

# STATELINE AREA TRANSPORTATION STUDY

2400 Springbrook Court • Beloit, Wisconsin 53511

To: STATELINE AREA TRANSPORTATION STUDY COMMITTEE  
MEMBERS....  
From: Robert Soltau *RS*  
Date: March 16, 2010  
In Re: Request to Terminate the Bypass Study

The Beloit Bypass Study began in 1991 and has come to a standstill in recent years. The conditions that presumably warranted the study have changed so the purpose and need for the study and project are no longer relevant. There is still significant public opposition and both IDOT and WisDOT have determined the study should be terminated. The agencies were struggling with how to go about this and requested that SLATS take the lead to bring about a consensus on how to proceed.

SLATS held informal working task force meetings on July 13, 2009 and January 20, 2010 to bring a wide array of parties together to achieve a consensus. My final memo to the task force and the summary of the January meeting are attached.

There is a consensus to terminate the study. The City of Beloit by the time of this SLATS meeting should have requested that SLATS proceed with ending the study. The SLATS request will go to IDOT (the lead agency) and WisDOT who will ask FHWA to issue a Federal Register notice that the study is being terminated.

**It is recommended that SLATS pass a motion requesting IDOT, WisDOT, and FHWA terminate the Beloit Bypass Study without doing any more work on it and prior to completion.**

*Passed by SLATS  
April 12, 2010  
*RS**

## **Chapter 10**

# **AUGUST 2014 TPC REPORT**

*Wisconsin  
Department of Transportation*



*Report to the  
Transportation Projects Commission*



*on the*

*Status of Major Highway Projects  
August 2014*



# Table of Contents

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

**Major Highway Projects Cost Information Summary ..... ii**

## **Project Information**

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

USH 10: Marshfield – Stevens Point ..... 2

USH 12: Lake Delton – Sauk City ..... 3

USH 12: Sauk City - Middleton ..... 4

USH 14: Viroqua – Westby..... 5

STH 15: STH 76 – New London..... 6

USH 18: Prairie du Chien – STH 60..... 7

USH 18/151: Verona Rd. .... 8

STH 23: STH 67 – USH 41 ..... 9

STH 26: Janesville – Watertown..... 10

STH 38: CTH K to Oakwood Road..... 11

I39/USH 51: Wausau Corridor..... 12

I39/90: USH12 to Illinois ..... 13

USH 41: Oconto – Peshtigo ..... 14

USH 41: Brown and Winnebago County ..... 15

USH 53: La Crosse Corridor ..... 16

STH 57: Dyckesville – Sturgeon Bay ..... 17

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

**Major Highway Study Projects ..... 19-31**

**Major Project Status Report  
Glossary of terms**

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

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

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

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

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

**Design:** The cost to develop and design the project.

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

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

**Cost to Date:** The cost, by category, expensed in the WisDOT Financial Operating System as of July 1, 2014

**Cost to Complete:** Estimated cost, by category, remaining to complete the project at 2014 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 2014):** The estimate provided to the Transportation Projects Commission in the February 2014 report.

**Current Estimate (August 2014):** 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 2013-15 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*	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Unscheduled
\$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	\$25.1	\$449.9	\$475.0	5.6%	design and construction refinements and inflation
2	USH 10: Marshfield – Stevens Point	\$236.0	\$38.4	\$274.4	0.0%	
3	USH 12: Lake Delton – Sauk City	\$99.7	\$109.1	\$208.8	1.2%	construction inflation
4	USH 12: Sauk City - Middleton	\$139.6	\$0.8	\$140.4	0.0%	
5	USH 14: Viroqua – Westby	\$25.9	\$42.4	\$68.3	0.0%	
6	STH 15: STH 76 – New London	\$11.0	\$132.7	\$143.7	3.0%	design and construction inflation
7	USH 18: Prairie du Chien – STH 60	\$22.1	\$18.9	\$41.0	3.8%	design, real estate and construction refinements
8	USH 18/151: Verona Rd.	\$54.3	\$162.2	\$216.5	7.2%	design, real estate refinements; construction inflation
9	STH 23: STH 67 – USH 41	\$26.1	\$120.2	\$146.3	4.5%	design inflation; construction scope and inflation
10	STH 26: Janesville – Watertown	\$390.8	\$42.2	\$433.0	0.0%	
11	STH 38: CTH K to Oakwood Road	\$1.1	\$123.9	\$125.0	0.0%	
12	I39/USH 51: Wausau Corridor	\$281.7	\$9.0	\$290.7	0.0%	
13	I39/90: USH12 to Illinois	\$56.2	\$937.1	\$993.3	4.6%	design, real estate and construction inflation
14	USH 41: Oconto – Peshtigo	\$161.5	\$18.1	\$179.6	0.0%	
15	USH 41: Brown and Winnebago County	\$1,050.2	\$349.8	\$1,400.0	0.0%	
16	USH 53: Lacrosse Corridor	\$5.3	\$137.9	\$143.2	0.0%	
17	STH 57: Dyckesville – Sturgeon Bay	\$78.7	\$18.0	\$96.7	0.0%	
18	STH 81/STH 213: Beloit Bypass	\$0.4	\$9.3	\$9.7	0.0%	

