

Major Project Status Report

August 2014

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
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$159.8	\$24.2	\$184.0	\$184.0	\$0.0	\$0.0	\$0.0	0.0%	▪ No change.
Real Estate	\$83.8	\$6.2	\$90.0	\$90.0	\$0.0	\$0.0	\$0.0	0.0%	▪ No change.
Construction	\$806.6	\$319.4	\$1,126.0	\$1,126.0	\$0.0	\$0.0	\$0.0	0.0%	▪ No change.
Totals	\$1,050.2	\$349.8	\$1,400.0	\$1,400.0	\$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	
\$218.4	\$96.1	\$17.5	\$5.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$12.6	

Major Project Status Report

August 2014

Project: USH 53 LACROSSE CORRIDOR

Enumeration Year: 1997 **Region:** SW

Project Description:

- The currently enumerated Alternative 5B-1 (project length 6.1 miles):
- Extends STH 157 to existing River Valley Drive near Palace Street; extends 12th Avenue from CTH SS to STH 16; and constructs a new interchange between the STH 157 and 12th Avenue extensions
 - Follows River Valley Drive corridor between Palace and St. James Streets
 - Follows Harvey Street Corridor between St. James and Monitor Streets
 - Follows abandoned railroad corridor between Monitor and La Crosse Streets
 - Follows Sixth and Seventh Street Corridor (converted to a one way pair) as system connection to South Avenue

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.8	\$6.6	\$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	\$5.3	\$137.9	\$143.2	\$143.2	\$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
\$0.6		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$50.0	\$23.7	\$0.0	\$0.0	\$0.0	\$63.6

Major Project Status Report

August 2014

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
			February 2014 (Millions)	August 2014 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$8.3	\$0.7	\$9.0	\$9.0	\$0.0	\$0.0	\$0.0	0.0%	▪ No change.
Real Estate	\$14.6	\$5.6	\$20.2	\$20.2	\$0.0	\$0.0	\$0.0	0.0%	▪ No change.
Construction	\$55.8	\$11.7	\$67.5	\$67.5	\$0.0	\$0.0	\$0.0	0.0%	▪ No change.
Totals	\$78.7	\$18.0	\$96.7	\$96.7	\$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
\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$17.9

Major Project Status Report

August 2014

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
			February 2014 (Millions)	August 2014 (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%	

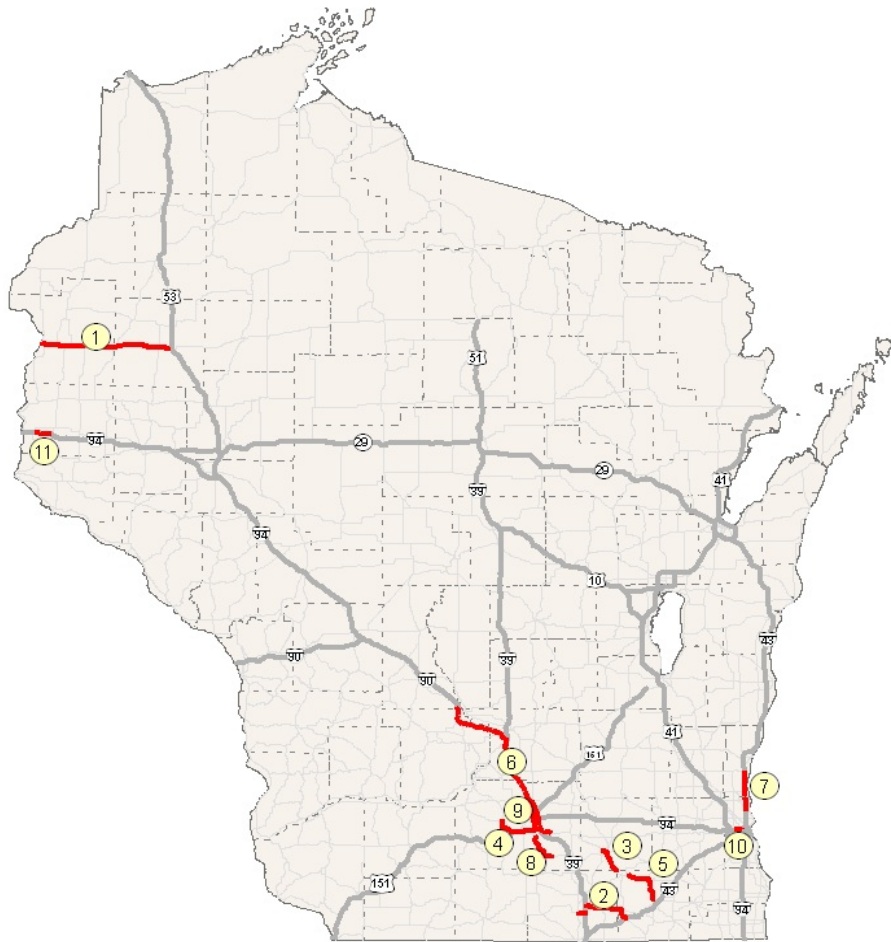
COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expended	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Unscheduled
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9.3

