Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

November 26, 2019

Members of The Transportation Projects Commission (TPC)

Re: December 6, 2019 TPC Meeting

Dear TPC Members,

The Wisconsin Department of Transportation (WisDOT) thanks you for your service as a member of this important Commission, and we look forward to providing you a briefing on the status of the Major Projects Program and the SE-Megaprojects Program at the December 6, 2019 TPC Meeting. For your review, we have prepared this TPC information binder containing material that will be presented and discussed at the meeting.

The meeting focus will include an overview of the importance of Major projects and TPC roles and responsibilities. The meeting will also provide an opportunity to review and discuss the status of enumerated construction projects and projects approved for environmental study.

There will be a WisDOT recommendation to remove three studies from the approved list of Major Highway Study Projects due to lack of need or low priority relative to other studies and statewide needs. For your review, TAB 7 in the binder summarizes the recommendations and provides additional project detail; the department will present this material and provide relevant supporting information at the meeting to facilitate discussion and decision-making. The projects recommend for removal are listed below.

- USH 8 (STH 35 – USH 53) Polk and Barron Counties
- STH 11/USH 14 (Janesville – I 43) Rock and Walworth Counties
- USH 12 (Fort Atkinson Bypass) Jefferson County

Should you have any questions during your review of this material, please feel free to contact Jeff Gust, Director of WisDOT's Bureau of State Highway Programs (608-267-7754).

Sincerely,

Craig Thompson
Secretary-designee

TRANSPORTATION PROJECTS COMMISSION

Wisconsin State Capitol, Governor's Conference Room

December 6, 2019

1

December 2019 TPC Meeting
- Agenda
- Member directory

2

Meeting Minutes
- December 1, 2014 TPC meeting

3

Background Information
- Importance of Major Projects
- TPC and WisDOT roles
- Key highway statutes

4

TPC Status Report
- Improvements to report
- August 2019 report

5

Major Project Details
- Project expenditure schedule
- Project slides

6

Southeast Megaproject Details
- Project slides

7

Major Highway Studies
- Study summary
- Studies recommended for removal
- Remaining projects

8

9

10

Chapter 1

December 2019 TPC Meeting

- **Agenda**
- **Member directory**

This page intentionally left blank.

Meeting Agenda
Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor's Conference Room
Friday, December 6, 2019, 1:30 to 4:00 PM

- **Roll Call**
- **Governor and Secretary-designee opening statements**
- **Approve minutes**
- **Overview of Major Highway Projects and TPC responsibilities**
    - **Importance of Major Projects**
    - **Role of the TPC**
    - **Overview of Major Projects process**
    - **Major Projects environmental study and enumeration process timeline**
    - **TPC Report, improvements resulting from audit**
- **Status of the Major Development Program and Southeast Mega Program**
    - **Major Projects expenditure schedule**
    - **Project update for enumerated major projects**
    - **Project update for Southeast Megaprojects**
- **Status of Major Projects approved for study**
    - **Project update of currently approved projects**
    - **Studies recommended for removal from program**
- **Discussion, motions and future meetings**
- **Adjourn**

This page intentionally left blank.

TRANSPORTATION
PROJECTS
COMMISSION

MEMBER DIRECTORY

December 2019

TRANSPORTATION PRJOECTS COMMISSION MEMBERS

Governor Tony Evers,
Chairman
Room 115 East State Capitol
Madison, WI 53702
(608) 266-1212
govgeneral@wisconsin.gov

State Senate

Senator Robert Cowles
Room 118 South
State Capitol
P.O. Box 7882
Madison, WI 53707-7882
(608) 266-0484
Sen.Cowles@legis.wisconsin.gov

Senator Dave Hansen
Room 323 South
State Capitol
P.O. Box 7882
Madison, WI 53707-7882
(608) 266-5670
Sen.Hansen@legis.wisconsin.gov

Senator Tim Carpenter
Room 109 South
State Capitol
P.O. Box 7882
Madison, WI 53707-7882
(608) 266-8535
Sen.Carpenter@legis.wisconsin.gov

Senator Jerry Petrowski
Room 123 South
State Capitol
P.O. Box 7882
Madison, WI 53707-7882
(608) 266-2502
Sen.Petrowski@legis.wisconsin.gov

Senator Howard Marklein
Room 8 South
State Capitol
P.O. Box 7882
Madison, WI 53707-7882
(608) 266-0703
Sen.Marklein@legis.wisconsin.gov

State Assembly

Representative Scott Krug
Room 207 North
State Capitol
P.O. Box 8952
Madison, WI 53708
(608) 266-0215
Rep.krug@legis.wisconsin.gov

Representative John Spiros
Room 212 North
State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-1182
Rep.Spiros@legis.wisconsin.gov

Representative Mark Spreitzer
Room 113 North
State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-1192
Rep.Spreitzer@legis.wisconsin.gov

Representative Daniel Riemer
Room 122 North
State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-1733
Rep.Riemer@legis.wisconsin.gov

Representative Jon Plumer
Room 18 North
State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-3404
Rep.Plumer@legis.wisconsin.gov

Citizen

Mark Servi, Commissioner
Barron Co Hwy Department
260 N 7th Street
Barron, WI 54812
(715) 637-3755
Mark.servi@co.barron.wi.us

Allison Bussler, Director
Waukesha Co Public Works
515 W. Moreland Blvd,
Room 220
Waukesha, WI 53188
(262) 548-7740
Abussler@waukeshacounty.gov

Timothy Hanna, Mayor
City of Appleton
100 N. Appleton Street
Appleton, WI 54911
(920) 832-6400
Mayor@appleton.org

Non-Voting Member

Craig Thompson, Secretary-designee
Room S906 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 266-1114
CraigM.Thompson@dot.wi.gov

DEPARTMENT OF TRANSPORTATION STAFF

Policy Issues

Craig Thompson, Secretary-designee
Room S906 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 266-1114
CraigM.Thompson@dot.wi.gov

Paul Hammer, Deputy Secretary
Room S905 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 266-1114
Paul.Hammer@dot.wi.gov

Joel Nilsestuen, Assistant Deputy Secretary
Room S907 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 266-1114
JoelD.Nilsestuen@dot.wi.gov

Joe Nestler, P.E., Administrator
Division of Transportation Investment Management
Room S605 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 266-6885
Joseph.Nestler@dot.wi.gov

Project Information

Jeff Gust, P.E., Director
Bureau of State Highway Programs (BSHP)
Room S619 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 267-7754
Jeffrey.Gust@dot.wi.gov

Justin Shell, Chief
Program Development & Analysis Section, BSHP
Room S611.17 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 267-9617
JustinR.Shell@dot.wi.gov

Ned Grady, P.E., Commission Secretary/Majors Program Manager
Program Development & Analysis Section, BSHP
Room S611.24 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
Ned.Grady@dot.wi.gov

Ben Rouleau, P.E., Level of Service Engineer
Program Development & Analysis Section, BSHP
Room S616.04 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 266-7717
Benjamin.Rouleau@dot.wi.gov

James Donlin, Director
Bureau of Budget
Room S911.26 Hill Farms
4822 Madison Yards Way
Madison, WI 53705
(608) 266-9546
James.Donlin@dot.wi.gov

This page intentionally left blank.

Chapter 2

Meeting Minutes

- **December 1, 2014 TPC meeting**

This page intentionally left blank.

MINUTES OF DECEMBER 1, 2014

Governor's Conference Room
State Capitol

12:45 P.M.

MEMBERS PRESENT

Governor Scott Walker
Secretary Mark Gottlieb
Senator Joseph Leibham
Senator Robert Cowles (teleconf)
Senator Jerry Petrowski (teleconf)
Senator Tim Carpenter
Senator Tim Cullen
Representative John Spiros
Representative Keith Ripp
Representative Fred Clark
Representative Mike Endsley (teleconf)
Representative Amy Sue Vruwink
Citizen Representative Jean Jacobson
Citizen Rep. Barbara Fleisner LaMue
Citizen Representative Michael Ryan

MEMBERS ABSENT
none

DOT STAFF PRESENT

Aileen Switzer
Joe Nestler
Kasey Deiss
Kris Sommers
Mike Berg
Jeff Gust
Steve Hoff
Manojoy Nag
Katherine Miller
Dawn Krahn
Rob Miller
Paul Hammer
Mike Hoelker
Mohamad Hayek
Jason Dahlgren
Thomas Rhatican

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

Governor Walker proposed a motion to approve the minutes of the November 2nd, 2011 meeting. The motion passed unanimously.

Governor Walker gave his opening remarks and stated that today's meeting was to consider two projects ready for enumeration, one project ready for approval for construction, and recommendations for pulling back funding on a few projects.

Purpose of the panel is not to approve the projects, but to develop recommendations based on an objective process in which WisDOT, working in conjunction with local governments, recommends where Majors project funding should be prioritized in the future. Depending on how much revenue the legislature decides to put forth will determine whether the projects discussed today will be included in the budget.

WisDOT Secretary Gottlieb talked about putting the Majors Highway program within context of the overall state highway program.

He talked about the misconception that WisDOT is overinvesting in capacity expansion projects and presented the following facts:

- Over 85% of state highway expenditures are for preservation of the existing system
- Less than 15% is attributed to expansions.
- With majors projects the majority of the expenditures are to rebuild the existing infrastructure and improve safety; not just to expand capacity.

Major Highway Project candidates undergo an extensive, statutorily-set evaluation that considers a project's potential to enhance economic development, relieve traffic congestion, improve safety and achieve community objectives while minimizing environmental impacts. To move forward, candidate projects must undergo an environmental review process.

Secretary Gottlieb said WisDOT will be recommending two projects for enumeration and will be recommending approval on the STH 50 project per the revised definition of Major projects based on cost. He also added that with the goal of spending WisDOT funds wisely, WisDOT will be recommending de-enumeration and/or eliminating funding for a few projects.

Aileen Switzer, WisDOT Administrator of the Division of Transportation Investment Management, provided a definition of major highway projects and provided a general overview of the two enumerations and one approval request. The two enumerations are listed below:

Highway	Termini	County
I-94	USH 12 – STH 65	St. Croix
I-43	Silver Spring Drive Northerly to STH 60	Milwaukee/Ozaukee

The project WisDOT is requesting approval under the high cost rehabilitation definition is listed below:

Highway	Termini	County
Wis 50	IH 94 – 43rd Avenue	Kenosha

Switzer stated the role of the TPC is to report TPC recommendations for enumeration by December 15th of even numbered years.

Joe Nestler, WisDOT Director of the Bureau of State Highway Programs, provided the committee with signed environmental document cover pages for the three proposed projects. He also demonstrated WisDOT's ability to fund each project within 6 years of enumeration.

He presented a benefit-cost analysis for a 52-year life cycle showing all costs of the projects, including periodic rehabilitation and maintenance. Nestler demonstrated that benefits for each proposed major project outweigh the costs. Typically benefit/cost ratios greater than 1 provide justification for cost-effective construction projects; each of the 3 proposed projects has a benefit/cost ratio greater than 5.

Senator Cowles asked about the effect of potential delays if a vote on these projects is not held within the next 3-4 months. Joe Nestler responded that the analysis he is presenting is the construction of the major projects versus the costs associated with the roadways if the projects were not enumerated at all. The governor added that if a decision was delayed 3 months it would bypass the possibility of being added to the budget.

Due to loss of local support and lack of needs of the projects, Nestler proposed de-enumeration of the following two projects:

Highway	Termini	County
Wis 81/213	Beloit Bypass	Rock
Wis 38	CTH K – Oakwood Dr	Racine/Milwaukee

Due to lack of need for further bypass work, Nestler requested the following project to be considered complete:

Highway	Termini	County
USH 14	Viroqua - Westby	Vernon

The LaCrosse corridor project was mentioned in the September letter. WisDOT recommends no action at this time and further study for a one-year period.

Governor Walker asked if the members had questions about the projects.

Representative Clark asked in reference to the $2 billion enumerated for major projects, how much spending authority is given to the Southeast Mega and freeways projects?

Secretary Gottlieb responded that Southeast Mega projects receive an appropriation each biennium and more will be requested in the next biennium.

Representative Clark followed up by asking if WisDOT is missing something by not having the Southeast Mega projects under the purview of a commission like the TPC?

Secretary Gottlieb responded that legislature did not put those projects under purview of any commission.

The question was asked why the preparation and meetings for this TPC meeting all happened within the timeframes that they occurred in proximity to the holiday?

Gottlieb responded that per statute the TPC recommendations and action need to be completed prior to December 15th.

Senator Carpenter asked if the proposed project costs are already budgeted or if additional revenues will need to be raised?

Joe Nestler responded that the statutes assume steady levels of funding with sustained purchasing power for the Majors program.

Carpenter asked if fee and tax increases will be necessary to enumerate these projects?

Gottlieb responded fees and tax increases are not necessary. It depends how the legislature and governor decide to allocate resources.

Governor Walker reiterated that it is the purpose of this committee to prioritize transportation needs.

Senator Carpenter asked about the possibility to look up benefit/cost analyses from the 1990s, when investment in Majors was cut significantly?

Joe Nestler responded that if investment was not made at this time, WisDOT would forego the opportunity to realize the benefits immediately upon completion of the projects. When asked by Carpenter about audits to the Majors program, Nestler responded that the current requirement to have a signed environmental document results in much better cost estimates. Secretary Gottlieb emphasized the fundamental transparency of the Majors program including semi-annual reports that include all budget changes to each Majors project and that the program is managed in a cost-effective way.

Representative Spiros asked if potential pull-backs from the federal government would affect the Majors program?

Gottlieb stated that the program is managed based on the assumption that current federal funding rates will continue.

Senator Cullen asked about the history of leapfrogging in Majors projects, where some projects are built prior to other projects that were enumerated at an earlier time?

Secretary Gottlieb stated that it is a function of the Department's ability to design and deliver projects. Nestler added that the Northeast region STH 23 and STH 15 projects were held up due to litigation. The usual case is that projects ready to be let are funded to proceed with construction. Circumstances such as litigation and lettings coming in too high can dictate that the start of construction of certain projects be moved.

Governor Walker entertained a motion to enumerate the IH 43 and IH 94 projects. The motion was passed 11-3.

Governor Walker entertained a motion to approve the STH 50 project. The motion was passed 11-3.

Governor Walker entertained a motion to proceed with the Department's recommendation to cancel/complete the Beloit bypass, STH 38, and USH 14 projects. The motion was passed 14-0.

Senator Carpenter asked that in light of the recent referendum regarding segregation of the transportation fund, if the governor would consider drafting the general budget and the transportation budget in two separate budgets?

Governor Walker said it would be considered.

Senator Cullen made a statement regarding the allocation of federal funds on the IH 39/90 project, specifically that the project is funded with approximately 30% federal money, yet FHWA has ultimate authority whether WisDOT could possibly implement tolls or possibly add an extra interchange. He suggests the state should not accept this arrangement.

Governor Walker motioned to adjourn the meeting, and the meeting was adjourned.

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

Chapter 3

Background Information

- **Importance of Major Projects**
- **TPC and WisDOT roles in the Major Highway program**
- **Key highway statutes**

This page intentionally left blank.

Importance of Major Highway Projects

November 2019

Major Highway Projects are typically among the largest and most expensive projects facing DOT's across the country, yet their project benefits typically far exceed their cost.

While Major projects to modernize and expand highly congested highways are expensive, the benefits justify the costs. WisDOT has found these projects can lead to 20-80% fewer traffic crashes. Instead of the driver frustration and delay experienced when traveling on a highly congested roadway, costly delays are reduced significantly and there is a much higher degree of driver comfort.

WisDOT routinely quantifies the economic value of the thousands of crashes avoided and tens of millions of hours of travel time savings that typical modernization and expansion projects produce over time. When these benefits are compared to the construction and other life cycle costs involved, WisDOT has found that many proposed projects have a benefit-cost ratio of 4 to 1 or more, making them extremely beneficial to highway users. Using a rate of return measure, WisDOT has found that these direct highway user benefits produced by projects typically represent a return on investment of at least 10%, with some projects yielding a return of 14% or higher.

In addition to substantial safety benefits, WisDOT has found that Major projects designed to modernize and expand highly congested highways increase travel time reliability and vehicle operating speeds, creating indirect benefits to Wisconsin's economy and quality of life. By reducing travel times and making travel times more reliable, individuals, manufacturers, shippers and other business users can reduce the extra time they build into their trip planning to make sure they arrive at their destination on time. For freight reliant businesses, this can lead to reductions in warehousing, inventory and other logistics costs no matter where in the state they are located relative to the highway project itself. For businesses in general, it can also allow them to extend the market for their products, increasing incomes and potentially jobs as well.

Major projects also help improve overall system condition by replacing degraded infrastructure. Major projects typically occur on corridors when the infrastructure is near the end of its useful life. Consequently, Majors offset the need for high cost infrastructure replacement projects that would have to be funded by the State Highway Rehabilitation Program (SHR) if the Major project did not occur. WisDOT has found that at least 50% of the cost of a typical Major project would have to be absorbed by the SHR program in the absence of the Major project.

In summary, prudently selected Major projects provide substantial return on investment by producing significant safety, travel time, and infrastructure condition benefits. These projects enhance Wisconsin's economy while striving to minimize environmental impacts and striving to serve community objectives.

This page intentionally left blank.