## Major Project Status Report

August 2014

**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
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$23.7	\$17.8	\$32.0	\$41.5	\$0.0	\$8.5	\$1.0	29.7%	<ul style="list-style-type: none"> <li>More detailed analysis identified additional design needs.</li> </ul>
<b>Real Estate</b>	\$1.4	\$28.6	\$30.0	\$30.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
<b>Construction</b>	\$0.0	\$403.5	\$388.0	\$403.5	\$0.0	\$6.5	\$9.0	4.0%	<ul style="list-style-type: none"> <li>More detailed analysis identified additional construction needs.</li> </ul>
<b>Totals</b>	\$25.1	\$449.9	\$450.0	\$475.0	\$0.0	\$15.0	\$10.0	5.6%	

### COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$27.7	\$76.5	\$76.2	\$90.0	\$85.0	\$94.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

## Major Project Status Report

August 2014

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

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

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$10.6	\$4.4	\$15.0	\$15.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Real Estate</b>	\$24.0	\$0.0	\$24.0	\$24.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Construction</b>	\$201.4	\$34.0	\$235.4	\$235.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Totals</b>	\$236.0	\$38.4	\$274.4	\$274.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$2.1		\$5.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$31.3



## Major Project Status Report

August 2014

**Project:** USH 12 LAKE DELTON - SAUK CITY

**Enumeration Year:** 1997 **Region:** SW

**Project Description:**

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$12.5	\$0.0	\$12.5	\$12.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
Real Estate	\$38.3	\$16.8	\$55.1	\$55.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
Construction	\$48.9	\$92.3	\$138.8	\$141.2	\$0.0	\$0.0	\$2.4	1.7%	<ul style="list-style-type: none"> <li>▪ Added costs due to inflation.</li> </ul>
<b>Totals</b>	\$99.7	\$109.1	\$206.4	\$208.8	\$0.0	\$0.0	\$2.4	1.2%	

### COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$7.7	\$39.6	\$28.2	\$27.6	\$6.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

## Major Project Status Report

August 2014

**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			Percent	Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)		
Design	\$14.1	\$0.0	\$14.1	\$14.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
Real Estate	\$46.1	\$0.8	\$46.9	\$46.9	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
Construction	\$79.4	\$0.0	\$79.4	\$79.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Totals</b>	\$139.6	\$0.8	\$140.4	\$140.4	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$0.3		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5

## Major Project Status Report

August 2014

**Project:** USH 14 VIROQUA - WESTBY

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

**Project Description:**

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$2.7	\$1.3	\$4.0	\$4.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Real Estate</b>	\$4.8	\$8.4	\$13.2	\$13.2	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Construction</b>	\$18.4	\$32.7	\$51.1	\$51.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Totals</b>	\$25.9	\$42.4	\$68.3	\$68.3	\$0.0	\$0.0	\$0.0	0.0%	

### COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$41.7

**Major Project Status Report  
August 2014**

**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			Percent	Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)		
<b>Design</b>	\$6.5	\$2.0	\$8.0	\$8.5	\$0.0	\$0.0	\$0.5	6.3%	<ul style="list-style-type: none"> <li>▪ Added costs due to inflation.</li> </ul>
<b>Real Estate</b>	\$4.5	\$29.6	\$34.1	\$34.1	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Construction</b>	\$0.0	\$101.1	\$97.4	\$101.1	\$0.0	\$0.0	\$3.7	3.8%	<ul style="list-style-type: none"> <li>▪ Added costs due to inflation.</li> </ul>
<b>Totals</b>	\$11.0	\$132.7	\$139.5	\$143.7	\$0.0	\$0.0	\$4.2	3.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$4.8		\$10.3	\$0.0	\$18.6	\$3.4	\$70.2	\$25.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

## Major Project Status Report

August 2014

**Project:** USH 18 PRAIRIE DU CHIEN - STH 60

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

**Project Description:**

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$4.0	\$0.9	\$4.7	\$4.9	\$0.0	\$0.2	\$0.0	4.3%	<ul style="list-style-type: none"> <li>Revisions due to knowing more detail at 60% plan stage.</li> </ul>
<b>Real Estate</b>	\$6.3	\$0.6	\$7.3	\$6.9	\$0.0	-\$0.4	\$0.0	-5.5%	<ul style="list-style-type: none"> <li>Revisions due to knowing more detail at 60% plan stage.</li> </ul>
<b>Construction</b>	\$11.8	\$17.4	\$27.5	\$29.2	\$0.0	\$1.7	\$0.0	6.2%	<ul style="list-style-type: none"> <li>Revisions due to knowing more detail at 60% plan stage.</li> </ul>
<b>Totals</b>	\$22.1	\$18.9	\$39.5	\$41.0	\$0.0	\$1.5	\$0.0	3.8%	

### COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$1.4	\$0.1	\$17.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