Wisconsin Department of Transportation

August 2014

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	21
2	STH 11/USH 14	Janesville - IH 43	22
3	USH 12	Fort Atkinson Bypass	23
4	USH 12	USH 14 – CTH N	24
5	USH 12	Elkhorn – Whitewater	25
6	IH 39/90	USH 12 (Madison) – USH 12 (Wis Dells)	26
7	IH 43	Silver Spring Drive – STH 60	27
8	USH 51	Stoughton – McFarland	28
9	USH 51	USH 12 – STH 19	29
10	IH 94	70 th Street – 16 th Street	30
11	IH 94	USH 12 – STH 65	31

General Information

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

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

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

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

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

Cost to Date: is the dollar amount expended on the study to date (as of 7/1/14). This information was obtained through WisDOT's Financial Operating System.

Cost to Complete: an estimate of cost required to complete the study at 2014 prices (through ROD/FONSI).

Study Project Cost Status Table – August 2014							
Project: <i>Sample Study Project</i>						Region	
Cost Information in Millions of Dollars							
Cost Category	Cost To Date	Estimated Cost To Complete	Total Study Cost Estimate February 2014	Total Study Cost Estimate August 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	1.0	2.0	3.0	3.0	0.0		

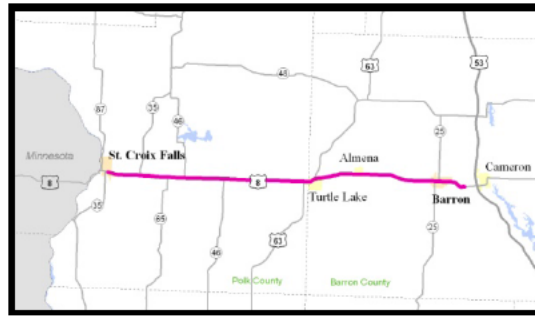
Cost to Date is the amount expended on the project at the time of this report

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.

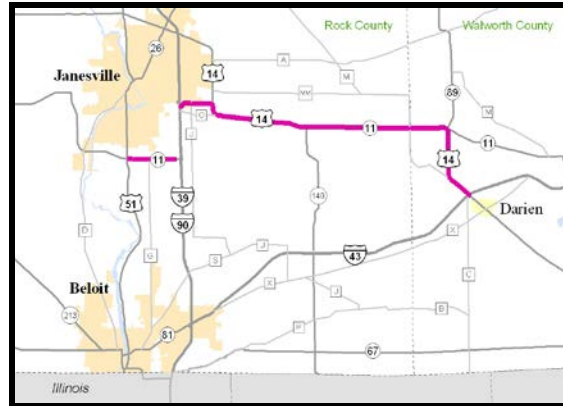
US 8 WIS 35 North - US 53



Study Project Cost Status Table - August 2014							
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 Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$5.3	\$0.7	\$6.0	\$6.0	\$0.0	0.0%	

- Length:** 40 miles in Polk and Barron Counties
- Existing AADT:** (Annual average daily traffic) 6,400 – 14,800 (rural) 11,600 – 16,100 (urban) vehicles per day
- Need for study:** Population growth and increased traffic volumes are generating concerns in several communities along the route. Approximately 50% of the project length will have 2030 volumes exceeding 12,000 AADT. There was a perceived need to identify and preserve a future four-lane corridor in order to make sound current and future highway improvement decisions.
- Possible concept:** To identify the future corridor detail to meet estimate accuracy requirements the study is being done under a 'Tiered EIS' concept. Tier 1 identifies basic corridor location and design standards for preferred alternatives. The Tier 2 phases are currently moving forward to achieve the detailed design necessary for estimate accuracy requirements. Officially map any future right-of-way needs for any preferred alternatives that are freeway/expressway concepts. Tier 3 would be considered to update NEPA work upon any segment being considered for construction.
- Study status:** Percent of Tier 1 EIS study completed: 100%
Tier II is almost complete on 3 of 4 segments. Remaining segment will stay Tier I until future needs warrant Tier II completion. 84,295 official mapping will not be completed.

