.7	\$0.0	\$53.5	\$48.7	\$0.0	-\$4.8	\$0.0	-9.0%	

COMPLETED: Final cost was less than project estimate.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 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
February 2012**

Project: USH 18 PRAIRIE DU CHIEN - STH 60

Enumeration Year: 2003 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$3.1	\$1.1	\$4.2	\$4.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$6.2	\$0.0	\$6.0	\$6.2	\$0.0	\$0.2	\$0.0	3.3%	<ul style="list-style-type: none"> Real estate costs higher than anticipated.
Construction	\$11.4	\$8.6	\$20.2	\$20.0	\$0.0	-\$0.2	\$0.0	-1.0%	<ul style="list-style-type: none"> Material savings in construction, as well as minor design modifications, offset the increase in real estate.
Totals	\$20.7	\$9.7	\$30.4	\$30.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$0.6	\$0.0	\$0.0	\$0.3	\$0.0	\$8.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

Project: USH 18/STH 151 Verona Road

Enumeration Year: 2011 **Region:** SW

Project Description:

Phase I of the project will: reconstruct the Verona Road/Beltline interchange to a single-point urban interchange and it will 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; also included will be a Seminole bridge replacement. Phase II of the project will include adding an interchange at CTH PD and Verona Road and it will add an additional lane in both directions on Verona Road from County PD interchange to the Raymond Rd. intersection.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.0	\$0.0	N/A	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$0.0	\$0.0	N/A	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$0.0	\$0.0	N/A	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$0.0	\$150.0	N/A	\$150.0	\$0.0	\$0.0	\$0.0	0.0%	

** A detailed cost estimate for design, real estate, and construction will be provided in the August 2012 report.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$0.0	\$12.0	\$17.0	\$0.0	\$60.0	\$1.0	\$1.0	\$5.0	\$54.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$5.8	\$3.2	\$9.0	\$9.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$11.4	\$15.1	\$26.5	\$26.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$0.1	\$94.4	\$94.5	\$94.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$17.3	\$112.7	\$130.0	\$130.0	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$16.1	\$16.0	\$26.9	\$13.9	\$39.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

Project: STH 26 JANESVILLE - WATERTOWN

Enumeration Year: 2001 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$26.0	\$0.0	\$25.1	\$26.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> Increase in design work.
Real Estate	\$62.9	\$12.1	\$75.9	\$75.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> Decrease in right of way needs.
Construction	\$191.5	\$140.5	\$332.0	\$332.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$280.4	\$152.6	\$433.0	\$433.0	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$38.5	\$51.4	\$46.1	\$16.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

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						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$0.0	\$125.0	\$125.0	\$125.0	\$0.0	\$0.0	\$0.0	0.0%	

** A detailed cost estimate for design, real estate, and construction will be provided in the August 2012 report.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$1.0	\$2.0	\$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
February 2012**

Project: I39/USH 51 WAUSAU CORRIDOR

Enumeration Year: 2001 **Region:** NC

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$23.7	\$0.1	\$23.8	\$23.8	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$54.5	\$1.9	\$56.4	\$56.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$202.2	\$8.3	\$210.5	\$210.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$280.4	\$10.3	\$290.7	\$290.7	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$2.4	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7.7

**Major Project Status Report
February 2012**

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 temporary roadway to enable four lanes of traffic to operate safely on one side of the interstate, while the other is being reconstructed, will minimize user delay.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Totals	\$0.0	\$715.0	\$715.0	\$715.0	\$0.0	\$0.0	\$0.0	0.0%	

** A detailed cost estimate for design, real estate, and construction will be provided in the August 2012 report.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$13.0	\$19.0	\$37.9	\$0.0	\$26.5	\$229.6	\$147.8	\$113.7	\$127.5	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

Project: USH 41 OCONTO-PESHTIGO

Enumeration Year: 1999 **Region:** NE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$8.4	\$0.1	\$8.3	\$8.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> Increase in design work
Real Estate	\$18.3	\$2.6	\$20.9	\$20.9	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$129.6	\$20.6	\$150.4	\$150.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> Decrease in construction work.
Totals	\$156.3	\$23.3	\$179.6	\$179.6	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$0.0	\$4.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$19.2