TRANSPORTATION PROJECTS COMMISSION & WisDOT ROLES in the MAJOR HIGHWAY PROGRAM

Role of the TPC

- Created in 1983, the 15-member Transportation Projects Commission (TPC) reviews major highway project candidates and makes recommendations to the Governor and Legislature regarding projects to be "enumerated" or included in the next two-year state budget.
- The TPC includes five state senators, five Assembly representatives and three citizen members. The Governor serves as the TPC Chairman. The Secretary of the Wisconsin Department of Transportation (WisDOT) serves as a non-voting member.
- Typically, the TPC considers major highway project candidates on a two-year cycle. In the fall of odd numbered years, the TPC begins the process by looking at projects recommended by WisDOT to advance to the environmental study stage.
- In the fall of even-numbered years, the TPC reviews WisDOT enumeration recommendations, and can recommend for enumeration, projects that have successfully completed the environmental study phase (before a major highway project candidate can be considered for enumeration, it must have a final environmental document approved by FHWA).
- State law prevents the TPC from recommending projects for enumeration unless funding is available to begin work within six years.
- Review and approve projects under 84.013(1)(a)(2m)

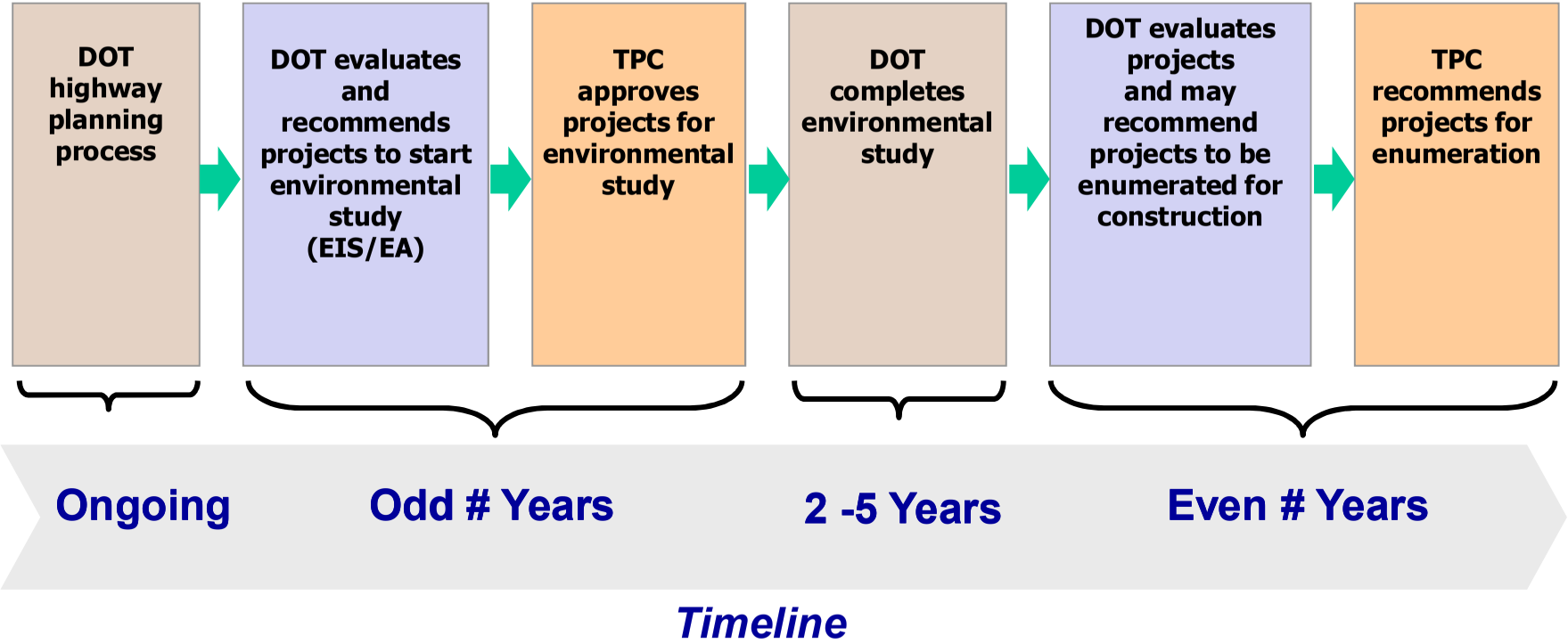
WisDOT's role in major highway projects

- Highway segments that have, or that are projected to have, significant traffic congestion and motorist safety concerns are identified through engineering analysis and during the extensive public outreach process that goes into development of long-range highway plans.
- WisDOT reviews and prioritizes major highway project candidates utilizing a statutorily-established process (Administrative Rule Trans 210). This process considers a project's ability to: enhance economic development; relieve traffic congestion; improve safety; and achieve community objectives while minimizing environmental impacts.
- WisDOT is required to make recommendations to the TPC on major highway project candidates. Following any recommendations from the TPC, the Governor and the Legislature make the final decisions regarding which projects will be enumerated under 84.013(1)(a)(1m). The TPC has authority to approve 84.013(1)(a)(2m) projects for construction.
- Under current state law, a major highway project has a total cost of more than $30 million (indexed to current year at $40.9M) and constructs a new route of 2.5 or more miles, adds capacity to 5 or more miles of an existing highway, or converts an existing multi-lane divided highway of 10 or more miles to freeway standards. Also defined as a major is any project more than $75 million (indexed to current year at $102.3M), and not described in the preceding sentence.
- Once a project is enumerated, WisDOT is responsible for all phases of project development and delivery. This includes scheduling and design, project management, and project construction.
- Further information on the major highway projects process including a current list of major projects can be found on the WisDOT Web site at, https://wisconsindot.gov/Pages/projects/6yr-hwy-impr/maj-hwy/default.aspx.

This page intentionally left blank.

Process to become a Major Highway Project

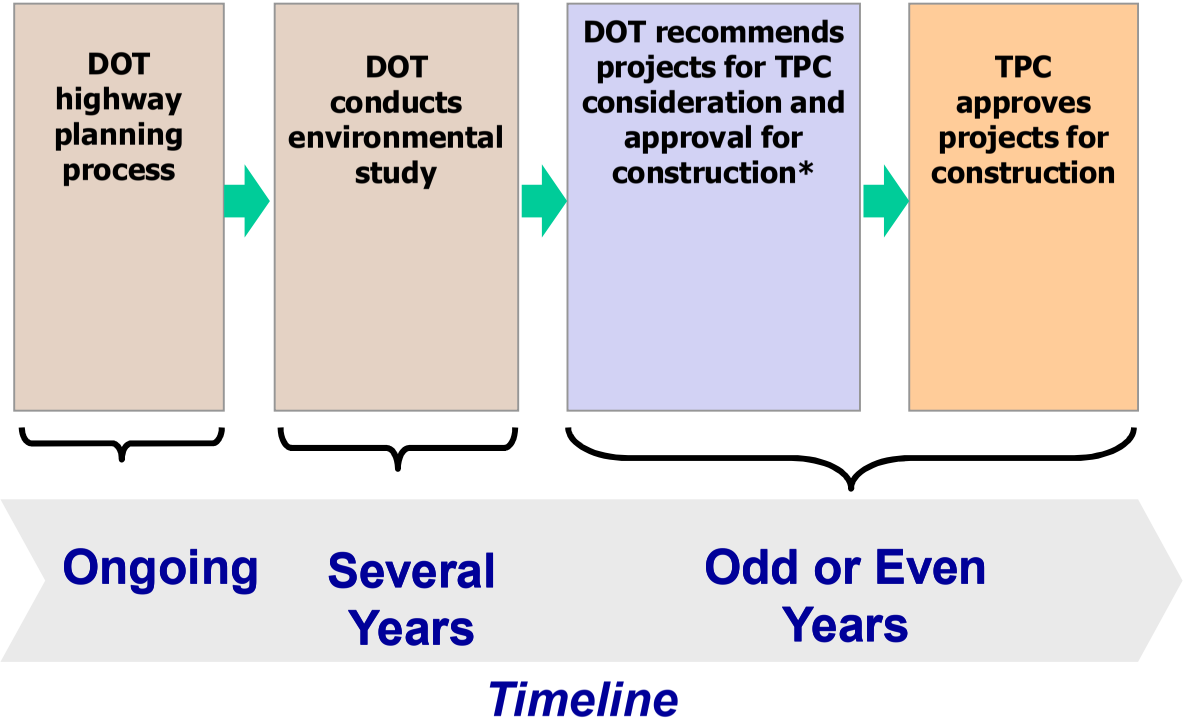
Traditional Major Projects



Timeline

Process to become a Major Highway Project

High cost projects for construction as Major Projects, 84.013(1)(a)(2m)



** Occurs after the draft environmental document is complete*

Key Major Highway Project Statutes

1. Definition of a Major Highway Project

84.013 (1)

(a) "Major highway project" means a project, except a project providing an approach to a bridge over a river that forms a boundary of the state, a high-cost state highway bridge project under s. 84.017, or a southeast Wisconsin freeway megaproject under s. 84.0145, that satisfies any of the following:

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

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

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

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

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

84.013(2)

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

2. Approval of Transportation Projects Commission (TPC) required to conduct environmental study of potential major projects.

13.489 (1m) APPROVAL OF COMMISSION REQUIRED FOR STUDY OF POTENTIAL MAJOR HIGHWAY PROJECTS.

(b) Not later than October 15 of each odd-numbered year, the department of transportation shall provide to the commission a list of potential major highway projects that the department has initially determined may be recommended under par. (c) for approval to prepare an environmental impact statement or an environmental assessment and a list of potential major highway projects that could be studied for possible recommendation under sub. (4). The commission may conduct public hearings on potential major highway projects identified by the department of transportation or by the commission.

(c) Not later than March 15 of each even-numbered year, the department of transportation shall report to the commission those potential major highway projects that the department recommends be approved by the commission for preparation of an environmental impact statement or an environmental assessment.

(d) Not later than April 15 of each even-numbered year, the commission shall notify the department of those potential major highway projects that the commission approves for preparation of an environmental impact statement or an environmental assessment or shall notify the department that it does not approve any potential major highway projects for preparation of an environmental impact statement or environmental assessment.

(e) The department of transportation may not prepare an environmental impact statement or an environmental assessment for a potential major highway project unless the commission notifies the department under par. (d) that the project is approved.

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

3. WisDOT makes enumeration recommendations for TPC consideration

13.489 (2) DEPARTMENT TO REPORT PROPOSED PROJECTS. Subject to s. 85.05, the department of transportation shall report to the commission not later than September 15 of each even-numbered year and at such other times as required under s. 84.013 (6) concerning its recommendations for adjustments in the major highway projects program under s. 84.013

4. The TPC reviews and recommends projects for enumeration

13.489 (4) REVIEW OF PROJECTS.

(a)

1. All reports submitted as provided by sub. (2) shall be reviewed by the commission. The commission shall report its recommendations concerning major highway projects to the governor or governor-elect, the legislature and the joint committee on finance no later than December 15 of each even-numbered year or within 30 days following submission of a report under s. 84.013 (6). The commission may recommend approval, approval with modifications, or disapproval of any project, except that the commission may not recommend the approval, with or without modifications, of any project unless any of the following applies:

a. The commission determines that, within 6 years after the first July 1 after the date on which the commission recommends approval of the project, construction will be commenced on all projects enumerated under s. 84.013 (3) and on the project recommended for approval and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

b. The report recommending approval of the project is accompanied by a financing proposal that, if implemented, would provide funding in an amount sufficient to ensure that construction will commence on all projects enumerated under s. 84.013 (3) and on the project within 6 years after the first July 1 after the date on which the commission recommends approval of the project and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

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

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

(c) No project may be enumerated under s. 84.013 (3) or approved under s. 84.013 (6) unless the commission recommends approval, with or without modifications, of the project under par. (a) or, with respect to a project under s. 84.013 (6m), designates the project under par. (b).

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

5. The TPC approves s.84.013(1)(a)(2m) High Cost projects for construction as Majors Projects.

13.489(4)

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

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

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

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

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

Chapter 4

TPC status report

- **Improvements resulting from audit (presented on during TPC meeting)**
- **August 2019 TPC report**

This page intentionally left blank.

Wisconsin
Department of Transportation

Report to the

Transportation Projects Commission

on the

Status of Major Highway Projects
and
Southeast Wisconsin Freeway Megaprojects

August 2019

This page intentionally left blank.

Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
Madison, WI 53705

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (608) 266-1114
FAX: (608) 266-9912
Email: sec.exec@dot.wi.gov

August 1, 2019

Dear Members of the Transportation Projects Commission (TPC):

I am pleased to update the TPC on the status of the Major Highway Development program (Majors) and Southeast Wisconsin Freeway Megaprojects (SE Megas) program. Schedules for projects in this report are based on the recently approved 2019-21 biennial budget.

The budget Governor Evers signed ensures that critical investments are made to the state's transportation infrastructure. The commitments in the budget include:

- Providing more than $465 million for transportation projects across the state and making the largest dedication of new, ongoing revenue to the transportation fund in a generation.
- Completing the north leg of the Zoo interchange. This ensures that all benefits of connectivity and safety are realized for the entire interchange.
- Addressing the needs of important corridors through enumeration of I-43 in Milwaukee and Ozaukee counties, and I-41 in Outagamie and Brown counties.

There are no delays to any enumerated Major or SE Megaprojects. Estimates on active Major projects increased by $13.1 million. This does not include the new projects on I-41 and I-43. Only WIS 50 and WIS 23 had estimate increases. All other active project estimates remained the same or decreased. The SE Mega I-94 North-South estimate decreased by $6.5 million. Majors study estimates increased by $0.5 million.

In February 2019, the department conducted a Cost Estimate Review (CER) for the WIS 50 project. This report includes estimate and schedule changes according to recommendations in the CER, including the estimate increase of $18.7 million. The increase was primarily due to the need for additional material to bridge bad soils, hazardous materials abatement and an increase in bid prices to reflect the current market in Southeast Wisconsin.

To ensure transparency and commitment to clear communication we made modifications to some tables and reporting. The changes implemented to bring the report in compliance with 2017 Wisconsin Act 247.

To improve communication between the department and the TPC regarding Majors and SE Megas, we plan to request that the TPC convene a meeting soon. We will follow up with a formal request.

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

Sincerely,

Craig Thompson
Secretary-designee

This page intentionally left blank.

Table of Contents

Glossary of Terms ii

Major/Southeast Megaprojects Cost Information Summary iv

Major Projects Cost and Schedule Summary v

Major Projects with Scheduled Costs

USH 10: USH 10 and USH 10/STH 441 1

STH 15: STH 76 to New London 2

USH 18/151: Verona Rd. 3

STH 23: STH 67 to USH 41 4

I 39/90: USH 12 to Illinois 5

I 41: STH 96 to Scheuring Road 6

I 43: Silver Spring Drive to STH 60 7

STH 50: I 41 to 43rd Avenue 8

USH 53: La Crosse Corridor 9

Southeast Megaprojects

I 94: North-South Freeway 10

Zoo Interchange 11

Majors Projects with Mainline Open to Traffic

USH 10: Marshfield to Stevens Point 12

USH 10: Marshfield to Appleton 13

USH 12: Lake Delton to Sauk City 14

USH 18: Prairie du Chien to STH 60 15

STH 26: Janesville to Watertown 16

USH 41: Brown County 17

USH 41: Winnebago County 18

Major Highway Study Projects 19-31

August 2019

Major / Southeast Megaproject Status Report

Glossary of Terms

Project: Route number and statutory limits of a project.

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

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

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

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

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

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

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

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

Design: The cost to develop and design the project.

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

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

Cost to Date: The cost, by category, expensed in the department's financial systems as of July 1, 2019.

Cost to Complete: Estimated cost, by category, remaining to complete the project at current (FY-20) 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 2019): The estimate provided to the Transportation Projects Commission in the February 2019 report.

Current Estimate (August 2019): The updated estimate provided to the Transportation Projects Commission in this report.

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

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

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

Inflation: Adjustment to project estimate based on changes in bid item unit prices specific to a project, reflecting trends in fuel prices, material costs, contractor competition, and regional economic factors. Note, in past reports inflationary changes were only introduced in August reports. Inflationary adjustments will now be made in both February and August reports.

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

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

The Major Highway project expenditure schedules in this report are based on the Major Highway appropriation amount in the 2019-21 biennial budget ($281.4M in FY-20 and $282.8M in FY-21). For future biennia, the FY-21 appropriation amount is assumed to continue beyond FY-21. Schedules assume no purchasing power increases; i.e. project costs are assumed to rise in future years according to the Global Insight projected inflation rates shown in the bottom table below, while the FY-21 budget value is assumed to continue beyond the biennium.

The expenditure schedules for SE Megaprojects are based on the Southeast Megaproject appropriation amount in the 2019-21 biennial budget, in addition to the INFRA grant awarded in spring 2018 for the I94 North-South project and bonding on both projects.

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$3.6	Current Year $	$6.5	$99.1	$2.9	$1.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$3.6	YOE $	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

***Encumbered but not yet 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.

Current Year Dollars (Current Year $): Represent a schedule of future expenditures listed at current (FY-20) market prices.