STH 11/USH 14 Janesville – IH 43



Study Project Cost Status Table - August 2014							
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 Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$2.2	\$0.5	\$2.7	\$2.7	\$0.0	0.0%	

Length: 15 miles in Rock and Walworth Counties

Existing AADT: (Annual average daily traffic) 7,900 - 10,300 vehicles per day

Need for study: Expansion to four lanes will be necessary to accommodate the increasing traffic volumes on 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.

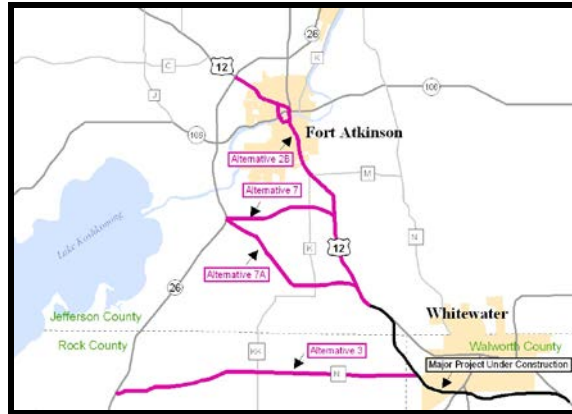
Possible concept: Expand the existing two-lane facility to four lanes. Provide for a freeway design in the I-39/90 and I-43 areas.

Study status: WisDOT has suspended the USH 14/WIS 11 study from IH 39 in Janesville to IH 43 near Darien. The recommendation to suspend the study is due to a low statewide project ranking and the current lack of available funding. The study will resume at a time in the future when it rises as a statewide priority. The study is currently at a stage where a range of alternatives were identified for further analysis, and the study was scheduled to begin the draft EIS phase.

During the suspension no work will be performed on the study, but could be resumed when conditions warrant. The final disposition of this study will be determined at a future TPC meeting.

Percent of study completed: 82%

US 12 Fort Atkinson Bypass



Study Project Cost Status Table - August 2014							
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 Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$3.5	\$0.1	\$3.6	\$3.6	\$0.0	0.0%	

- Length: 10.1 – 17.5 miles in Jefferson County
- Existing AADT: (Annual average daily traffic) 6,900 (rural) - 15,500 (urban) vehicles per day
- Need for study: Find ways to ensure 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%

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

USH 12 USH 14 – CTH N



Study Project Cost Status Table - August 2014							
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 Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$3.2	\$18.8	\$20.0	\$22.0	\$2.0	10.0%	*

*Additional engineering services.

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: Began origin-destination study in May 2012. Began planning and environmental linkages study. Final planning and environmental linkages report due in late 2015.

USH 12 STH 67 Elkhorn – STH 59 Whitewater



Study Project Cost Status Table - August 2014							
Project: USH 12 STH 67 Elkhorn - STH 59 Whitewater							
Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.0	\$2.6	\$2.6	\$2.6	\$0.0	0.0%	

Length: 17.9 miles in Walworth County

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

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

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

Study status: Begin study in spring 2015.

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



Study Project Cost Status Table - August 2014							
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 Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$2.4	\$15.6	\$11.0	\$18.0	\$7.0	63.6%	*

*Project complexity has resulted in increased planning and engineering costs. In addition to the cost to date listed above, an additional \$9 million has been encumbered but not yet expensed as cost.

Length: 56.3 miles in Dane/Columbia/Sauk Counties

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

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

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

Study status: Began EIS for I-90/94 Wisconsin Dells to Portage section. Will begin EIS for I-39/90/94 Madison to Portage section in summer of 2014.

IH 43 Silver Spring Drive – STH 60



Study Project Cost Status Table - August 2014							
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 Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$9.9	\$8.8	\$12.7	\$18.7	\$6.0	47.2%	*

*Additional design effort was necessary to provide more detail in high risk areas, taking unknown risk elements and making them known.

Length: 14.3 miles in Milwaukee and Ozaukee Counties

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

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

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

Study status: Final EIS – August 2014.

US 51 Stoughton - McFarland



Study Project Cost Status Table - August 2014							
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 Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$5.3	\$0.7	\$5.2	\$6.0	\$0.8	15.4%	*

* Increase due to additional engineering and environmental services needed.

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 and along a northern bypass of Stoughton. Environmental document changed to hybrid build/tiered EIS.

Study status: Estimated study completion date: Summer 2015

USH 51 USH 12 – STH 19



Study Project Cost Status Table - August 2014							
Project: USH 51 USH 12 - STH 19							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$3.2	\$2.4	\$5.1	\$5.6	\$0.5	9.8%	*

* Increase due to additional engineering and environmental services needed due to design revisions resulting from coordination with Dane county airport and local municipalities.