**Major Project Status Report
February 2012**

Project: USH 41 BROWN AND WINNEBAGO COUNTY

Enumeration Year: 2003 **Region:** NE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$125.1	\$27.9	\$89.0	\$153.0	\$13.0	\$51.0	\$0.0	71.9%	<ul style="list-style-type: none"> Design costs were increased due to scope refinement and greater clarity of north segment preferred alternative, including the I-43 interchange area. Design cost increase also reflects elements that were shifted from the construction row; including construction projects insurance, building, and corridor coordination efforts.
Real Estate	\$74.9	\$15.1	\$93.1	\$90.0	\$0.0	-\$3.1	\$0.0	-3.3%	<ul style="list-style-type: none"> Project real estate estimate has decreased.
Construction	\$312.8	\$794.2	\$1,120.0	\$1,107.0	-\$13.0	\$0.0	\$0.0	-1.2%	<ul style="list-style-type: none"> Construction cost reduction reflects elements that were shifted to the design row; including construction projects insurance, building, and corridor coordination efforts.
Totals	\$512.8	\$837.2	\$1,302.1	\$1,350.0	\$0.0	\$47.9	\$0.0	3.7%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$213.3	\$51.3	\$236.8	\$195.7	\$78.0	\$62.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report
February 2012**

Project: USH 53 EAU CLAIRE BYPASS

Enumeration Year: 1995 **Region:** NW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$7.8	\$1.2	\$9.0	\$9.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> ▪ No change
Real Estate	\$21.9	\$0.1	\$22.0	\$22.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> ▪ No change
Construction	\$131.6	\$13.7	\$145.3	\$145.3	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> ▪ 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	Remaining 2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Un-scheduled
\$0.2	\$5.4	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.0

Major Project Status Report

February 2012

Project: USH 53 LACROSSE CORRIDOR

Enumeration Year: 1997 **Region:** SW

Project Description:

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

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

The MPO is currently updating the area's Long Range Transportation Plan and is studying options for the project.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.5	\$6.9	\$7.4	\$7.4	\$0.0	\$0.0	\$0.0	0.0%	▪ No change
Real Estate	\$0.0	\$13.7	\$13.7	\$13.7	\$0.0	\$0.0	\$0.0	0.0%	▪ No change
Construction	\$4.5	\$117.6	\$122.1	\$122.1	\$0.0	\$0.0	\$0.0	0.0%	▪ No change
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	Remaining 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
February 2012**

Project: STH 57 DYCKESVILLE - STURGEON BAY

Enumeration Year: 1997 **Region:** NE

Project Description:

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$8.1	\$0.9	\$9.0	\$9.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$14.6	\$5.6	\$20.2	\$20.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$55.8	\$11.7	\$67.5	\$67.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> 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	Remaining 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
February 2012**

Project: STH 64 HOULTON - NEW RICHMOND

Enumeration Year: 1993 **Region:** NW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$3.3	\$0.0	\$3.4	\$3.3	\$0.0	-\$0.1	\$0.0	-2.9%	<ul style="list-style-type: none"> Changes reflect final costs.
Real Estate	\$21.4	\$0.0	\$21.3	\$21.4	\$0.0	\$0.1	\$0.0	0.5%	<ul style="list-style-type: none"> Changes reflect final costs.
Construction	\$81.9	\$0.0	\$84.4	\$81.9	\$0.0	-\$2.5	\$0.0	-3.0%	<ul style="list-style-type: none"> Changes reflect final costs.
Totals	\$106.6	\$0.0	\$109.1	\$106.6	\$0.0	-\$2.5	\$0.0	-2.3%	

COMPLETED: Final costs was less than project estimate.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 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
February 2012**

Project: STH 81 / STH 213 BELOIT BYPASS

Enumeration Year: 1993 **Region:** SW

Project Description: This project will add a four-lane bypass to Beloit for STH's 81 and 213. A new alignment will extend from STH 213 at Nye School Road southerly across STH 81 to the Illinois State Line. In Illinois the bypass will follow existing Prairie Hill Road to Illinois Highway 251, then turn south to connect with Rockton Road and IH 39/90. The project is nine miles long, with approximately 2.8 miles in Wisconsin and the remainder in Illinois. Costs reflect only the Wisconsin portion of the project.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.4	\$0.6	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$0.0	\$2.8	\$2.8	\$2.8	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Construction	\$0.0	\$5.9	\$5.9	\$5.9	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> 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	Remaining 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
February 2012**

Project: USH 141 STH 22 - STH 64 **Enumeration Year:** 1997 **Region:** NE

Project Description: This project converts the existing two-lane USH 141 roadway between LeMere Road in Oconto County and 6th Road in Marinette County to a four-lane, median divided expressway. The expressway improvements will provide for two new lanes alongside the existing USH 141 roadway while flattening hills and replacing old pavement. The project also includes bypasses of the villages of Lena, Coleman and Pound. At-grade intersections will be constructed along the expressway along with interchanges at Lena and Coleman. Side road overpasses will also be constructed at two locations in Pound. The length of the project is 16.4 miles.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$3.4	\$0.0	\$3.4	\$3.4	\$0.0	\$0.0	\$0.0	0.0%	▪ 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%	