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

2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
2.11%	2.23%	2.49%	2.51%	2.44%	2.41%	2.41%	2.34%	2.27%	2.22%

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

Typical Majors Project Milestone Durations After Final Project Lettings

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

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

Major/Southeast Megaprojects Cost Information Summary							
Page	Project	Cost-to-date (millions)	Estimated cost-to-complete (millions)	Previous report estimate (millions)	Current cost estimate (millions)	Cost estimate change since last report (%)	Reason for cost change
	Ongoing Major Highway Projects						
1	USH 10: USH 10 and USH 10/STH 441	$354.8	$27.2	$385.0	$382.0	-0.8%	design, real estate and construction refinements
2	STH 15: STH 76 to New London	$25.0	$109.7	$138.7	$134.7	-2.9%	real estate and construction refinements
3	USH 18/151: Verona Rd.	$227.3	$40.9	$269.8	$268.2	-0.6%	construction refinements
4	STH 23: STH 67 to USH 41	$40.2	$116.3	$153.5	$156.5	2.0%	construction scope
5	I 39/90: USH 12 to Illinois	$634.6	$578.2	$1,212.8	$1,212.8	0.0%	
6	I 41: STH 96 to Scheuring Rd	$0.0	$10.0	$0.0	$10.0	N/A	Project enumerated in July 2019.
7	I 43: Silver Spring to STH 60	$0.0	$551.6	$0.0	$551.6	N/A	Project enumerated in July 2019.
8	STH 50: I 41 to 43rd Ave	$6.4	$112.3	$100.0	$118.7	18.7%	real estate and construction refinements; construction inflation
9	USH 53: Lacrosse Corridor	$6.7	$136.5	$143.2	$143.2	0.0%	
	Southeast Megaprojects						
10	I 94: North - South Freeway	N/A	$325.9	$1,623.9	$1,617.4	-0.4%	construction scope and refinements
11	Zoo Interchange	N/A	$235.9	$1,541.5	$1,541.5	0.0%	
	Major Projects with Mainline Open to Traffic						
12	USH 10: Marshfield to Stevens Point	$249.4	$2.9	$252.3	$252.3	0.0%	
13	USH 10: Marshfield to Appleton	$498.7	$2.9	$501.6	$501.6	0.0%	
14	USH 12: Lake Delton to Sauk City	$180.8	$2.5	$183.1	$183.3	0.1%	construction refinements
15	USH 18: Prairie du Chien to STH 60	$41.6	$0.2	$41.7	$41.8	0.2%	design refinements
16	STH 26: Janesville to Watertown	$429.7	$0.0	$429.8	$429.7	0.0%	construction refinements
17	USH 41: Brown County	$970.4	$0.2	$971.1	$970.6	-0.1%	design and construction refinements
18	USH 41: Winnebago County	$405.6	$0.0	$405.6	$405.6	0.0%	

Southeast Megaprojects Summary - All Costs in $Millions												
	Initial estimate[1] (YOE)	Initial estimate year	Record of Decision (ROD)[2] Year	Pre-ROD costs	Last let fiscal year (initial schedule)	Last let fiscal year - Feb 2019 TPC	Last let fiscal year - Aug 2019 TPC	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Current estimate - Aug 2019 (YOE)	Initial schedule comparison - can initial schedule be met?[5]	Would additional funding change no to yes?[6]
I 94: North - South Freeway	$1,912.0	2007	2008	$27.0	2015	2021[3]	2020[3]	1 year earlier[3]	Memorial Day 2020[3]	$1,617.5	no	no
Zoo Interchange	$1,717.8	2007	2012	$26.1	2017	2023[4]	2023[4]	none	December 2022	$1,546.0	no	no

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

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

[3]The STH 20 crossroads project has been moved into FY-20. The projected mainline open to traffic is still Memorial Day 2020, which is before the completion of the STH 20 crossroads.

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

[5]Indicates the department's opinion of whether the initial schedule will be met based on the budget assumptions on page ii of this report (under the Cost to Complete and Expenditure Schedule heading).

[6]Indicates the department's opinion of whether a project that cannot meet the initial schedule could do so with additional funding.

Major Projects Cost and Schedule Summary

Majors Projects Estimate Summary for Projects with Costs Scheduled in FY-20 & Beyond														
	Cost Summary - All Costs in $Millions						Schedule Summary							
Project	Pre-enumeration costs	Initial TPC estimate (Enumeration year dollars)	TPC estimate - Aug 2019 (current year dollars)	Additional associated costs outside of Majors program [1]	Total cost estimate (TPC + outside Majors, current year dollars)	TPC Estimate - Aug 2019 (year of expenditure dollars)	Initial estimate fiscal year	Last let fiscal year (initial schedule)	Last let fiscal year (Feb 2019 TPC)	Last let fiscal year (Aug 2019 TPC)	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Initial schedule comparison - can initial schedule be met?[2]	Would additional funding change no to yes?[3]
USH 10: USH 10 and USH 10/STH 441	$2.6	$390.0	$382.0	$0.0	$382.0	$382.0	2011	2019	2019	2019	none	November 2019	yes	
STH 15: STH 76 to New London	$3.3	$125.0	$134.7	$0.0	$134.7	$141.5	2011	2018	2024	2024	none	November 2024	no	no
USH 18/151: Verona Rd.	$25.2[4]	$150.0	$268.2	$2.2	$270.4	$268.2	2011	2019	2019	2019	none	November 2019	yes	
STH 23: STH 67 to USH 41	$0.0[5]	$39.5	$156.5	$0.0	$156.5	$157.6	1999	2014[6]	2021	2021	none	November 2022	no	no
I 39/90: USH12 to Illinois	$3.5	$715.0	$1,212.8	$5.1	$1,217.9	$1,214.6	2011	2019	2020	2021	1 year later[7]	November 2021	no	no
I 41: STH 96 to Scheuring Rd	$0.0	not available[8]	$10.0	not available[8]	not available[8]	$10.1	not available[8]	not available[8]	N/A	not available[8]	N/A	not available[8]	N/A	
I 43: Silver Spring to STH 60	$19.7	$551.6	$551.6	$0.0	$551.6	$580.2	2020	2023	N/A	2023	N/A	November 2025	yes	
STH 50: IH 41 to 43rd Ave	$3.9	$93.0	$118.7	$10.4	$129.1	$120.9	2014	2023	2023	2021	2 yrs earlier[9]	Spring 2023	yes	
USH 53: Lacrosse Corridor	not available[10]	$67.1	$143.2	$1.8	$145.0	$160.2	1997	N/A[11]	N/A[11]	N/A[11]	N/A[11]	N/A[11]	N/A	
		Totals	$2,977.7											

Majors Projects with Mainline Open to Traffic							
	Cost and Schedule Summary - All Costs in $Millions						
Project	Pre-enumeration costs[10]	Initial TPC estimate (Enumeration year dollars)	Initial estimate fiscal year	TPC estimate - Aug 2019 (current year dollars)	Additional associated costs outside of Majors program [1]	Total cost estimate (current TPC + outside Majors)	Mainline open to traffic (calendar year)
USH 10: Marshfield to Stevens Point[12]		$169.0	1998	$252.1	$1.3	$253.4	August 2012
USH 10: Marshfield to Appleton[13]		$125.0	1988	$501.6	$1.3	$502.9	August 2012
USH 12: Lake Delton to Sauk City		$50.0	1997	$182.7	$0.0	$182.7	October 2017
USH 18: Prairie du Chien to STH 60		$29.2	2003	$42.0	$0.0	$42.0	May 2017
STH 26: Janesville to Watertown		$187.0	2001	$429.9	$0.0	$429.9	November 2015
USH 41: Brown County		$205.0	2003	$971.1	$0.0	$971.1	October 2016
USH 41: Winnebago County		$225.0	2003	$405.7	$0.2	$405.9	July 2013

Footnotes

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

[2]Indicates the department's opinion of whether the initial schedule will be met based on the budget assumptions on page ii of this report (under the Cost to Complete and Expenditure Schedule heading).

[3]Indicates the department's opinion of whether a project that cannot meet the initial schedule could do so with additional funding.

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

[5]STH 23 was enumerated by 1999 Wisconsin Act 9 and was not recommended by either WisDOT or the Transportation Projects Commission and, as a result has no pre-enumeration costs.

[6]At the time of enumeration in 1999, the legislation did not identify a construction start date. In 2004, through progress in the environmental study and preliminary engineering, the department identified a schedule with final lets in FY-2014.

[7] I39 final lettings have moved from FY-20 to FY-21, but the completion schedule remains the same.

[8]The I 41 project was enumerated in July 2019 with no environmental study completed. The project cost estimate and schedule will be identified in a future TPC report.

[9]Per recommendations in the February 2019 Cost Estimate Review, the STH 50 construction lets were consolidated into fiscal year 2021.

[10]The department may not be able to provide accurate pre-enumeration costs and/or inital completion year for projects enumerated before 2011 because enumeration estimates for these projects were based on limited design and scope detail. These projects were enumerated before a final environmental document was an enumeration requirement.

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

[12]The USH 10 Marshfield - Stevens Point project was enumerated in 1989 as part of the USH 10 corridor from Appleton - Marshfield. The original design estimate for the Marshfield - Stevens Point segment shown herein is in 1998 dollars, as reported in the February 2005 TPC report.

[13]The February 2019 TPC report used the Marshfield to Stevens Point segment initial estimate of $169M in (1998). The Legislative Audit Bureau provided a comparative summary from 1989 that included an initial estimate of $125M (1988 dollars) for the US 10 project from Appleton to Marshfield. The 1988 estimate did not result from a final Environmental Document. Projects enumerated after 2011 include estimates that result from completed Environmental Documents that provide critical design details that yield more accurate estimates.

Major Project Status Report
August 2019

Project: USH 10 and USH 10/STH 441 **Enumeration Year:** 2011 **Region:** NE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$47.6	$2.9	$51.5	$50.5	$0.0	-$1.0	$0.0	-1.9%	Projects nearing completion; adjusting to current costs
Real Estate	$20.0	$1.5	$22.0	$21.5	$0.0	-$0.5	$0.0	-2.3%	Projects nearing completion; adjusting to current costs
Construction	$287.2	$22.8	$311.5	$310.0	$0.0	-$1.5	$0.0	-0.5%	Projects nearing completion; adjusting to current costs
Totals	$354.8	$27.2	$385.0	$382.0	$0.0	-$3.0	$0.0	-0.8%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$23.5	Current Year $	$3.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$23.5	YOE $	$3.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $382.0M** (see Pages i-ii for budget and inflation assumptions).

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

Major Project Status Report
August 2019

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

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$6.2	$2.3	$8.5	$8.5	$0.0	$0.0	$0.0	0.0%	
Real Estate	$18.7	$6.3	$32.5	$25.0	$0.0	-$7.5	$0.0	-23.1%	Remaining parcels/estimate updated, including delivery and litigation
Construction	$0.1	$101.1	$97.7	$101.2	$0.0	$3.5	$0.0	3.6%	Updated construction estimates, delivery and change orders
Totals	$25.0	$109.7	$138.7	$134.7	$0.0	-$4.0	$0.0	-2.9%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$1.7	Current Year $	$2.0	$3.0	$47.2	$31.0	$24.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$1.7	YOE $	$2.0	$3.1	$49.3	$33.2	$27.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $141.5M** (see Pages i-ii for budget and inflation assumptions).

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

Major Project Status Report
August 2019

Project: USH 18/151 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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$25.4	$0.3	$25.7	$25.7	$0.0	$0.0	$0.0	0.0%	
Real Estate	$26.5	$0.2	$26.7	$26.7	$0.0	$0.0	$0.0	0.0%	
Construction	$175.4	$40.4	$217.4	$215.8	$0.0	-$1.6	$0.0	-0.7%	Underruns on projects and change orders
Totals	$227.3	$40.9	$269.8	$268.2	$0.0	-$1.6	$0.0	-0.6%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$39.3	Current Year $	$1.0	$0.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$39.3	YOE $	$1.0	$0.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $268.2M** (see Pages i-ii for budget and inflation assumptions).

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

Major Project Status Report
August 2019

Project: STH 23 STH 67 to USH 41 **Enumeration Year:** 1999 **Region:** NE

Project Description: The ultimate facility type design for this project converts the existing two-lane STH 23 roadway between the cities of Fond du Lac and Plymouth to a four-lane, median divided expressway with at-grade intersections. The existing highway at each end of this project is a 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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$12.7	$1.7	$14.4	$14.4	$0.0	$0.0	$0.0	0.0%	
Real Estate	$21.2	$4.3	$25.5	$25.5	$0.0	$0.0	$0.0	0.0%	
Construction	$6.3	$110.3	$113.6	$116.6	$3.0	$0.0	$0.0	2.6%	Higher design speeds than expected in the Fond du Lac county urban segment resulted in an improved roadway section, resulting in increases in earthwork, concrete barrier and storm sewer.
Totals	$40.2	$116.3	$153.5	$156.5	$3.0	$0.0	$0.0	2.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$16.5	Current Year $	$51.7	$43.4	$3.0	$1.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$16.5	YOE $	$51.7	$44.3	$3.1	$1.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $157.6M** (see Pages i-ii for budget and inflation assumptions).

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

Major Project Status Report
August 2019

Project: I 39/90 USH 12 to ILLINOIS **Enumeration Year:** 2011 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate*		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$135.5	$9.1	$143.1	$144.6	$0.0	$1.5	$0.0	1.0%	adjusting for in-house engineering costs
Real Estate	$36.2	$9.3	$47.0	$45.5	$0.0	-$1.5	$0.0	$0.0	Real estate costs are lower than anticipated.
Construction	$462.9	$559.8	$1,022.7	$1,022.7	$0.0	$0.0	$0.0	$0.0	
Totals	$634.6	$578.2	$1,212.8	$1,212.8	$0.0	$0.0	$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed**		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$305.8	Current Year $	$192.7	$71.8	$7.9	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$305.8	YOE $	$192.7	$73.3	$8.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $1,214.6M** (see Pages i-ii for budget and inflation assumptions).

43

* The I 39/90 project estimates and schedules include costs for the Beltline Interchange alternative identified in the completed Environmental Assessment (EA), which was approved by FHWA in May 2019.

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

Major Project Status Report
August 2019

Project: I 41 STH 96 to Scheuring Road **Enumeration Year:** 2020 **Region:** NE

Project Description: This project will reconstruct 23 miles of I-41 from STH 96 in Appleton to CTH F in DePere in Outagamie and Brown Counties. Project will expand the number of through lanes into the median and will include work at 10 interchanges and 15 grade separation locations.

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$0.0	$10.0	N/A	$10.0	$0.0	$0.0	$0.0	N/A	The $10 million estimate is for the development of the environmental Record of Decision.
Real Estate	$0.0	$0.0	N/A	$0.0	$0.0	$0.0	$0.0	N/A	
Construction	$0.0	$0.0	N/A	$0.0	$0.0	$0.0	$0.0	N/A	
Totals	$0.0	$10.0	$0.0	$10.0	$0.0	$0.0	$0.0		

COST TO COMPLETE EXPENDITURE SCHEDULE												
Encumbered or Committed, not yet Expensed*		**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**
$0.0	Current Year $	$5.0	$5.0	TBD**	TBD**	TBD**	TBD**	TBD**	TBD**	TBD**	TBD**	TBD**
$0.0	YOE $	$5.0	$5.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is yet to be determined** (see Pages i-ii for budget and inflation assumptions).

This project was enumerated in July 2019 pursuant to 2019 Act 9, Section 1078. This is the first appearance in the TPC report.

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

**The dollars scheduled in FY 2020 and 2021 are for work on the environmental study and preliminary engineering. The costs for the project beyond this biennium will be identified in a future TPC report.

Major Project Status Report
August 2019

Project: I 43 Silver Spring Drive to STH 60 **Enumeration Year:** 2020 **Region:** SE

Project Description: This project will reconstruct 14 miles of I-43 in Milwaukee and Ozaukee Counties, from Silver Spring Dr in Glendale to STH 60 in Grafton. Additional capacity will be provided by expanding the roadway from four lanes to six lanes. Five existing interchanges will be reconstructed, and one new interchange will be added at Highland Road in Mequon. The Union Pacific Railroad bridge over I-43 will be replaced. Four lanes of traffic will be provided during construction to minimize user delay.

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$0.0	$40.0	N/A	$40.0	$0.0	$0.0	$0.0	N/A	N/A
Real Estate	$0.0	$26.0	N/A	$26.0	$0.0	$0.0	$0.0	N/A	N/A
Construction	$0.0	$485.6	N/A	$485.6	$0.0	$0.0	$0.0	N/A	N/A
Totals	$0.0	$551.6	$0.0	$551.6	$0.0	$0.0	$0.0		

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$0.0	Current Year $	$17.3	$38.6	$271.8	$215.7	$8.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$0.0	YOE $	$17.3	$39.4	$283.7	$230.8	$9.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $580.2M** (see Pages i-ii for budget and inflation assumptions).

This project was enumerated in July 2019 pursuant to 2019 Act 9, Section 1078. The project no longer shows up as a study and this is the first appearance as an enumerated project in the TPC report.

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

Major Project Status Report
August 2019

Project: STH 50 I 41 to 43rd Avenue **Enumeration Year:** 2014 **Region:** SE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$0.0	$0.2	$0.2	$0.2	$0.0	$0.0	$0.0	0.0%	
Real Estate	$6.2	$6.3	$14.0	$12.5	$0.0	-$1.5	$0.0	-10.7%	Real estate costs have come in lower than anticipated.
Construction	$0.2	$105.8	$85.8	$106.0	$0.0	$19.0	$1.2	23.5%	Design and quantity refinement is the summation of breaker run, hazardous materials and ancillary items. Inflation increase is for increased unit costs.
Totals	$6.4	$112.3	$100.0	$118.7	$0.0	$17.5	$1.2	18.7%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$3.6	Current Year $	$6.5	$99.1	$2.9	$0.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$3.6	YOE $	$6.5	$101.2	$3.0	$0.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $120.9M** (see Pages i-ii for budget and inflation assumptions).

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

Major Project Status Report
August 2019

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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$2.2	$5.2	$7.4	$7.4	$0.0	$0.0	$0.0	0.0%	
Real Estate	$0.0	$13.7	$13.7	$13.7	$0.0	$0.0	$0.0	0.0%	
Construction	$4.5	$117.6	$122.1	$122.1	$0.0	$0.0	$0.0	0.0%	
Totals	$6.7	$136.5	$143.2	$143.2	$0.0	$0.0	$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE

Encumbered or Committed, not yet Expensed*		2020	2021	2022	2023	2024**	2025**	2026**	2027	2028	2029	2030
$0.0	Current Year $	$0.9	$0.0	$0.0	$0.0	$50.0	$24.5	$61.1	$0.0	$0.0	$0.0	$0.0
$0.0	YOE $	$0.9	$0.0	$0.0	$0.0	$54.8	$27.5	$70.3	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $160.2M** (see Pages i-ii for budget and inflation assumptions).