Length: 11 miles in Dane County

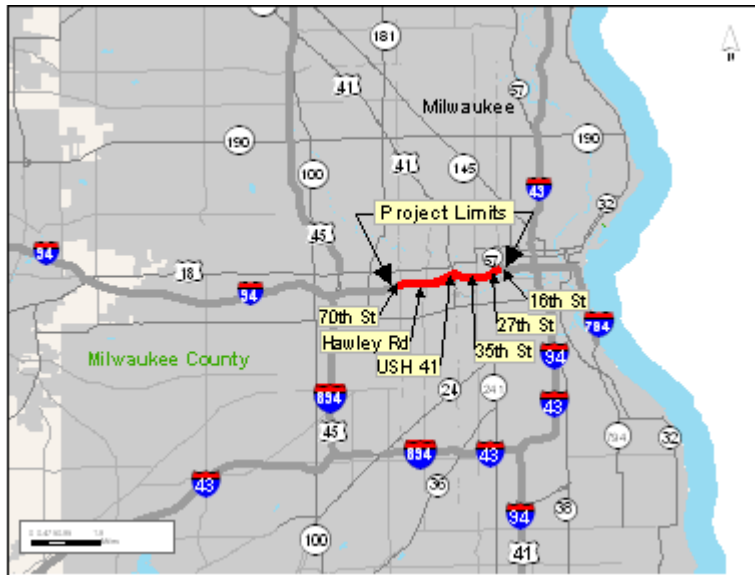
Existing AADT: 19,100 – 49,600 vehicles per day

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

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

Study status: Final ROD late 2015

IH 94 70th Street – 16th Street



Study Project Cost Status Table - August 2014							
Project: IH 94 70th Street - 16th Street							
Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study & PE	\$10.0	\$16.8	\$20.0	\$26.8	\$6.8	34.0%	*

* Additional design effort was necessary to provide more detail in high risk areas, taking unknown risk elements and making them known.

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: Final ROD – mid 2015.

IH 94 USH 12 – STH 65



Study Project Cost Status Table - August 2014							
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 Feb. 2014	Total Study Cost Estimate Aug. 2014	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.7	\$0.2	\$0.9	\$0.9	\$0.0	0.0%	

Length: 6 miles in St. Croix County

Existing AADT: 49,300 vehicles per day

Need for study: The corridor provides direct interstate access to the cities of Hudson and Roberts, and is a critical link to other major cities outside of this corridor including Minneapolis and many points in WI and beyond. IH 94 is in need of increased capacity to handle existing and future traffic demand and to improve safety and crash rates greater than the statewide average.

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

Study status: Final FONSI – September 2014.

From: [Rhatican, Tom M - DOT](#)
To: [Hughes, Patrick - GOV](#)
Cc: [Yahn, Nate - DOT](#)
Subject: Fwd: Draft TPC Presentation
Date: Monday, November 24, 2014 9:36:23 AM
Attachments: [12-1-2014 TPC Tom Draft.pptx](#)
[ATT00001.htm](#)

Sent from my iPhone

Begin forwarded message:

From: "Nestler, Joseph - DOT" <Joseph.Nestler@dot.wi.gov>
To: "Rhatican, Tom M - DOT" <Tom.Rhatican@dot.wi.gov>
Cc: "Meier, Joan - DOT" <Joan.Meier@dot.wi.gov>, "Switzer, Aileen - DOT" <Aileen.Switzer@dot.wi.gov>
Subject: Draft TPC Presentation

Here you go Tom. Please let me know if you have any questions.

Joe

Joseph Nestler, P.E.
Director, Bureau of State Highway Programs
Division of Transportation Investment Management
Wisconsin Department of Transportation
Phone: 608-266-9495 Email: joseph.nestler@dot.wi.gov

Transportation Projects Commission

Agenda Topics:

- 1. Analysis Of Recommended Enumerations*
- 2. Program Financial Status*
- 3. Adjustments To Previous Enumerations*

December 1, 2014

The Definition Of A Major Highway Project

A Highway Project That...

1. Costs More Than \$33.4 Million And

- ✓ Relocates Or Builds A New Highway At Least 2.5 Miles Long*
- ✓ Adds Lanes To An Existing Highway For 5 Miles Or More*
- ✓ Converts At Least 10 Miles Of Divided Highway To A Freeway*

Or.....

2. Costs More Than \$83.5 Million To Rehabilitate