**Major Project Status Report**  
**August 2014**

**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 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$14.1	\$3.5	\$14.4	\$17.6	\$0.0	\$3.2	\$0.0	22.2%	<ul style="list-style-type: none"> <li>Design refinements due to agreements with local officials and increased traffic projections.</li> </ul>
Real Estate	\$6.9	\$4.6	\$9.3	\$11.5	\$0.0	\$2.2	\$0.0	23.7%	<ul style="list-style-type: none"> <li>Additional parcels required due to design refinements.</li> </ul>
Construction	\$33.3	\$154.1	\$178.3	\$187.4	\$0.0	\$0.0	\$9.1	5.1%	<ul style="list-style-type: none"> <li>Added costs due to inflation.</li> </ul>
<b>Totals</b>	\$54.3	\$162.2	\$202.0	\$216.5	\$0.0	\$5.4	\$9.1	7.2%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expended	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled	
\$34.4	\$61.1	\$1.0	\$19.8	\$45.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	

**Major Project Status Report  
August 2014**

**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
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$8.2	\$1.8	\$9.0	\$10.0	\$0.0	\$0.0	\$1.0	11.1%	<ul style="list-style-type: none"> <li>▪ Added costs due to inflation.</li> </ul>
<b>Real Estate</b>	\$17.4	\$10.1	\$27.5	\$27.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Construction</b>	\$0.5	\$108.3	\$103.5	\$108.8	\$2.1	\$0.0	\$3.2	5.1%	<ul style="list-style-type: none"> <li>▪ \$2.1 million added to scope for rehabilitation of existing pavement prior to construction.</li> <li>▪ Added costs due to inflation.</li> </ul>
<b>Totals</b>	\$26.1	\$120.2	\$140.0	\$146.3	\$2.1	\$0.0	\$4.2	4.5%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$10.8		\$15.2	\$35.5	\$12.2	\$46.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

## Major Project Status Report

August 2014

**Project:** STH 26 JANESVILLE - WATERTOWN

**Enumeration Year:** 2001 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$28.0	\$0.0	\$28.0	\$28.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
Real Estate	\$72.6	\$2.4	\$75.0	\$75.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
Construction	\$290.2	\$39.8	\$330.0	\$330.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Totals</b>	\$390.8	\$42.2	\$433.0	\$433.0	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled	
\$38.2	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	



## Major Project Status Report

August 2014

**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
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$1.1	\$8.9	\$10.0	\$10.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
Real Estate	\$0.0	\$31.0	\$31.0	\$31.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
Construction	\$0.0	\$84.0	\$84.0	\$84.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Totals</b>	\$1.1	\$123.9	\$125.0	\$125.0	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$0.3		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$123.6

\*Please note that following extensive review, the Department has suspended work on the STH 38 (CTH K to Oakwood Rd.) project, which was recommended for enumeration by the Commission in 2010 and enumerated in 2011. This decision was made primarily because of the absence of local consensus on a preferred alignment for the project. Suspending work on this project will allow the department to apply resources to more significant priorities in the Major Highway Program. We anticipate making a presentation of future options for this project at the next Commission meeting; the options presented may include a recommendation that the Commission propose de-enumeration.

## Major Project Status Report

August 2014

**Project:** I39/USH 51 WAUSAU CORRIDOR

**Enumeration Year:** 2001 **Region:** NC

**Project Description:**

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$23.8	\$0.0	\$23.8	\$23.8	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Real Estate</b>	\$54.6	\$1.8	\$56.4	\$56.4	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Construction</b>	\$203.3	\$7.2	\$210.5	\$210.5	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>▪ No change.</li> </ul>
<b>Totals</b>	\$281.7	\$9.0	\$290.7	\$290.7	\$0.0	\$0.0	\$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$0.4		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$8.6

## Major Project Status Report

August 2014

**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 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 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$42.9	\$31.0	\$73.0	\$73.9	\$0.0	\$0.0	\$0.9	1.2%	▪ Added costs due to inflation.
<b>Real Estate</b>	\$1.6	\$44.0	\$44.4	\$45.6	\$0.0	\$0.0	\$1.2	2.7%	▪ Added costs due to inflation.
<b>Construction</b>	\$11.7	\$862.1	\$832.6	\$873.8	\$0.0	\$0.0	\$41.2	4.9%	▪ Added costs due to inflation.
<b>Totals</b>	\$56.2	\$937.1	\$950.0	\$993.3	\$0.0	\$0.0	\$43.3	4.6%	

### COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed											
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$49.7	\$60.5	\$190.7	\$191.9	\$145.7	\$298.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.00	\$0.0

**Major Project Status Report  
August 2014**

**Project:** USH 41 OCONTO-PESHTIGO

**Enumeration Year:** 1999 **Region:** NE

**Project Description:**

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$8.7	\$0.0	\$8.7	\$8.7	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Real Estate	\$18.3	\$2.6	\$20.9	\$20.9	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
Construction	\$134.5	\$15.5	\$150.0	\$150.0	\$0.0	\$0.0	\$0.0	0.0%	<ul style="list-style-type: none"> <li>No change.</li> </ul>
<b>Totals</b>	\$161.5	\$18.1	\$179.6	\$179.6	\$0.0	\$0.0	\$0.0	0.0%	

**COST TO COMPLETE EXPENDITURE SCHEDULE**

Encumbered or Committed, not yet Expensed	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$18.0