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

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

Southeast Megaproject Status Report
August 2019

Project: I 94 North-South Freeway Project **Enumeration Year:** 2008 **Region:** SE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$135.9	$0.1	$136.0	$136.0	$0.0	$0.0	$0.0	0.0%	
Real Estate	$67.1	$0.4	$67.5	$67.5	$0.0	$0.0	$0.0	0.0%	
Construction	$1,088.5	$325.4	$1,420.4	$1,413.9	$5.7	-$12.2	$0.0	-0.5%	Scope: added HWY 11 let from East Frontage Road to Wisconn Valley Way; Design and quantity: reduced in-house engineering and change order estimates
Totals	$1,291.5	$325.9	$1,623.9	$1,617.4	$5.7	-$12.2	$0.0	-0.4%	

COST TO COMPLETE EXPENDITURE SCHEDULE*

Encumbered or Committed, not yet Expensed**		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$256.6	Current Year $	$66.3	$3.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$256.6	YOE $	$66.3	$3.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $1,617.5M** (see Pages i-ii for budget and inflation assumptions).

48

*Anticipated mainline open to traffic is Memorial Day 2020. The final project will be the WIS 20 Crossroads, which is scheduled to be open to traffic late 2020.

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

Southeast Megaproject Status Report
August 2019

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

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$133.7	$1.3	$135.0	$135.0	$0.0	$0.0	$0.0	0.0%	
Real Estate	$93.7	$2.5	$96.2	$96.2	$0.0	$0.0	$0.0	0.0%	
Construction	$1,078.2	$232.1	$1,310.3	$1,310.3	$0.0	$0.0	$0.0	0.0%	
Totals	$1,305.6	$235.9	$1,541.5	$1,541.5	$0.0	$0.0	$0.0	0.0%	

COST TO COMPLETE EXPENDITURE SCHEDULE*

Encumbered or Committed, not yet Expensed**		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
$15.3	Current Year $	$19.7	$191.3	$7.2	$2.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$15.3	YOE $	$19.7	$195.3	$7.5	$2.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) **for this project is $1,546.0M** (see Pages i and ii for budget and inflation assumptions).

*Act 58, Section 9145(10d), as part of the 2017-19 State Biennial Budget, prohibited the department from working on this project in the SFY 2017-19 biennium. The department is now working on updating the estimates and the updated estimate will be provided in the February 2020 report.

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

Major Project Status Report
August 2019

Project: USH 10 MARSHFIELD to STEVENS POINT **Enumeration Year:** 1989 **Region:** NC

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

This project was open to mainline traffic in August 2012.

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$14.1	$0.0	$14.1	$14.1	$0.0	$0.0	$0.0	0.0%	
Real Estate	$25.3	$0.0	$25.3	$25.3	$0.0	$0.0	$0.0	0.0%	
Construction	$210.0	$2.9	$212.9	$212.9	$0.0	$0.0	$0.0	0.0%	
Totals	$249.4	$2.9	$252.3	$252.3	$0.0	$0.0	$0.0	0.0%	

Remaining encumbered or committed, not yet expensed = $2.9M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Note: the Marshfield to Stevens Point segment of the project has been reported in the TPC Report since the first report in February 2005, but it does not coincide with a statutory enumeration. To be consistent with past reports, this Marshfield - Stevens Point project page remains in the report to allow tracking of the project costs of this segment. The following page reports costs on the statutorily enumerated section of Marshfield to Appleton.

Major Project Status Report
August 2019

Project: USH 10 MARSHFIELD to APPLETON **Enumeration Year:** 1989 **Region:** NC

Project Description: This project constructs four new lanes, with the majority on new location.

This project was open to mainline traffic in August 2012.

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$31.8	$0.0	$31.8	$31.8	N/A	N/A	N/A	N/A	N/A
Real Estate	$55.7	$0.0	$55.7	$55.7	N/A	N/A	N/A	N/A	N/A
Construction	$411.2	$2.9	$414.1	$414.1	N/A	N/A	N/A	N/A	N/A
Totals	$498.7	$2.9	$501.6	$501.6					

Note: this project page for USH 10 from Marshfield to Appleton was introduced into the TPC report in February 2019 to show reported costs on the statutorily enumerated US 10 project.

Major Project Status Report
August 2019

Project: USH 12 LAKE DELTON to SAUK CITY **Enumeration Year:** 1997 **Region:** SW

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

This project was open to mainline traffic in October 2017.

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	**Cost to Date** (Millions)	**Estimated Cost to Complete** (Millions)	**February 2019** (Millions)	**August 2019** (Millions)	**Scope** (Millions)	**Design & Quantity Refinements** (Millions)	**Inflation** (Millions)	**Percent**	**Reason for Change in Cost Estimate**
Design	$13.9	$0.0	$13.9	$13.9	$0.0	$0.0	$0.0	0.0%	
Real Estate	$41.2	$0.0	$41.2	$41.2	$0.0	$0.0	$0.0	0.0%	
Construction	$125.7	$2.5	$128.0	$128.2	$0.0	$0.2	$0.0	0.2%	Increase $0.2M to reflect expected construction costs.
Totals	$180.8	$2.5	$183.1	$183.3	$0.0	$0.2	$0.0	0.1%	

Remaining encumbered or committed, not yet expensed = $2.5M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Major Project Status Report
August 2019

Project: USH 18 PRAIRIE DU CHIEN to STH 60 **Enumeration Year:** 2003 **Region:** SW

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

This project was open to mainline traffic in May 2017.

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$5.0	$0.2	$5.1	$5.2	$0.0	$0.1	$0.0	2.0%	Increase $0.1M to reflect actual costs
Real Estate	$7.1	$0.0	$7.1	$7.1	$0.0	$0.0	$0.0	0.0%	
Construction	$29.5	$0.0	$29.5	$29.5	$0.0	$0.0	$0.0	0.0%	
Totals	$41.6	$0.2	$41.7	$41.8	$0.0	$0.1	$0.0	0.2%	

Remaining encumbered or committed, not yet expensed = $0.2M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Major Project Status Report
August 2019

Project: STH 26 JANESVILLE to WATERTOWN **Enumeration Year:** 2001 **Region:** SW

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

This project was open to mainline traffic in November 2015.

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$28.5	$0.0	$28.5	$28.5	$0.0	$0.0	$0.0	0.0%	
Real Estate	$73.3	$0.0	$73.3	$73.3	$0.0	$0.0	$0.0	0.0%	
Construction	$327.9	$0.0	$328.0	$327.9	$0.0	-$0.1	$0.0	0.0%	Decrease $.1M to reflect actual costs
Totals	$429.7	$0.0	$429.8	$429.7	$0.0	-$0.1	$0.0	0.0%	

Remaining encumbered or committed, not yet expensed = $0.0M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Major Project Status Report
August 2019

Project: USH 41 BROWN COUNTY **Enumeration Year:** 2003 **Region:** NE

Project Description:	The project reconstructed 14 miles of USH 41 in Brown County to provide additional capacity. Portions of the project added auxiliary lanes 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.

This project was open to mainline traffic in October 2016.

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	**Cost to Date** (Millions)	**Estimated Cost to Complete** (Millions)	**February 2019** (Millions)	**August 2019** (Millions)	**Scope** (Millions)	**Design & Quantity Refinements** (Millions)	**Inflation** (Millions)	**Percent**	**Reason for Change in Cost Estimate**
Design	$138.0	$0.0	$138.3	$138.0	$0.0	-$0.3	$0.0	-0.2%	Decrease $0.3M to reflect actual costs.
Real Estate	$52.5	$0.0	$52.5	$52.5	$0.0	$0.0	$0.0	0.0%	
Construction	$779.9	$0.2	$780.3	$780.1	$0.0	-$0.2	$0.0	0.0%	Decrease $0.2M to reflect actual costs.
Totals	$970.4	$0.2	$971.1	$970.6	$0.0	-$0.5	$0.0	-0.1%	

Remaining encumbered or committed, not yet expensed = $.2M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Major Project Status Report
August 2019

Project: USH 41 WINNEBAGO COUNTY **Enumeration Year:** 2003 **Region:** NE

Project Description: The project reconstructed 17 miles in Winnebago County to provide additional capacity. Portions of the project added auxiliary lanes between interchanges to reduce congestion and improve safety. The Winnebago County portion of the project includes reconstruction of the 9th Avenue, STH 21, USH 45 and Breezewood interchanges and minor revisions to interchanges at STH 44 and STH 76. The 40+ year old pavement will be replaced with the project.

This project was open to mainline traffic in July 2013.

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2019 (Millions)	August 2019 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$53.9	$0.0	$53.9	$53.9	$0.0	$0.0	$0.0	0.0%	
Real Estate	$31.5	$0.0	$31.5	$31.5	$0.0	$0.0	$0.0	0.0%	
Construction	$320.2	$0.0	$320.2	$320.2	$0.0	$0.0	$0.0	0.0%	
Totals	$405.6	$0.0	$405.6	$405.6	$0.0	$0.0	$0.0	0.0%	

Remaining encumbered or committed, not yet expensed = $0.0M. Due to conversion to a new financial operating system, some encumbered and committed values may have been estimated. The numbers herein are expected to be very accurate.

Wisconsin Department of Transportation

August 2019

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

Number Key to Map	Highway	Termini	Status	Page
1	USH 8	STH 35 to USH 53	EIS Complete	21
2	STH 11/USH 14	Janesville to I 43	Suspended	22
3	USH 12	Fort Atkinson Bypass	Suspended	23
4	USH 12	USH 14 to CTH N	In Progress	24
5	USH 12	Elkhorn to Whitewater	Suspended	25
6	I 39/90	USH 12 (Madison) to USH 12 (Wis Dells)	Cancelled	26
7	USH 51	Stoughton to McFarland	EA In Progress	27
8	USH 51	USH 12 to STH 19	EIS In Progress	28
9	I 94	70th Street to 16th Street	EIS Rescinded	29
10	I 94	USH 12 to STH 65	EA Complete	30

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 7/1/2019). This information was obtained through the department's financial systems.

Cost to Complete: an estimate of cost required to complete the study at FY-2020 prices (through ROD/FONSI).

Study Project Cost Status Table – August 2019							
Project: ***Sample Study Project***							**Region**
Cost Information in Millions of Dollars							
Cost Category	**Cost To Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate February 2019**	**Total Study Cost Estimate August 2019**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**1.0**	**2.0**	**3.0**	**3.0**	**0.0**		

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

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

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

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

USH 8 STH 35 North to USH 53

EIS Complete – No further study expected

Study Project Cost Status Table - August 2019							
Project: USH 8 STH 35 North to USH 53 **Region:** NW							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Feb. 2019**	**Total Study Cost Estimate Aug. 2019**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$5.3**	**$0.7**	**$6.0**	**$6.0**	**$0.0**	**0.0%**	

Length: 40 miles in Polk and Barron Counties

Existing AADT: (Annual average daily traffic) 6,400 – 14,800 (rural) 11,600 – 16,100 (urban) vehicles per day

Need for study: Population growth and increased traffic volumes are generating concerns in several communities along the route. Approximately 50% of the project length will have 2030 volumes exceeding 12,000 AADT. There was a perceived need to identify and preserve a future four-lane corridor in order to make sound current and future highway improvement decisions.

Possible concept: To identify the future corridor detail to meet estimate accuracy requirements the study is being done under a 'Tiered EIS' concept. Tier 1 identifies basic corridor location and design standards for preferred alternatives. The Tier 2 phases are currently moving forward to achieve the detailed design necessary for estimate accuracy requirements. Officially map any future right-of-way needs for any preferred alternatives that are freeway/expressway concepts. Tier 3 would be considered to update NEPA work upon any segment being considered for construction.

Study status: Tier I – EIS completed
Tier II - Environmental document completed April 2014 documenting all findings, evaluations and decisions to date.
For the foreseeable future, needs on this corridor can be addressed with standard improvement and safety projects. Capacity expansion is not required. Due to reduction in traffic volumes and decreased growth rate, no 84.295 official mapping will be completed at this time.

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

Study Project Cost Status Table - August 2019							
Project: STH 11/USH 14 Janesville to I 43 **Region:** SW							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Feb. 2019**	**Total Study Cost Estimate Aug. 2019**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$2.2**	**$0.5**	**$2.7**	**$2.7**	**$0.0**	**0.0%**	

Length: 15 miles in Rock and Walworth Counties

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

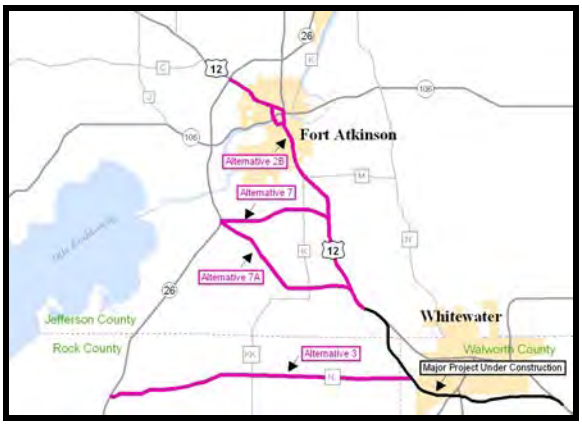
Need for study: Expansion to four lanes will be necessary to accommodate the increasing traffic volumes on STH 11/USH 14. Increasing crash rates, lower level of service, system linkage, smart growth planning and emergency evacuation management planning are other needs identified.

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

Study status: The study remains suspended indefinitely. During the suspension, no work will be performed on the study. The final disposition of this study will be determined at a future Transportation Projects Commission (TPC) meeting.

USH 12 Fort Atkinson Bypass

Suspended – No work being done



Study Project Cost Status Table - August 2019							
Project: USH 12 Fort Atkinson Bypass Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2019	Total Study Cost Estimate Aug. 2019	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$3.6	$0.0	$3.6	$3.6	$0.0	0.0%	

Length: 10.1 – 17.5 miles in Jefferson County

Existing AADT: (Annual average daily traffic) 6,900 (rural) - 15,500 (urban) vehicles per day

Need for study: Find ways to ensure USH 12 remains a safe and effective regional corridor meeting regional travel and shipping needs while continuing to support the existing and future transportation needs of the Fort Atkinson and Koshkonong communities.

Possible concept: Solutions to the needs identified in the study will include extending safe life of existing USH 12, mapping a bypass and building it when warranted by traffic and safety.

Study status: Draft EIS released for public comment in October 2005.
Percent of study completed: 90%

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

USH 12 USH 14 to CTH N

In Progress

Study Project Cost Status Table - August 2019							
Project: USH 12 USH 14 to CTH N **Region:** SW							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Feb. 2019**	**Total Study Cost Estimate Aug. 2019**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$10.1**	**$12.4**	**$22.0**	**$22.5**	**$0.5**	**2.3%**	*

*In-house engineering for completion of the study.

Length: 18.7 miles in Dane County

Existing AADT: (Annual average daily traffic) 30,800 – 146,500 vehicles per day

Need for study: Address ways to increase capacity for existing and future traffic demand. Improve safety issues to reduce crash rates significantly greater than statewide average.

Possible concept: Will begin by examining Madison metro area and looking for alternatives to improve the whole corridor from severe congestion. Anticipate transit, freight bike and pedestrian needs throughout corridor.

Study status: WisDOT plans to coordinate with FHWA to continue the Planning and Environmental Linkages (PEL) phase to further develop and refine strategies for potential future improvement concepts that could satisfy study goals and objectives of the Madison Beltline PEL study.

USH 12 STH 67 Elkhorn to STH 59 Whitewater

Suspended – No work being done

Study Project Cost Status Table - August 2019							
Project: USH 12 STH 67 Elkhorn to 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. 2019**	**Total Study Cost Estimate Aug. 2019**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$0.2**	**$2.4**	**$2.6**	**$2.6**	**$0.0**	**0.0%**	

Length: 17.9 miles in Walworth County

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

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

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

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

I 39/90 USH 12 (Madison) to USH 12 (Wis Dells)

Cancelled

Study Project Cost Status Table - August 2019							
Project: I 39/90 USH 12 (Madison) to 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. 2019**	**Total Study Cost Estimate Aug. 2019**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$8.8**	**$9.2**	**$18.0**	**$18.0**	**$0.0**	**0.0%**	

Length: 56.3 miles in Dane/Columbia/Sauk Counties

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

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

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

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

USH 51 Stoughton to McFarland

EA in Progress

Study Project Cost Status Table - August 2019							
Project: USH 51 Stoughton to McFarland Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2019	Total Study Cost Estimate Aug. 2019	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$7.4	$1.2	$8.6	$8.6	$0.0	0.0%	

Length: 18 miles in Dane County

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

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

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

Study status: The study was resumed in March 2019. The study team is in the process of gathering and updating corridor information to determine if, and to what extent, the design and potential impacts from the preferred alternative will change.

USH 51 USH 12 to STH 19

EIS In Progress

Study Project Cost Status Table - August 2019							
Project: USH 51 USH 12 to STH 19 Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2019	Total Study Cost Estimate Aug. 2019	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$6.9	$1.0	$7.9	$7.9	$0.0	0.0%	

Length: 11 miles in Dane County

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

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

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

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

I 94 70th Street to 16th Street
EIS Rescinded

Study Project Cost Status Table - August 2019							
Project: I 94 70th Street to 16th Street Region: SE							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2019	Total Study Cost Estimate Aug. 2019	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study& PE	$22.7	$4.5	$27.2	$27.2	$0.0	0.0%	

Length: 3.5 miles in Milwaukee County

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

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

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

Study status: The FHWA rescinded the IH 94 East-West Record of Decision on October 11, 2017. The department cannot move to final design until the project is enumerated.

I 94 USH 12 to STH 65
EA Complete

Study Project Cost Status Table - August 2019							
Project: I 94 USH 12 to STH 65 Region: NW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2019	Total Study Cost Estimate Aug. 2019	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$0.8	$0.1	$0.9	$0.9	$0.0	0.0%	

Length: 6 miles in St. Croix County

Existing AADT: 49,300 vehicles per day

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

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

Study status: Final signed FONSI – November 2014.

Project recommended by TPC for enumeration December 1, 2014.