COMPLETED

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 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
February 2012**

Project: USH 151 FOND DU LAC BYPASS

Enumeration Year: 1993 **Region:** NE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2011 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$4.0	\$0.0	\$4.0	\$4.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> No change
Real Estate	\$7.3	\$0.0	\$7.9	\$7.3	\$0.0	-\$0.6	\$0.0	-7.6%	<ul style="list-style-type: none"> 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%	<ul style="list-style-type: none"> 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	Remaining 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
February 2012**

Project: USH 151 WAUPUN - FOND DU LAC

Enumeration Year: 1989 **Region:** NE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			August 2011 (Millions)	February 2012 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$10.3	\$0.0	\$10.5	\$10.3	\$0.0	-\$0.2	\$0.0	-1.9%	<ul style="list-style-type: none"> Changes reflect final costs.
Real Estate	\$13.1	\$0.0	\$13.4	\$13.1	\$0.0	-\$0.3	\$0.0	-2.2%	<ul style="list-style-type: none"> Changes reflect final costs.
Construction	\$95.5	\$0.0	\$95.5	\$95.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> Changes reflect final costs.
Totals	\$118.9	\$0.0	\$119.4	\$118.9	\$0.0	-\$0.5	\$0.0	-0.4%	

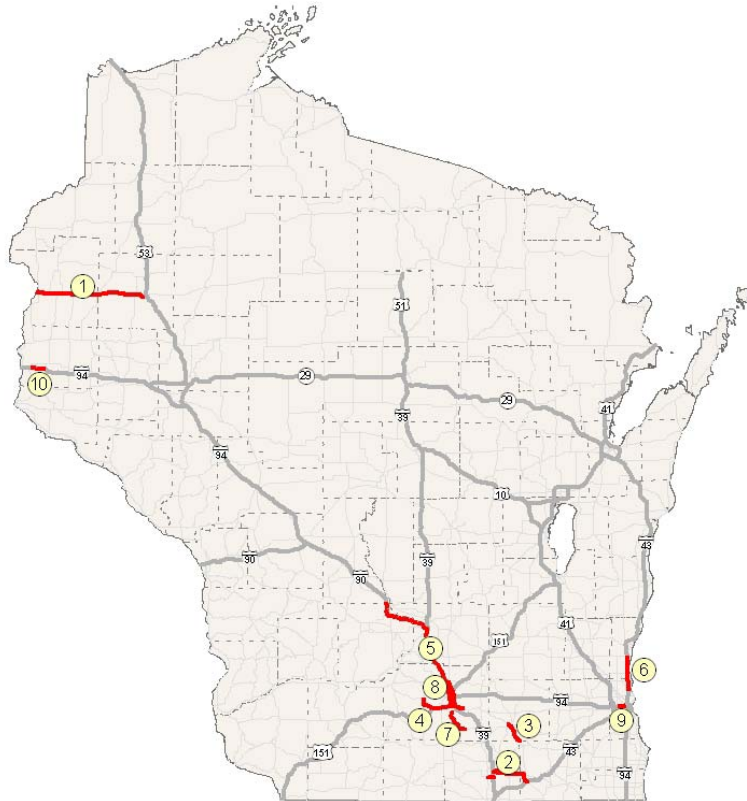
COMPLETED: final costs were less than project estimate.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	Remaining 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

Wisconsin Department of Transportation

February 2012

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



Number Key to Map Above	Highway	Termini	Page
1	USH 8	STH 35 – USH 53	29
2	STH 11/USH 14	Janesville - IH 43	30
3	USH 12	Fort Atkinson Bypass	31
4	USH 12	USH 14 – CTH N	32
5	IH 39/90	USH 12 (Madison) – USH 12 (Wis Dells)	33
6	IH 43	Silver Spring Drive – STH 60	34
7	USH 51	Stoughton – McFarland	35
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9	IH 94	70 th Street – 25 th Street	37
10	IH 94	USH 12 – STH 65	38

General Information

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

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

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

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

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

Cost to Date: is the dollar amount expended on the study to date (as of 1/1/12). 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 – February 2012								
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 August 2011	Total Study Cost Estimate February 2012	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 8 WIS 35 North - US 53



Study Project Cost Status Table - February 2012							
Project: US 8 WIS 35 North - US 53							
Region: NW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$4.7	\$1.3	\$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: DOT was directed by the Legislature to conduct this 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 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: 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: Percent of Tier 1 EIS study completed: 100%

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.