While the TPC recommended enumeration of this project, enumeration is yet to occur. Consequently, this project will continue to be reported as a Majors study until all existing project encumbrances toward work on the environmental document are paid, or until the project is enumerated, whichever is first.

Chapter 5

Major Project Details

- **Project expenditure schedule**
- **Project slides**

This page intentionally left blank.

MAJOR PROJECTS EXPENDITURE SCHEDULE

				Fiscal Year								
Region	**Hwy**	**Project Name**	**Enum**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**
NE	10/441	CTH B – Oneida Street	2012									
NE	15	WIS 76 – New London	2012									
SW	18/151	Verona Road	2012									
NE	23	WIS 67 – US 41	1999									
SW	39-90	US 12 – Illinois State Line	2012									
NE	41	WIS 96 – Scheuring Road	2019									
SE	43	Silver Spring Drive – WIS 60	2019									
SE	50	I-41 – 43rd Avenue	2014									
SW	53	La Crosse Corridor	1997									

Data as of November 1, 2019

Planned Expenditure

The costs beyond this biennium will be identified in a future TPC report.

This page intentionally left blank.

USH 10 and USH 10/WIS 441 (County CB – Oneida St.)

Winnebago, Outagamie and Calumet Counties

CONCEPT:

The proposed improvement for the US 10/WIS 441 corridor included:

I-41 Interchange construction

- Reconstruct I-41/US 10/WIS 441 system interchange
- Free-flow movements all directions
- Freeway split for US 10 WB and WIS 441 SB
- Added auxiliary lanes on I-41

Mainline US 10/WIS 441

- Expanded to 6 lanes
- 2nd Little Lake Butte des Morts structure with full shoulders
- Additional auxiliary lanes
- Improve design speed of curves to 70 mph

Improved Interchanges

- Reconstructed interchanges at Appleton Road, Midway Road, and Racine Road
- Diverging Diamond Interchange at 441/10/Oneida Street – First one in NE Wisconsin

NEED:

- Vital regional transportation link serving the Fox Cities
- Increase capacity to meet existing and future traffic demands
- Addressed existing and emerging safety problems

Project Status:

Timing Status

- Construction completion Fall 2019

Financial Status

Cost Category	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
	Budgeted	Cost to Date	Estimated Cost to Complete
Design	$50.5	$47.6	$2.9
Real Estate	$21.5	$20.0	$1.5
Construction	$310.0	$287.2	$22.8
Totals	$382.0	$354.8	$27.2

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.

WIS 15 (WIS 76 – New London)

11 miles in Outagamie County

CONCEPT:

The proposed improvement for the WIS 15 corridor includes:

- Expansion of WIS 15 from a two-lane highway to a four-lane divided highway for roughly 11 miles from US 45 in the city of New London to Lily of the Valley Drive in the town of Greenville. New highway will have improved vertical and horizontal alignments.
- A limited-access northern bypass of the village of Hortonville with new high-speed roundabouts on both ends of the bypass to improve safety and provide a high level of access into the village.
- No at-grade intersections or interchanges along the bypass with bridges for WIS 15 over Nash Street, County M, and the Wisconsin Central Limited railroad.
- Improving all remaining side road intersections along the corridor to current standards.
- A ten-foot wide multi-use trail along the south side of WIS 15 from Greendale Road in village of Hortonville to Julius Drive in the town of Greenville.

NEED:

The needs of the project corridor are as follows:

- **Traffic Condition** – Daily traffic volumes throughout the corridor currently vary between 9,800 and 16,400 vehicles per day (vpd) and are expected to grow to between 14,100 and 20,400 vpd by 2034. Heavy regional traffic volume currently conflicts with local traffic, impairing the operational characteristics of WIS 15 through Hortonville. The construction of a WIS 15 bypass of Hortonville will separate the regional from local traffic.

  Roadway Level of Service (LOS) with 2040 traffic projections on the existing facility will yield a LOS E west of Hortonville and LOS F east of Hortonville. LOS E is unstable flow and operating at capacity with a poor level of comfort for the driver and LOS F is traffic jam breakdown flow with frequent slowing and stopping required.

- **Safety Condition** – Crash rates from 2006 to 2016 along the rural two-lane lane sections of WIS 15 are significantly above the statewide average for comparable roadways. For the east segment between County JJ and Lily of the Valley Drive, the crash rate has varied from 1.3 to 1.7 times higher than the statewide average. For the west segment between US 45 and County T, the crash rate has varied from 1.3 to 2.4 times higher than the statewide average. In addition, three separate fatal accidents in the rural areas have occurred from 2016 to 2019.

  Elevated crash rates can likely be attributed to multiple factors:

- *High number of access points* - Roughly 290 access points within the project limits. The high number of access points in combination with the high traffic volumes and numerous substandard features along existing WIS 15, create safety issues throughout the corridor. Location of access points by segment is broken down as follows:
  - East segment (County JJ – Lily of the Valley Drive) - roughly 65 access points
  - Middle segment (County T – County JJ) – roughly 165 access points
  - West segment (US 45 – County T) – roughly 55 access points
- *Substandard intersections* - Multiple side roads along the WIS 15 corridor have substandard intersection angles or are located along horizontal curves that create existing safety issues. High mainline traffic volumes create a lack of gaps during peak travel times and increase the risk at the intersections. Within Hortonville, the WIS 15 signalized intersections at County M and Warner Street experience cycle failure because they are beyond capacity with the current two-lane configuration. A safety issue has emerged over the last five years at the Warner Street intersection and is likely related to the intersection being stressed beyond its current capacity.
- *Regional/local traffic conflict* - Multiple origin/destination studies were conducted during the environmental study to document that there is a large conflict between regional/local traffic in Hortonville. The proposed WIS 15 bypass addresses this conflict.
- *Railroad crossing* - The existing at-grade railroad crossing east of Hortonville has a large skew angle and elevated crash history, including a fatal accident in 2016.
- *Lack of multi-modal accommodations* – There is significant multi-modal traffic between Greenville and Hortonville. The current two-lane facility doesn't accommodate the growing conflict between multi-modal and vehicle traffic.

- **Roadway, Bridge, and Geometric Condition** - The pavement is nearing a point where reconstruction is needed after various overlays have already been placed over the 60-plus year life of the highway. There are several vertical curves that are substandard, resulting in operational and safety problems at the current posted speeds.

- **Route Importance** - WIS 15 connects the Appleton metropolitan area with Greenville, Hortonville, New London, and other local communities. Expansion of WIS 15 will provide better system linkage for the region.

Project Status:

Timing Status – WIS 15 is currently scheduled to begin construction in 2021 with completion in late 2024.

Financial Status

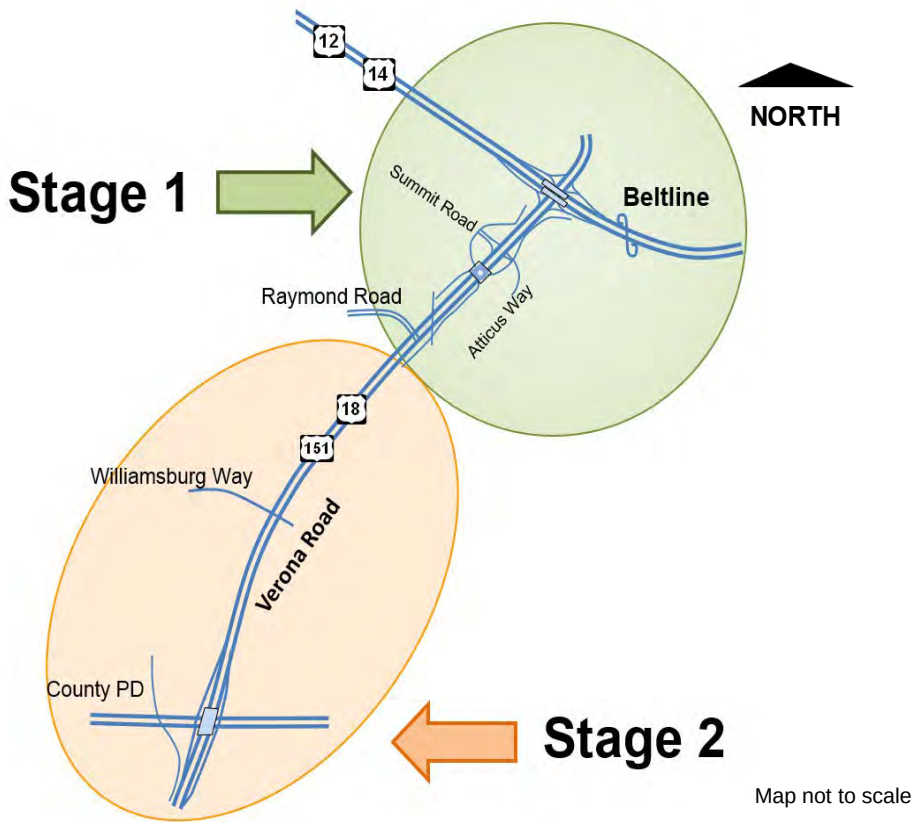
Cost Category	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
	Budgeted	**Cost to Date**	**Estimated Cost to Complete**
Design	$8.5	$6.2	$2.3
Real Estate	$25.0	$18.7	$6.3
Construction	$101.2	$0.1	$101.1
Totals	$134.7	$25.0	$109.7

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.

USH 18/151 (Verona Road) Project

County PD/McKee Road to US 12/18 (Madison Beltline)

Dane County



CONCEPT

The Verona Road (US 18/151) Project reconstructs one of the busiest corridors and interchanges in the Madison area. The Wisconsin Department of Transportation (WisDOT) oversees this project, which is divided into two major stages:

- **Stage 1 (Completed, Opened to traffic in 2016)** – Reconstruction of Verona Road, between Raymond Road and the Beltline, as well as expanding the Beltline between Whitney Way and Todd Drive. It also includes the new Beltline and Verona Road single point urban interchange (SPUI) and the frontage road jug-handle intersection with a roundabout directly underneath Verona Road. The Stage 1 portion of the project also built a pedestrian underpass and newly-replaced bridge to improve safety for pedestrians. Construction for Stage 1 took place between 2013 and 2016.
- **Stage 2** – Reconstruction of Verona Road, between County PD (McKee Road) and Raymond Road, and County PD between Fitchrona Road and Commerce Park Drive, including the Verona Road and County PD single point urban interchange. Construction for Stage 2 is scheduled to occur from 2016 to 2020.

This multi-year project improves traffic flow and mobility for local and regional travelers and enhances access to local businesses and neighborhoods.

NEED

Verona Road (US 18/151) in Madison and Fitchburg is a major route for commuters, freight and regional traffic from Dubuque, Iowa and southwest Wisconsin to elsewhere in the state. More than 120,000 vehicles travel on the Beltline daily and about 60,000 vehicles travel daily on Verona Road. Of the four different major interchanges within the Madison area, the Beltline and Verona Road interchange is ranked second highest in ramp movements.

Currently this section of US 151 is the only urban segment in the entire 227-mile Backbone Route from Dubuque to Fond du Lac. Also, there are five traffic signals within the Verona Road project corridor – the only ones on US 151 from Dubuque to Fond du Lac. This backbone route does not follow US 151 through downtown Madison. Instead, US 151 traffic follows the Beltline and connects with Interstate 39/90.

Improvements made to Verona Road will:

- Address safety by reducing congestion-related crashes.
- Address mobility and efficiency by minimizing traffic backups and delays.
- Help motorists, pedestrians and bicyclists better access businesses and neighborhoods along Verona Road.
- Offer a reliable route to other destinations for motorists in southwest Wisconsin.

PROJECT STATUS

Schedule

Stage 1 (Opened to traffic in 2016)

- Construction work began in 2013 with the Seminole Highway bridge reconstruction; area intersection improvements; and resurfacing Verona Road for future traffic staging.
- In early 2014, Verona Road traffic was shifted multiple times, between Raymond Road and the Beltline, as crews constructed the new six-lane highway over a roundabout to handle frontage road traffic below. Construction on this section of Verona Road was completed in June 2015.
- From fall 2014 to fall 2016, crews reconstructed and expanded the Beltline, between Seminole Highway and Whitney Way, to three lanes in each direction; and reconfigured the Beltline and Verona Road interchange.
- Stage 1 of the project was completed in fall 2016.

Stage 2

- Verona Road construction shifted south to Fitchburg in fall 2016.
- Over the past three years, work has occurred on area roadways at the Williamsburg Way and Anton Drive intersection; Fitchrona Road extension; East Frontage Road realignment and construction of the future interchange ramps at County PD and Williamsburg Way.
- In 2019, crews constructed the core of Verona Road between Raymond Road and County PD, and built three bridges – Williamsburg Way over Verona Road and two bridges to carry Verona Road traffic over County PD.
- In 2020, crews will reconstruct County PD between Fitchrona Road and Commerce Park Drive and finish the Verona Road interchange.

The entire Verona Road Project is currently scheduled to be completed in fall 2020.

Financial

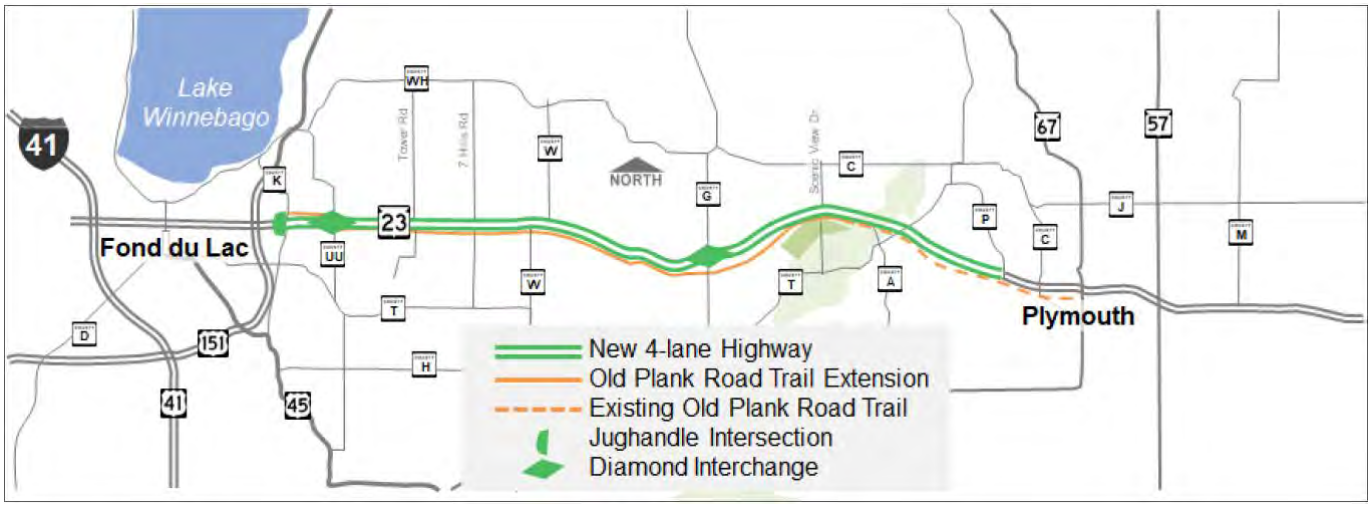
Cost Category	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
	Budgeted	Cost to Date	Estimated Cost to Complete
Design	$25.7	$25.4	$0.3
Real Estate	$26.7	$26.5	$0.2
Construction	$215.8	$175.4	$40.4
Totals	$268.2	$227.3	$40.9

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.

This page intentionally left blank.

WIS 23 (US 151 to County P)

19.1 miles in Fond du Lac and Sheboygan Counties



CONCEPT:

The proposed improvement for the WIS 23 corridor includes:

- Expanding WIS 23 from a two-lane highway to a four-lane divided highway for 19.1 miles between Fond du Lac and Plymouth
- Eliminating or relocating turning movements at many private access points and removing many mainline crossing conflicts for safety.
- Improving sixty-seven State, County and Local roadway intersections for safety. This includes adding grade separated interchanges at County K, County UU, and County G and upgrading the intersections at Tower Road, Seven Hills Road, County W, County U, County T, County A, and County S to Restricted Crossing U-Turn (RCUT) intersections.
- WIS 23 will be limited access from US 151 to the County UU interchange. This includes a multi-lane roundabout at Wisconsin-American Drive.
- Extending Old Plank Road Trail 16 miles to connect Greenbush to Fond du Lac
- Grade separating the Ice Age Trail from WIS 23

NEED:

Traffic Condition – Segments of WIS 23 have existing and future traffic volumes that result in a less than desirable Level of Service for a Connections 2030 (C2030) Connector route. In the future without improvements, the anticipated congestion along WIS 23 will be at or in excess of levels considered undesirable by WisDOT standards.

Safety Condition – The overall crash rate for WIS 23 is lower than the 2-lane statewide average rate. However, some segments have higher than statewide total and KAB (fatal/severe injury) crash rates. WIS 23 is a high speed (55 mph) rural highway and crashes are more likely to be severe. Between 2013 to 2017, there were 217 nondeer crashes including 6 fatal crashes. As traffic increases, delays at side road approaches and resulting driver frustration could lead to an increase in unsafe driving behavior and potential crash concerns.

Geometric Condition - WIS 23 generally meets minimum WisDOT design standards. Additionally, there more access points per mile than desirable for a C2030 Connector route, which impacts safety and mobility (235 county and local roads, private driveways, and field entrances).

The majority of WIS 23 between US 151 and WIS 67 is marked as no passing. Even when passing zones are available, opposing traffic volumes reduce passing opportunities. Reduced opportunities to pass slower moving

vehicles can result in driver frustration that could result in an increase of unsafe driving patterns, increasing the potential for high speed crashes.

Route Importance – WIS 23 is a major East-West link between Interstates 41 and 43. It connects economic centers in NE Wisconsin. Over $20 billion worth of commodities originate or terminate in Fond du Lac and Sheboygan Counties (2018 estimate). Increased traffic volumes, travel time and crashes lead to higher transportation costs which is bad for business. It is also a Long Truck/Oversize Overweight route resulting in truck traffic that is higher on WIS 23 than on similar highways. This 19.1-mile segment of WIS 23 is the only two-lane highway between I-41 and I-43.

Nonmotorized Travel Accommodations - There is a 16-mile gap for nonmotorized travel between Fond du Lac's Prairie Trail and Sheboygan County's Old Plank Road Trail. This project completes the 16-mile gap.

Project Status:

Timing Status

- Enumerated in 1999. Let in 2015 - delayed due to lawsuit. Environmental document reevaluated in 2018.
- October 2018 Record of Decision and selection of preferred alternative: 4-lane On-alignment Alternative
- 2019 Construction Let – Sheboygan County Roadway segment
- 2019-2021 Complete remaining final design, purchase right-of-way and relocate utilities
- 2019-2022 Construction – Anticipated open to traffic in November 2022

Financial Status

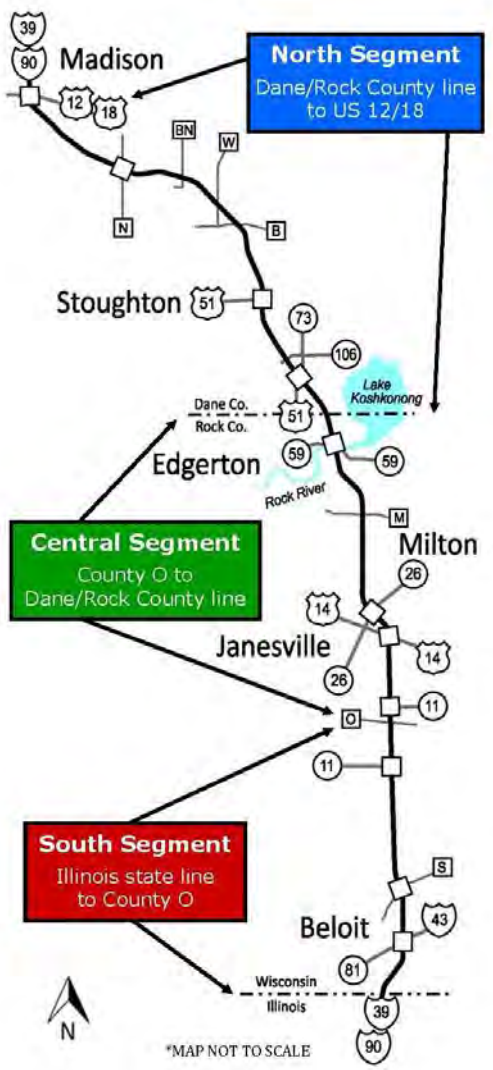
	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
Cost Category	**Budgeted**	**Cost to Date**	**Estimated Cost to Complete**
Design	$14.4	$12.7	$1.7
Real Estate	$25.5	$21.2	$4.3
Construction[2]	$116.6	$6.3	$110.3
Totals	$156.5	$40.2	$116.3

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.
[2] The Budgeted amount for Construction will be increased with the February TPC report.

I-39/90 Expansion Project

US 12 (Beltline) to Illinois state line

Dane and Rock counties



CONCEPT

The I-39/90 Expansion Project extends approximately 45 miles along Interstate 39/90 from the Illinois state line to the US 12/18 interchange near Madison. The project consists of:

- Reconstructing and expanding I-39/90 from four to six lanes;
- Reconstructing and expanding I-39/90 to eight lanes (four lanes in each direction), from WIS 11/Avalon Road north to the WIS 26 interchange;
- Reconfiguring 11 interchanges; and
- Constructing 97 Bridges, 58 Retaining Walls, 84 Sign Structures, 11 Box Culverts.

Due to the size and magnitude of the project, the project is separated into three segments (north, central and south) for design purposes. This multi-team approach keeps the project more manageable and allows the individual teams to focus on specific areas and concerns.

NEED

The I-39/90 freeway was built in the late 1950s and early 1960s. Traffic congestion, safety issues, and design and pavement deficiencies require full reconstruction and expansion of the corridor.

Traffic Condition – Traffic throughout the corridor averages over 51,000 to 54,000 vehicles per day (vpd). By 2040, the traffic volume is expected to reach 65,000 to 78,000 vpd. I-39/90 is also a long truck and Oversize Overweight truck route with approximately 30 percent of its total traffic volume consisting of heavy trucks.

Currently, the heaviest traffic volumes occur northbound Friday afternoon and southbound Sunday afternoon. During these peak volume periods, the travel time data shows the entire 45-mile corridor may deteriorate to operate between 30 to 40 mph. Over 85 percent of the corridor currently operates at Level of Service (LOS) D and will become LOS F by 2040 without improvements.

Safety Condition – The highest crash rates occur between US 14 and WIS 26 in Janesville and between the Illinois state line to I-43 in Beloit. From 2008 to 2012, nearly the entire corridor had crash rates greater than the statewide average for this type of facility.

Roadway Condition -- Pavement maintenance and resurfacing have occurred along the corridor. Despite the asset management efforts, the I-39/90 pavement structure has exceeded its life expectancy. Significant deterioration is evident in the existing pavement along the entire corridor. It is no longer cost effective to resurface the roadway and maintaining the highway is rapidly becoming a significant financial impact.

Bridge and Geometric Condition -- Numerous geometric and bridge deficiencies exist within the corridor. The deficiencies, including substandard shoulder and clear widths, ramp design, and rapid deterioration of bridge components, are beyond cost-effective maintenance operations.

Route Importance – The I-39/90 corridor, is an integral part of the National Highway System (NHS) and a major corridor with national and regional significance. This section of I-39/90 also serves as a major local corridor to both Dane and Rock counties. Built in the late 1950s and early 1960s, it plays a vital role to Wisconsin's economic future by serving as a major transportation route for freight, commuters, health care patients, retail customers to major commercial areas, as well as many tourists to reach recreational destinations across Wisconsin.

PROJECT STATUS

Timing Status - Construction activities started in 2013, and it is anticipated to have the reconstructed mainline of I-39/90 open to traffic November 2021, with all construction completed in November 2022. Design, Real Estate and Utilities are nearly completed and as of September 2019, most of the construction projects have been let. The remaining corridor projects involve the I-39/90 and US 12/18 (Beltline) interchange, which will be let in December 2019 and June 2020.

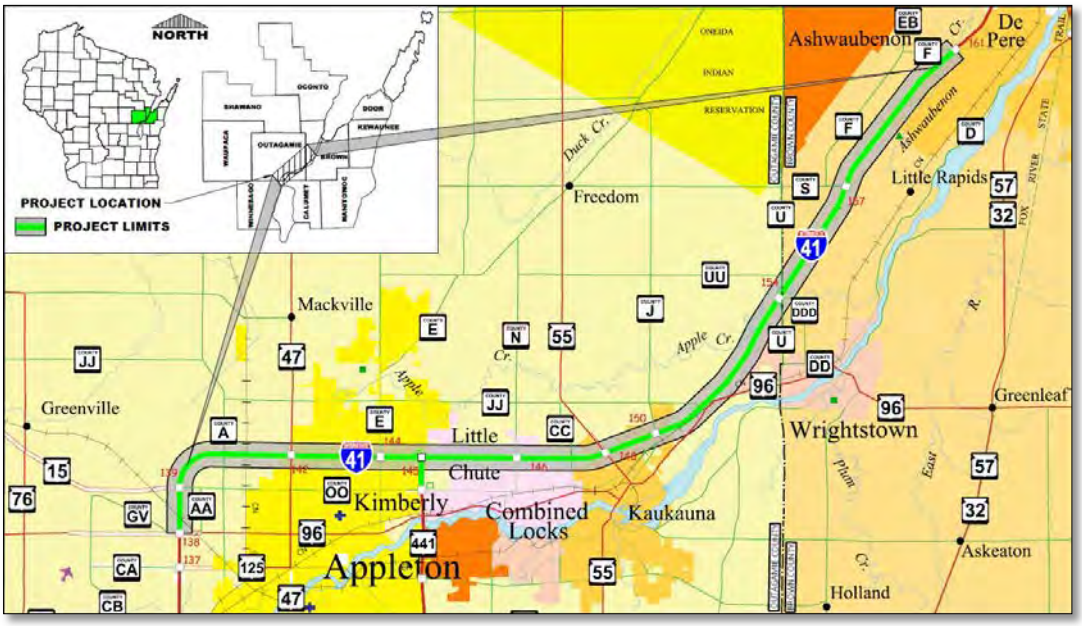
Financial Status

	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
Cost Category	**Budgeted**	**Cost to Date**	**Estimated Cost to Complete**
Design	$144.6	$135.5	$9.1
Real Estate	$45.5	$36.2	$9.3
Construction[2]	$1,022.7	$462.9	$559.8
Totals	$1,212.8	$634.6	$578.2

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.

I-41, WIS 96 to Sche ring Road(Co nt F)

23 miles in Outagamie and Brown Counties



CONCEPT:

The proposed improvement for the I-41 corridor includes:

- Reconstructing I-41 with three travel lanes in each direction between WIS 96 in Appleton to County F in DePere, which includes: replacing the pavement, correcting vertical and horizontal alignments, addition of auxiliary lanes and increasing the width of the shoulders to meet current Interstate Highway design standards. Widening to three lanes will be completed by using the existing median to minimize impacts.
- Rebuilding ten full access interchanges and modifying or rebuilding the structures at sixteen overpass/underpass locations along the corridor.
- Adding a full interchange between the County S and County F interchanges in coordination with Brown County's southern arterial project.

NEED:

This segment of I-41 is congested, over capacity and has multiple flagged safety crash rate areas. This project would update the roadway and bridges to current standards and improve level of service reducing congestion and improving safety.

Traffic Condition – This segment of I-41 is a heavily congested freeway, especially during weekday AM and PM peak travel times. Multiple flagged safety crash rate areas exist throughout the corridor. Numerous state and local officials have expressed a desire to lower the current 70 mph speed limit due to the high number of crashes.

Daily traffic on the I-41 corridor ranges from 54,000 to 74,000 vehicles per day (vpd) and is expected to grow to about 66,000 to 94,000 vpd by 2048.

Roadway Condition - Although pavement maintenance and resurfacing have occurred since the corridor was built, the I-41 pavement structure has exceeded its life expectancy. It is no longer cost effective to resurface the roadway. Moreover, resurfacing would not fix the geometric and safety issues. Complete reconstruction of the

freeway's substructure and pavement is recommended. There are nine structures that will be at their service life by 2030 and six that are currently functionally obsolete.

Bridge and Geometric Condition - Numerous geometric and bridge deficiencies exist within the corridor, including substandard bridge clearance, substandard vertical and horizontal curves, and substandard ramp design especially at the WIS 15, WIS 47 and WIS 441 interchanges. These deficiencies contribute to safety and operational problems. During 2014 US 41 Interstate Conversion the department worked with FHWA to identify deficiencies to Interstate Design Standards that would have opportunity to be fully addressed with the Majors Program reconstruction along this segment.

Route Importance – I-41 is a backbone route in Wisconsin's Connections 2030 State Highway Plan and part of the National Highway System. Backbone routes are critical to travel patterns and support the state's economy. I-41 connects three of the four largest economies in Wisconsin (Milwaukee-Racine-Waukesha, Appleton-Oshkosh-Neenah, and Green Bay). The I-41 corridor serves major manufacturing areas, supports regional shopping centers and entertainment districts, and is a major freight route.

Project Status:

Timing Status

- January 2020 Begin preliminary design
- 2020-2022 Conduct Environmental Study
- 2023-2024 Complete final design, purchase right-of-way and relocate utilities
- 2025-2029 Tentative construction schedule

Financial Status

	Cost Summary as Reported in the Aug 2019 TPC Report[1,2] (Millions)		
Cost Category	**Budgeted**	**Cost to Date**	**Estimated Cost to Complete**
Design	$10.0	$0.0	$10.0
Real Estate	$0.0	$0.0	$0.0
Construction	$0.0	$0.0	$0.0
Totals	$10.0	$0.0	$10.0

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.
[2] Design costs are for the environmental study and preliminary engineering. Additional costs will be identified in a future TPC report as a preferred alternative has not yet been selected.

I-43 (Silver Spring Drive to WIS 60)

14 miles in Milwaukee and Ozaukee Counties

CONCEPT:

The proposed improvement for the I-43 corridor includes:

- Reconstructing I-43 with three travel lanes in each direction between Silver Spring Drive in the city of Glendale and WIS 60 in the village of Grafton, which includes: replacing the pavement, correcting vertical and horizontal alignments, and increasing the width of the shoulders to meet current design standards.
- Replacing the existing partial interchange at County Line Road with a full-access interchange and constructing a new interchange at Highland Road.
- Rebuilding the remaining interchanges and most of the bridges in the corridor, including: Good Hope Road, Brown Deer Road (WIS 100), County Line Road, Mequon Road (WIS 57/167) and County C (Pioneer Road). The existing bridges at Good Hope Road and Brown Deer Road were reconstructed in 2010 and will be utilized in the new interchanges.

NEED:

The I-43 freeway was constructed in the mid-1950s and mid-1960s. Traffic congestion, safety issues, and design and pavement deficiencies require full reconstruction and expansion of the corridor.

Traffic Condition – Average Annual Daily Traffic (AADT) volumes throughout the corridor currently vary between 53,000 and 96,000 and are expected to grow to about 61,000 to 107,000 by 2034. This is about a 1 percent growth per year.

The heaviest congestion occurs in the southbound morning peak hour and in the northbound evening peak hour. Already there are daily backups near Silver Spring Drive where the freeway transitions from three to two lanes in each direction. If no capacity improvements are made, nearly 90% of the corridor would operate at LOS D or worse in the future. Notably, 23% of the corridor would operate at LOS F, including most of the southbound lanes in Milwaukee County.

Safety Condition – The highest number of crashes occurs in Milwaukee County, between Silver Spring Drive and Good Hope Road, where there is the most congestion. From 2008 to 2012, nearly 40% of the corridor had crash rates or crash severities greater than the statewide average for this type of facility.

Roadway Condition – Although pavement maintenance and resurfacing have occurred since the corridor was built, the I-43 pavement structure has exceeded its life expectancy. It is no longer cost effective to resurface the roadway. Moreover, resurfacing would not fix the geometric and safety issues. Complete reconstruction of the freeway's substructure and pavement is needed.

Bridge and Geometric Condition – Numerous geometric and bridge deficiencies exist within the corridor, including substandard bridge clearance, substandard vertical and horizontal curves, and substandard ramp design. These deficiencies contribute to safety and operational problems. For example, substandard ramp designs, especially at the Good Hope Road and Brown Deer Road interchanges, contribute to higher crash rates in the corridor.

Route Importance – I-43 is part of the National Highway System and is identified in the state's *Connection 2030 Plan* as a system-level Backbone priority corridor linking south-central and eastern Wisconsin. I-43 is also designated as a federal and state long truck route, allowing longer commercial vehicles to use the freeway. In addition, the freeway is a gateway to popular tourist locations in northern Wisconsin, and it links major industrial centers in south-central Wisconsin, Milwaukee and Green Bay. The freeway also serves as an important commuting link in the Milwaukee metropolitan area. Southeastern Wisconsin Regional Planning Commission (SEWRPC) recommends six lanes throughout the study corridor in their 2035 Regional Transportation Plan.

PROJECT STATUS:

Project Schedule	SFY22 Construction	SFY23 and SFY24 Construction
• EIS Re-Evaluation	May 1, 2020	May 1, 2020
• 60% Plan	June 1, 2020	June 1, 2020
• Completed R/W Plats	July 1, 2020	August 1, 2020
• Real Estate Acquisition	July 2020 - June 2021	Aug. 2020 - July 2022
• Let	December 14, 2021	Dec. 13, 2022 & Dec. 12, 2023

Financial Status

	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
Cost Category	**Budgeted**	**Cost to Date**	**Estimated Cost to Complete**
Design	$40.0	$0.0	$40.0
Real Estate	$26.0	$0.0	$26.0
Construction	$485.6	$0.0	$485.6
Totals	$551.6	$0.0	$551.6

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.

WIS 50 (I-41 to 43rd Ave.)

4.4 miles in Kenosha County

CONCEPT:

The proposed improvements for the WIS 50 corridor include:

- Widen the existing 4-lane highway west of 57th Avenue to a 6-lane facility. The remainder of the corridor, east of 57th Avenue, will be reconstructed using the existing 4-lane highway (no additional driving lanes).

- Reconstruct the corridor to an urban roadway to reflect ongoing/planned development in the WIS 50 corridor including: curb and gutter on outside shoulders, a raised grass median, and paved outside shoulders that can be used by transit vehicles and disabled vehicles during emergencies.

- Provide more capacity at all intersections.

- Implement access management techniques (restrict median openings, close driveways and use existing local roads/future local service roads where possible to provide property access).

- Accommodations for bicycles and pedestrians will be constructed on both sides throughout the corridor. There will be a sidewalk on either side of WIS 50 and shoulders will be wide enough to accommodate bicycles. These accommodations are consistent with the intent of complete streets and the Regional Transportation Plan

NEED:

The need for the proposed improvements is based on traffic and safety concerns, and pavement and bridge deficiencies.

- Traffic Condition -- Average Annual Daily Traffic (AADT) volumes throughout the corridor currently vary between 30,100 and 36,700 vehicles per day (vpd) and are expected to grow about to 37,600 to 46,800 vpd by 2034. This is about a 1.4 percent average growth per year on WIS 50.

- Safety Concerns –The majority of crashes involved rear-end collisions and angle collisions, indicative of congestion and conflicts between through-traffic and turning-traffic. Nearly 72% of the corridor had crash rates or crash severities greater than the statewide average for this type of facility.

- Roadway Condition – WIS 50 was resurfaced in 2012. This is the last rehabilitation prior to full reconstruction.