STH 11/USH 14 Janesville – IH 43



Study Project Cost Status Table - February 2012							
Project: US 14/WIS 11 Janesville - I-43							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$1.7	\$0.3	\$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

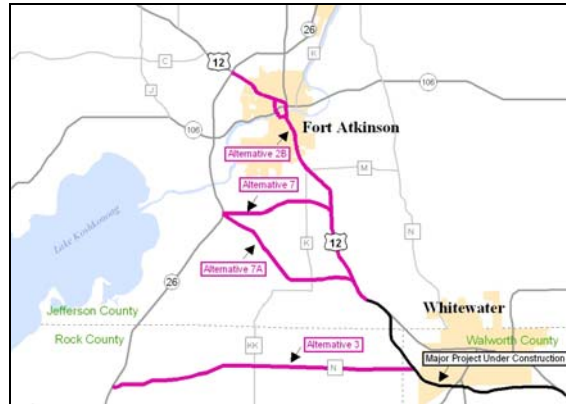
Need for study: Expansion to four lanes will be necessary to accommodate the increasing traffic volumes on US 14/WIS 11. Increasing crash rates, lower level of service, system linkage, smart growth planning and emergency evacuation management planning are other needs identified.

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: Filing for Independent Utility.
Final EIS – West Late 2012
Final EIS – East Late 2013

Percent of study completed: 82%

US 12 Fort Atkinson Bypass



Study Project Cost Status Table - February 2012							
Project: US 12 Fort Atkinson Bypass							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$3.5	\$0.1	\$3.1	\$3.6	\$0.5	16.1%	**

- 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%
Estimated completion date for Final EIS: Late 2012
Anticipated Record of Decision: 2012

**Increased costs came from an environmental process upgrade to a complete EIS. This extra work included mapping and developing extra alternatives that was not in the original scope.

USH 12 USH 14 – CTH N



Study Project Cost Status Table - February 2012							
Project: US 12 USH 14 - CTH N							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.0	\$20.0	\$0.0	\$20.0	\$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 examine Madison metro area and look for alternative to improve the whole corridor from severe congestion. Anticipate transit, freight bike and pedestrian needs throughout corridor.
- Study status: Begin origin-destination study in May 2012.
Solicit for contracts and begin study in late 2012

IH 39/90 USH 12 (Madison) – USH 12 (Wis Dells)



Study Project Cost Status Table - February 2012							
Project: IH 39/90 USH 12 (Madison) - USH 12 (Wis Dells)							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.0	\$11.0	\$0.0	\$11.0	\$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 intersection and interchange improvements along corridor and break into north and south portion for studies.

Study status: Solicit for contracts and begin study in late 2012

IH 43 Silver Spring Drive – STH 60



Study Project Cost Status Table - February 2012							
Project: IH43 Silver Spring Drive - STH 60							
Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.0	\$10.0	\$0.0	\$10.0	\$0.0	0.0%	

Length: 14.3 miles in Milwaukee and Ozaukee county

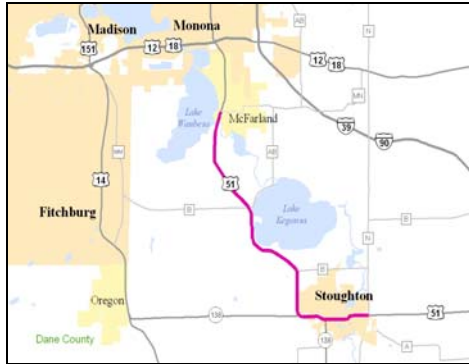
Existing AADT: 47,600 – 92,200 vehicles per day

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 intersection/interchange updates for safety improvements. Look at drainage and right of way impacts.

Study status: Solicit and contract for study to begin mid-2012.

US 51 Stoughton - McFarland



Study Project Cost Status Table - February 2012							
Project: US 51 Stoughton - McFarland							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$3.5	\$0.1	\$2.7	\$3.6	\$0.9	33.3%	**

- 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.

USH 51 USH 12 – STH 19



Study Project Cost Status Table - February 2012							
Project: USH 51 USH 12 - STH 19							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.0	\$2.5	\$0.0	\$2.5	\$0.0	0.0%	

- Length: 6.5 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: Solicit for contracts and begin study mid-2012

IH 94 70th Street – 25th Street



Study Project Cost Status Table - February 2012							
Project: IH 94 70th Street - 25th Street							
Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.0	\$20.0	\$0.0	\$20.0	\$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: Solicit and contract to begin study in mid-2012.

IH 94 USH 12 – STH 65



Project: IH 94 USH 12 - 65							
Region: NW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Aug. 2011	Total Study Cost Estimate Feb. 2012	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.0	\$0.5	\$0.0	\$0.5	\$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: Solicit and contract to begin study in mid-2012.