- Bridge Condition – The bridges which carry WIS 50 over the Canadian Pacific, Union Pacific, and 77th Avenue are narrow in width and have undergone numerous repairs and rehabilitations since the original construction. The bridges are deteriorating to the point where further repair is not economical and replacement is needed. The bridges do not provide standard vertical clearances over the railroads or local road at 77th Ave.

- Route Importance – WIS 50 is a principal arterial with great local and regional importance. Being located off I-94, WIS 50 serves a wide variety of travelers in addition to the local traffic. WIS 50 is also an oversized, overweight (OSOW) truck route from the western project limits to WIS 31, and then continuing north on WIS 31.

Project Status:

- Design:
  West Segment (118th to 70th)
  PS&E: 8/1/2020
  Let: 12/8/2020

  East Segment (70th to 43rd)
  PS&E: 8/1/2020
  Let: 12/8/2020

  Environmental re-evaluation complete: 3/1/2020
  Real estate acquisition complete: 2/1/2020
  RR coordination complete: 8/1/2020

- Construction:
  West Segment (118th to 70th): Start spring of 2021
  East Segment (70th to 43rd): Start spring of 2022

- Financial Status

Cost Category	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
	Budgeted	**Cost to Date**	**Estimated Cost to Complete**
Design	$0.2	$0.0	$0.2
Real Estate	$12.5	$6.2	$6.3
Construction	$106.0	$0.2	$105.8
Totals	$118.7	$6.4	$112.3

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.

US 53
La Crosse Corridor
La Crosse County

CONCEPT:
The proposed improvement for the US 53 Corridor includes:

- Constructing a new corridor/roadway to reduce congestion and improve safety throughout the La Crosse area.
- Three major roads connect the areas communities, businesses, industries and neighborhoods, US 53, WIS 35, and WIS 16. They are all experiencing safety and congestion issues.
- The La Crosse Regional area needs a long-range transportation plan to make sound investments in the movement of people and goods, safely and efficiently, which also limits adverse social and environmental impacts.

NEED:

The US 53, La Crosse Corridor project was enumerated in 1998, and at that time there was a preferred alternative and an approved Environmental Impact Statement (EIS) with a Record of Decision (ROD). However, due to local resistance to pay for their local cost share of the project, the project was put on hold.

In 2015 there was a year-long Planning and Environment Linkages (PEL) process with extensive community engagement to find a solution to the north/south transportation challenges in the La Crosse area. The efforts verified a continued infrastructure condition, safety and operational need for a project, and the process resulted in 6 strategies being identified for further evaluation. Work was suspended in 2017 when there was a request to reevaluate studies statewide. The PEL report is still a draft document and needs to be finalized.

- Traffic Condition – Traffic was forecasted to roughly increase by 4% annually through the PEL process. In review of the newest Average Annual Daily Traffic (AADT) and the Vehicle Miles Traveled (VMT) in La Crosse County, the traffic volumes on these corridors are holding true. The PEL forecasted, through traffic simulation models, that there would be multiple segments and intersections with a Level of Service (LOS) of D or worse by the year 2050. The major contributing factors to the traffic model of population growth, household numbers/growth, employment opportunities, and traffic counts (in the form of ADT and VMT), have continued to increase since the project was enumerated.

- Safety Condition – Segment crash rates for the corridor are higher than the statewide average for similar roadways. Total Crashes have continued to increase since the project was enumerated. Roadway segments with safety concerns presented in the PEL have remained a concern. There are isolated safety improvements programmed, however they are not expected to meet the long term needs of the transportation system.

- Roadway Condition- In reviewing the pavement as 28 separate sections consisting of 18.18 centerline miles and 60.35 lane miles, 14 of these sections need improvements within the next 5 years. This is 46% of the centerline miles and 38% of the lane miles. 3 sections (18%) of centerline miles and 14.78 (24%) of lane miles will need improvements in the 6 to 10-year timeframe. In addition, 5 major high volume intersections. will require improvements within the 5-year window. In summary, 65% of the existing corridors need improvements within the next 10 years. The risk is spending dollars on existing roadways that will not meet future transportation needs could lead to significant “throw away” cost.
- Bridge and Geometric Condition – The WIS 16 Eastbound La Crosse River/Railroad Bridge (Medary Overhead) was built in the 1930’s and needs to be replaced. Alternatives are being evaluated for construction in 2024. There is a risk of this bridge investment not meeting future transportation needs, which may result in “throw away” costs due to the lack of a long range regional plan.

- Route Importance - The La Crosse area is comprised of the City of La Crosse, Onalaska, Holmen, West Salem, La Crescent, MN and additional surrounding communities. The rivers and bluffs create a unique challenge for the transportation system in the region. The Region's hub is in the south end of the region and surrounding communities with population growth areas are to the north. The three major roads that connect the communities, businesses, industries and neighborhoods are US 53, WIS 35 and WIS 16. Connections 2030 places a high priority on protecting highway investments that connect major economic population centers and carry long-distance, statewide traffic. These connections are important for the movement of goods, people and services within the region and state.

PROJECT STATUS

- The region is performing a safety and operation study in the project area. The results of the new study will be compared with the results of the Draft PEL Document and will assist in determining if WisDOT recommends moving forward with this project.

Chapter 6

Southeast Megaproject details

- **Project slides**

This page intentionally left blank.

I-94 North-South Freeway
Kenosha, Milwaukee and Racine County

(Remaining construction of 35 miles in Racine and Milwaukee)

CONCEPT:

The proposed improvement includes:

- Reconstructing mainline I-94 with four lanes in each direction and includes: replacing the pavement, eliminating at-grade intersections of the interchange ramps and frontage roads (aka scissor ramps) and correcting vertical and horizontal alignments.
- The segments of mainline I-94 that still need to be reconstructed are:
    - WIS 42 interchange to WIS 20 interchange (Racine County)
    - WIS 20 interchange to 7 Mile Road interchange (Racine County)
    - 7 Mile Road interchange to College Avenue interchange (Milwaukee County)

NEED:

The I-94 North South Corridor freeway was constructed in the late 1950s and early 1960s. The purpose of the reconstruction is needed to address the study-area freeway system's deteriorated condition and obsolete design of the roadway and bridges, safety, congestion, and long-term pavement needs.

- Traffic Condition – Average Annual Daily Traffic (AADT) throughout the corridor ranged from 86,900 vehicles per day (vpd) in northern Kenosha County to 166,100 vpd in southern Milwaukee County. Based on 2038 forecasts volumes are expected to grow to 107,000 to 171,000 vpd, respectively. This is about a 1% growth rate in Kenosha and Racine County's and slightly less in Milwaukee County.

  Based on updated forecasts, the No Build 2038 Scenario resulted in Level of Service (LOS) D in Milwaukee, Kenosha, and Racine counties. Guidance in WisDOT's Facility Design Manual calls for at least LOS C operations in non-urbanized areas (such as the case for Racine/Kenosha Counties) and LOS D for Milwaukee County. The updated forecasts validate the original need for capacity expansion.

- Safety Condition – Overall throughout the corridor for crashes between 2011-2015 had a crash rate were slightly below the statewide 2015 crash rates (60.75 crashes/100M VMT for facilities with AADT <90,300 and 98.04 for AADT >90,300). However, the south and central segments had crash rates significantly higher than the statewide average. The highest crash rate for these two segments are listed below:
  - South Segment – NB I-94 at WIS 11 of 100.6 – 66% higher than the statewide average (60.75)
  - Central Segment – SB I-94 at County K of 86.7 – 43% higher than the statewide average (60.75)

  The crash rate for severe (fatal or serious injury) accidents was near or over the statewide average for a majority of the segments within the corridor. This is due being a high speed corridor with substandard geometrics, which increases the likelihood of crashes that result in severe injuries. High or congested traffic volumes also contribute to higher amounts of crashes due to a greater likelihood of vehicles traveling closer together and thus having less space to maneuver between travel lanes properly. Most of the injury related crashes were either single vehicle or rear end collisions.

- Roadway Condition -- Although pavement maintenance and resurfacing have occurred since the corridor was built, the I-94 pavement structure has exceeded its life expectancy. It is no longer cost effective to resurface the roadway. Moreover, resurfacing would not fix the geometric and safety issues. Complete reconstruction of the freeway's substructure and pavement is recommended.

- Bridge and Geometric Condition -- Numerous geometric and bridge deficiencies exist within the corridor, including substandard service interchanges were scissor ramps (freeway on/off ramps intersect with frontage roads that are parallel to the freeway), lack of access control on frontage roads and crossroads, inadequate stopping sight distance at several locations and several bridges with inadequate clearance. These deficiencies contribute to safety and operational problems.

- Route Importance – I-94 system linkage and route importance was cited in the mainline I-94 Environmental Impact Statement as a need factor. I-94 is a major east-west freeway across the northern United States. It is the gateway to Wisconsin's Fox River Valley, Door County and the Milwaukee area for tourists and freight from Illinois and points east and south. As the major north-south highway through Racine and Milwaukee counties I-94 serves as the main stem for a network of east-west state, county and local roads that carry traffic between Lake Michigan on the east and I-43 on the west.

Project Status:

- Timing Status –

Construction activities began in 2008 with the relocation of a stream, mainline reconstruction is anticipated to conclude in May 2020 with the completion of the Northern Package, and all work is anticipated to conclude with work on the STH20 Crossroads in Racine County in November 2020.

The schedule of work is as follows:

SFY	County	Project	Let Date	Construction End Date
2009	Milwaukee:	• 27th Street Reconstruction	February 2009	December 2009
		• Westbound STH 119 ramps at the Airport Spur	February 2009	November 2009
		• West Grange Avenue structure over I-94	February 2009	November 2009
		• College Avenue Interchange	February 2009	November 2009
	Racine:	• CTH G overpass, frontage roads and crossroad	April 2009	August 2010
	Kenosha:	• Frontage Roads at CTH C, STH 158 and CTH E, including separation from ramps	February 2009	November 2009
		• Illinois State Line to STH 50 mainline construction (including structures/ramps at CTH C)	April 2009	November 2010
2010	Milwaukee:	• Layton Avenue Interchange (Collector/Distributor roadway system at Plainfield Curve)	January 2010	December 2010
		• Eastbound STH 119 on/off ramps at the Airport Spur	June 2010	November 2010
	Kenosha	• CTH KR Stream relocation	August 2009	November 2009
		• East Frontage Road at STH 50	March 2010	October 2010
		• East Frontage Road from CTH C to STH 50	May 2010	November 2010
		• West Frontage Road from STH 158 to CTH E	March 2010	December 2010
2011	Milwaukee:	• Mitchell Interchange	July 2010	December 2011
	Racine:	• Frontage Roads at STH 20 IC	March 2011	November 2011
	Kenosha:	• East Frontage Road from STH 158 to CTH E	February 2011	August 2011
		• Frontage Roads CTH E to CTH KR	March 2011	November 2011
		• West Frontage Road from CTH C to STH 50	May 2011	October 2011
		• Russell Road to Illinois State Line mainline construction	March 2011	September 2011
2012	Milwaukee:	• Airport Spur and mainline construction on I-94	January 2012	December 2012
		• Ryan Road stream relocation	March 2012	November 2012
		• Drexel Avenue Interchange	April 2012	November 2012
	Racine:	• Frontage Roads from CTH G to Racine/Milwaukee County Line, including separating frontage roads and ramps at 7 Mile Road	August 2011	December 2012
	Kenosha:	• STH 50 to STH 158 mainline and interchanges and STH 158 Interchange crossroad	July 2011	October 2013
		• West Frontage Road from Illinois State Line to STH 165	December 2011	June 2012

2013	Milwaukee: Racine: Kenosha:	• Ryan Road Interchange south ramp structures • Rawson Avenue Interchange and Ramps • Frontage Roads from STH 20 to CTH G including separation of ramps at CTH K • STH 11 Interchange Frontage Road grading • STH 158 to STH 142 mainline and ramps • STH 142 to Racine County Line resurfacing • STH 50 Interchange crossroad and local roads	November 2012 December 2012 February 2013 April 2013 December 2012 December 2012 February 2013	September 2013 November 2013 November 2013 October 2013 November 2014 November 2014 December 2014
2014	Racine:	• STH 20 Interchange ramps and mainline	February 2014	November 2015
2015		No new construction projects		
2016		No new construction projects		
2017	Milwaukee: Racine:	• Friction Treatments • CTH K crossroad under I-94/41	August 2016 June 2017	October 2016 December 2017
2018	Milwaukee: Racine: Rac./Ken.: Corridor:	• Ryan Road IC & Ryan to Rawson Box Culverts • Frontage Roads from CTH KR to STH20 • Central Package (I-94 from STH20 to CTH G)* • I-94 NS Prep Work Contract (STH142 to CTH G) • South Package (I-94 from STH142 to STH20) • Advanced Signing (STH142 to College Avenue)	September 2017 November 2017 May 2018 February 2018 May 2018 May 2018	November 2018 July 2018 December 2019 June 2018 December 2019 November 2020
2019	Rac./Mil.	• Northern Package (I-94 from CTH G to College Avenue) • Wisconn Valley Way Box Culvert • Wisconn Valley Way/CTH KR Intersection • Wisconn Valley Way, CTH KR to STH11	July 2018 August 2018 November 2018 February 2019	May 2020 May 2019 November 2019 November 2019
2020	Racine	• STH 11, East Frontage Road - Wisconn Valley Way • STH20 Crossroads	July 2019 February 2020	November 2019 November 2020

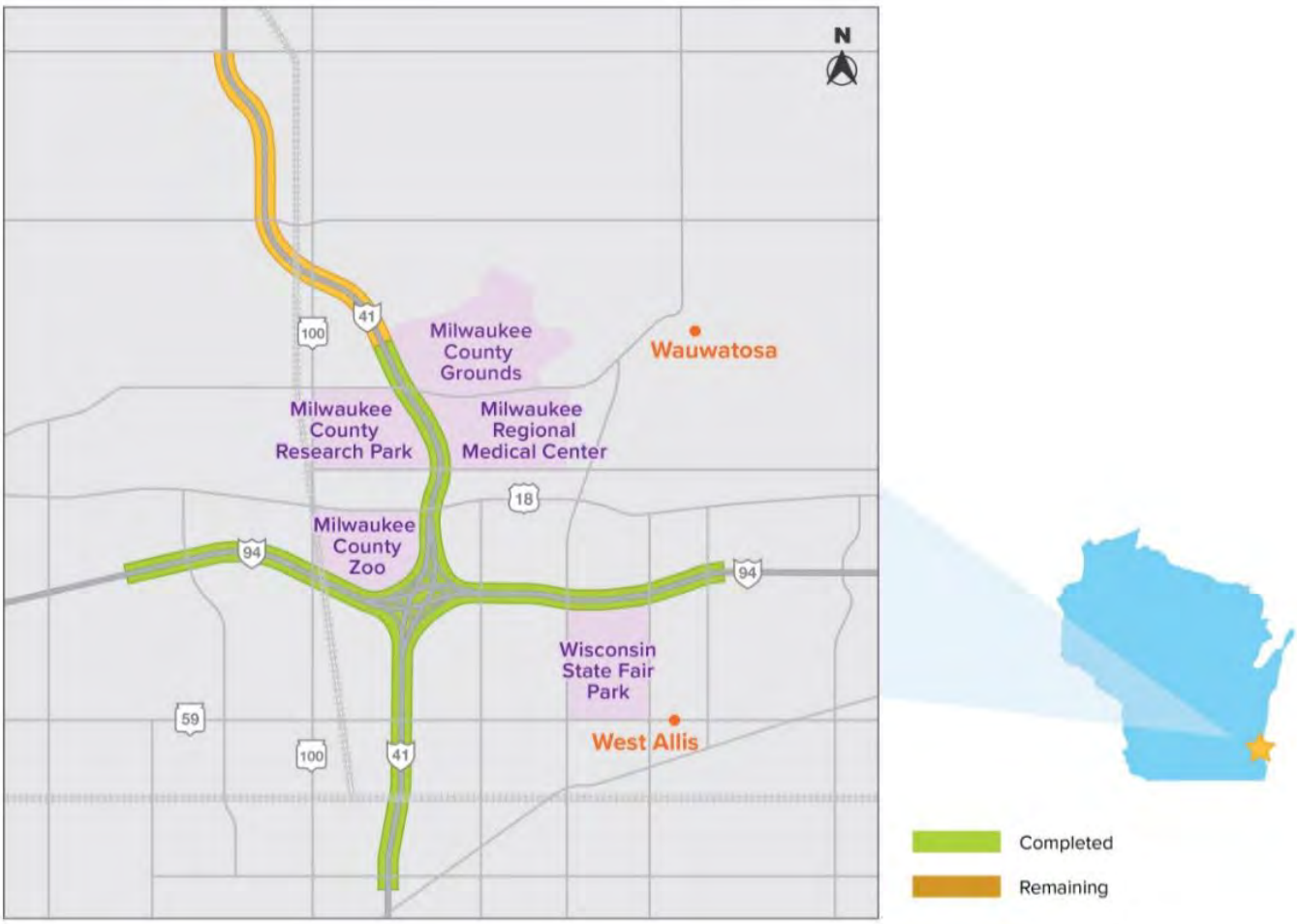
Financial Status

Cost Category	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
	Budgeted	Cost to Date	Estimated Cost to Complete
Design	$136.0	$135.9	$0.1
Real Estate	$67.5	$67.1	$0.4
Construction	$1,413.9	$1,088.5	$325.4
Totals	$1,617.4	$1,291.5	$325.9

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.

This page intentionally left blank.

Zoo Interchange
(Lincoln to Burleigh, 124th to 70th)
Milwaukee County



CONCEPT:

The proposed improvement for the Zoo Interchange corridor includes:

- Reconstructing I-41/I-894/US 45 with four travel lanes in each direction between Lincoln Avenue in the City of West Allis and Burleigh Street in the City of Wauwatosa, which includes: replacing the pavement, correcting vertical and horizontal alignments, and increasing the width of the shoulders to meet current design standards.
- Reconstructing I-94 with four travel lanes in each direction between 124th Street and 70th Street in the City of Milwaukee, which includes: replacing the pavement, correcting vertical and horizontal alignments, and increasing the width of the shoulders to meet current design standards.
- Replacing the existing three-level system interchange with a new four-level system interchange that provides right-hand entrance and exit ramps and collector-distributor roadways to remove merging and weaving vehicles from mainline traffic.
- Rebuilding bridges and service interchanges in the corridor, including: Greenfield Avenue (WIS 59), Bluemound Road (US 18), Watertown Plank Road, North Avenue, Mayfair Road (WIS 100), and 84th Street (WIS 181).

The Zoo Interchange North Leg Construction Remains:

- Reconstructing I-41 with three travel lanes in each direction between Swan Boulevard and Burleigh Street in the City of Wauwatosa, which includes: replacing the pavement, correcting vertical and horizontal alignments, and increasing the width of the shoulders to meet current design standards.

NEED:

The Zoo Interchange was originally completed in 1963. Traffic congestion, safety issues, and design and pavement deficiencies require full reconstruction and expansion of the corridor.

- Traffic Condition – The Zoo Interchange carries 300,000 vehicles per day (vpd) – more than any freeway interchange in Wisconsin. In 2009, Average Annual Daily Traffic (AADT) volumes throughout the north-south and east-west corridors varied between 127,000 and 154,000 vpd and are expected to increase by 2035.

  During the heaviest traffic periods, the Level of Service (LOS) on I-41 north of the Zoo Interchange ranges between LOS D and LOS E. LOS is generally D south of the Zoo Interchange. Similarly, LOS west of the Zoo Interchange usually ranges between LOS D and LOS E, while it is generally LOS E east of the Zoo Interchange. There are segments operating at LOS F on all four approaches to the Zoo Interchange during the heaviest traffic periods.

- Safety Condition – From 2001 to 2005, there were 4,522 crashes or roughly 2.5 crashes per day. Approximately 30% of those crashes resulted in injuries, and nine crashes were fatal.

- Roadway Condition – Although pavement maintenance and resurfacing have occurred since the corridor was built, the pavement structure and bridges have exceeded their life expectancy. It is no longer cost effective to resurface the roadway. Moreover, resurfacing would not fix the geometric and safety issues. In 2009, weight restrictions were placed on existing core bridges, and three system ramps were replaced with emergency construction in early 2010. Complete reconstruction of the freeway's pavement and bridges are recommended.

- Bridge and Geometric Condition – Numerous geometric and bridge deficiencies exist within the corridor, including substandard bridge clearance, substandard vertical and horizontal curves, and substandard ramp design. These deficiencies create safety and operational problems. For example, the original interchange has an outdated design with closely spaced left- and right-hand entrance and exit ramps, contributing to crash rates between two and five times higher than the statewide average.

- Route Importance – I-41, I-94, I-894, and US 45 are part of the National Highway System. The National Highway System is a priority system of highways designated to ensure connectivity to the national defense highway network and other important regional transportation routes, and provides a high level of safety, design, and operational standards. I-94 is also a designated federal and state long truck route, allowing longer commercial vehicles to use the freeway. I-94, I-894, and US 45 are identified as "backbone" routes in the state's *Connection 2030* long-range multimodal transportation plan. Southeastern Wisconsin Regional Planning Commission (SEWRPC) in their 2035 Regional Transportation Plan recommends eight lanes throughout the study corridor.

  The Zoo Interchange is a gateway to Wisconsin's Fox River Valley and to Milwaukee area tourism venues. In addition to serving long-distance travelers and regional and national freight movement, this freeway system is an important commuter route for many of the approximately 692,000 employees who work in Milwaukee and Waukesha Counties. Furthermore, the Zoo Interchange is critical in moving health care patients to hospitals and trauma centers. Located in the project corridor, the Milwaukee Regional Medical Center assists one million customers annually, employs 14,000 Wisconsinites, serves as the region's only Level 1 trauma center, and includes nationally recognized Children's Hospital of Wisconsin, Froedtert Hospital, and the Medical College of Wisconsin.

Project Status:

- Timing Status –

Construction activities began in 2012 with the relocation of a water main. The Zoo Interchange Core I and II were completed in August 2018. The Zoo North Leg construction will begin in 2020. North Leg construction to conclude in September of 2023 with I-41/USH 45 North Leg landscaping.

The schedule of work is as follows:

SFY	Project	Let Date	Construction End Date
2013	• Traffic Mitigation (TM) at various intersections/ramps in Milwaukee County • TM ramp improvements at Wisconsin Avenue • Water main relocation at Greenfield Avenue (STH 59) and I-894 • Bridge over I-894 at Greenfield Avenue (STH 59) • Mayfair Road (STH 100) reconstruction and expansion from I-94 to Watertown Plank Road • Glenview Avenue/84th Street (STH 181) from I-94 to Wisconsin Avenue • Swan Boulevard Bridge & roadway realignment from Watertown Plank Road to I-41	July 2012 September 2012 August 2012 December 2012 January 2013 March 2013 June 2013	November 2012 November 2013 November 2012 August 2013 June 2014 September 2013 June 2014
2014	• 76th Street bridge over I-94; Honey Creek box culverts under I-94, 84th Street (STH 181), and Kearney Street; Greenfield Avenue northbound on-ramp bridge over Schlinger Avenue • Watertown Plank Interchange including I-41 from Wisconsin Avenue to Mayfair Road (STH 100) • Mayfair Road (STH 100) & Union Pacific Railroad (UPRR) Bridges over I-94 and Hank Aaron State Trail • Integrated Corridors II (Various Intersections)	August 2013 September 2013 September 2013 May 2014	November 2014 November 2014 January 2015 December 2015
2015	• Phase I of the Core of the Zoo Interchange including segments of I-94, I-894, & I-41 (see yellow section in **Figure 2.3** on page 8); 84th Street (STH 181) from Adler Street to O'Connor Street • TM projects at 22 locations within Milwaukee & Waukesha Counties • Department of Public Works Site Facilities • Pedestrian Bridge over I-41 / USH 45 (at Wauwatosa West High School)	August 2014 August 2014 March 2015 May 2015	October 2016 May 2015 October 2017 December 2015

2016	• Phase II of the "Core" of the Zoo Interchange including segments of I-94, I-894, & I-41 including Schlinger Road which had previously been a separate project (see purple section in **Figure 2.3** on page 8) • Locust Street Parking Lot (at USH 45 and Locust Street) • I-894 Northbound Auxiliary Lane (Oklahoma Avenue to National Avenue) • Center Street Bridge over I-41/USH45 • Center Street Sidewalk (114th Street to 117th Street) • I-894 Southbound Auxiliary Lane (Oklahoma Avenue to National Avenue) • Deep Storm Sewer (North Avenue to Center Street) • Dual lane On Ramp (I-41 & Watertown Plank Road) • Elm Grove Road Bridge over I-94	September 2015 July 2015 September 2015 December 2015 December 2015 May 2016 May 2016 June 2016 June 2016	August 2018 October 2015 June 2016 August 2016 November 2016 September 2016 November 2016 December 2016 August 2017
2017	• TM Projects	March 2017	November 2017
2018	• I-94 Auxiliary Lanes (I-94 from STH 100 to Moorland Road) • Moorland Road, Franklin Drive to I-94 on-ramp • I-894 Southbound Noise Wall (UPRR Bridge to Lincoln Ave) • Zoo Interchange Landscaping	December 2017 December 2017 January 2018 April 2018	August 2018 August 2018 August 2018 August 2019
2019	• Traffic Mitigation Reversal (various locations) • Roundabout at Swan Blvd & Discovery Parkway • Swan Blvd. Roadway Maintenance	April 2019 May 2019 May 2019	November 2019 September 2019 September 2019
2020	• Detention Pond at North Avenue • North Leg Prep Work (Swan Blvd to North Avenue)	March 2020 May 2020	November 2020 December 2020
2021	• I-41 (Mayfair Road (STH100) to Burleigh Street) • Center Street Sidewalk Improvements • North Avenue	July 2020 July 2020 July 2020	December 2022 December 2022 December 2022
2022	No New Lets		
2023	• North Leg Landscaping	December 2022	September 2023

- Financial Status

Cost Category	Cost Summary as Reported in the Aug 2019 TPC Report[1] (Millions)		
	Budgeted	**Cost to Date**	**Estimated Cost to Complete**
Design	$135.0	$133.7	$1.3
Real Estate	$96.2	$93.7	$2.5
Construction	$1,310.3	$1,078.2	$232.1
Totals	$1,541.5	$1,305.6	$235.9

[1] Costs documented in the Aug 2019 TPC report are through June 30, 2019.

Chapter 7

Major highway studies

- Map of studies
- Studies recommended for removal
- Remaining studies

This page intentionally left blank.

Wisconsin Department of Transportation
Major Highway Study Projects
December 2019

Number Key to Map	Highway	Termini	Status
Studies recommended for removal			
1	US 8	WIS 35 to US 53	EIS Complete
2	WIS 11/US 14	Janesville to I-43	Suspended
3	US 12	Fort Atkinson Bypass	Suspended
Studies recommended to remain			
4	US 12/18	US 14 to County N (Madison Beltline)	In Progress
5	US 12	WIS 67 (Elkhorn) to WIS 59 (Whitewater)	Suspended
6	I-39/90	US 12 (Madison) to US 12 (Wisc Dells)	EIS Cancelled
7	US 51	Stoughton to McFarland	EA In Progress
8	US 51	US 12 to WIS 19 (Stoughton Road)	EIS In Progress
9	I-94	70th Street to 16th Street	EIS Rescinded
10	I-94	US 12 to WIS 65	EA Complete

This page intentionally left blank.

Major Studies Recommended for Program Removal

and

Other Studies for Future TPC Consideration

I. Studies Recommended for Program Removal:

WisDOT is recommending that three studies be removed from the list of approved Majors Study Projects due to lack of need or low priority relative to other studies and statewide needs. The projects recommend for removal are listed below.

1. US 8 (WIS 35 to US 53)
2. WIS 11/US 14 (Janesville to I-43)
3. US 12 (Fort Atkinson Bypass)

Additional details regarding the studies and reasoning for the department's recommendation are on subsequent pages of this section.

II. Other Studies for Future TPC Consideration:

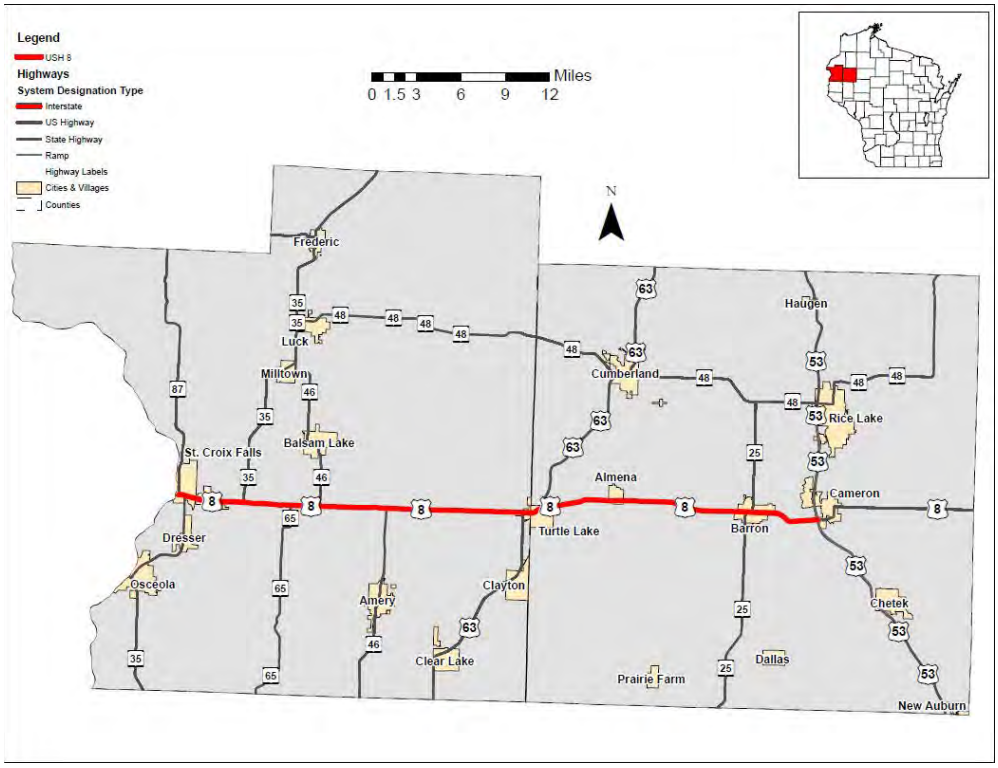
WisDOT is conducting additional review on the projects listed below. The review will assist with a future recommendation to the TPC regarding study status.

1. US 12, WIS 67 (Elkhorn) to WIS 59 (Whitewater) – Program Status: Study Suspended
2. I-39/90, US 12 (Madison) to US 12 (Wisc Dells) – Program Status: EIS Cancelled
3. I-94, US 12 to WIS 65 – Program Status: Environmental Assessment Complete
4. I-94, 70th Street to 16th Street – Program Status: Final EIS Rescinded

This page intentionally left blank.

US 8 (WIS 35 to US 53)

40 miles in Polk and Barron Counties



Study concept:

The scope of the study for the US 8 corridor includes:

- Operational and safety improvements on existing US 8.
- Reconstructing US 8 from a 2-lane with passing lanes corridor to a 4-lane facility. Bypass alternatives were included for the Deer Lake area and for the communities of Range, Turtle Lake, Poskin and Barron
- Access would be limited to widely spaced public roads and interchanges.
- A tiered environmental approach was used for the study.

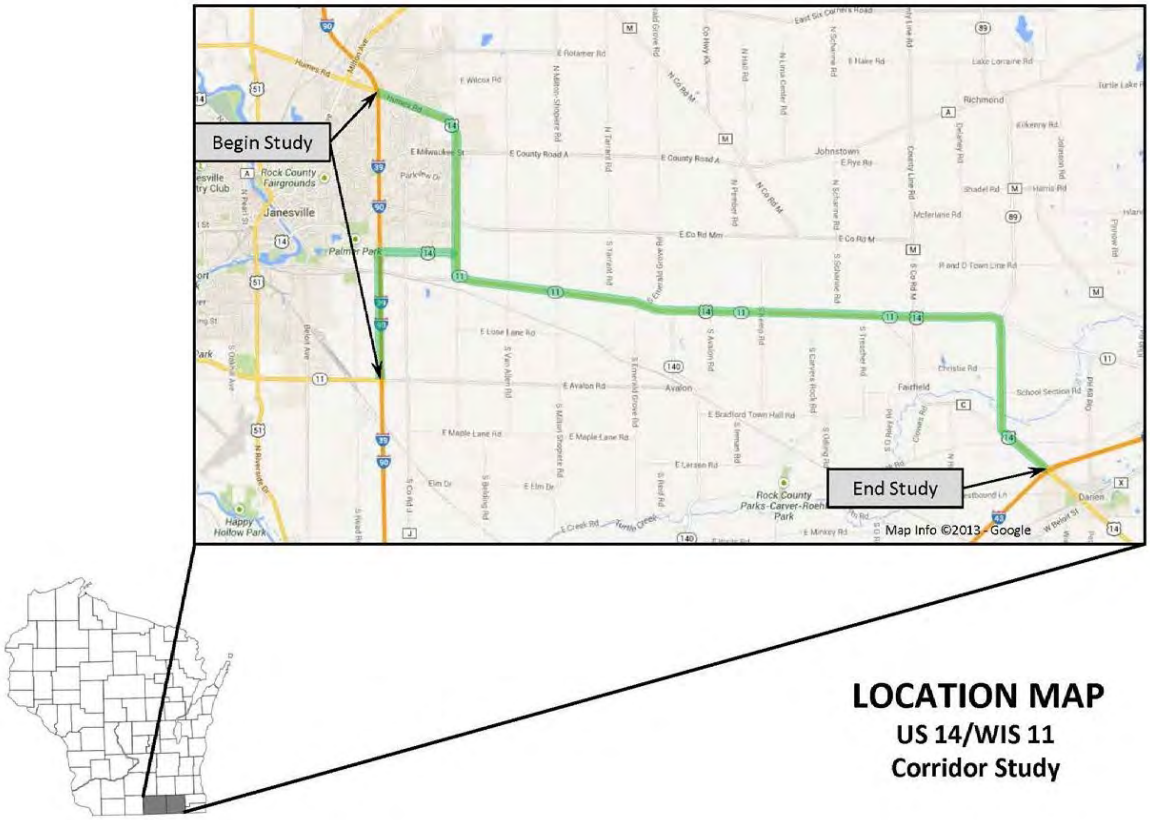
Recommended action:

USH 8 corridor environmental study has been complete and the corridor does not warrant an enumeration recommendation from the department at this time. Identified needs on this project can be satisfactorily addressed with rehabilitation projects that will not qualify for Majors funding. Therefore, the department is recommending that this study be removed from the list of approved Major Highway Studies.

Study Project Cost Status Table - August 2019							
Project: USH 8 STH 35 North to USH 53 **Region:** NW							
Cost Information in Millions of Dollars							
Cost Category	**Cost to Date**	**Estimated Cost To Complete**	**Total Study Cost Estimate Feb. 2019**	**Total Study Cost Estimate Aug. 2019**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**$5.3**	**$0.7**	**$6.0**	**$6.0**	**$0.0**	**0.0%**	

WIS 11/US 14 (Janesville to I-43)

15 miles in Rock and Walworth Counties



Study concept:

The scope of the study for the WIS 11/US 14 corridor includes:

- Expand the existing two-lane facility to four lanes.

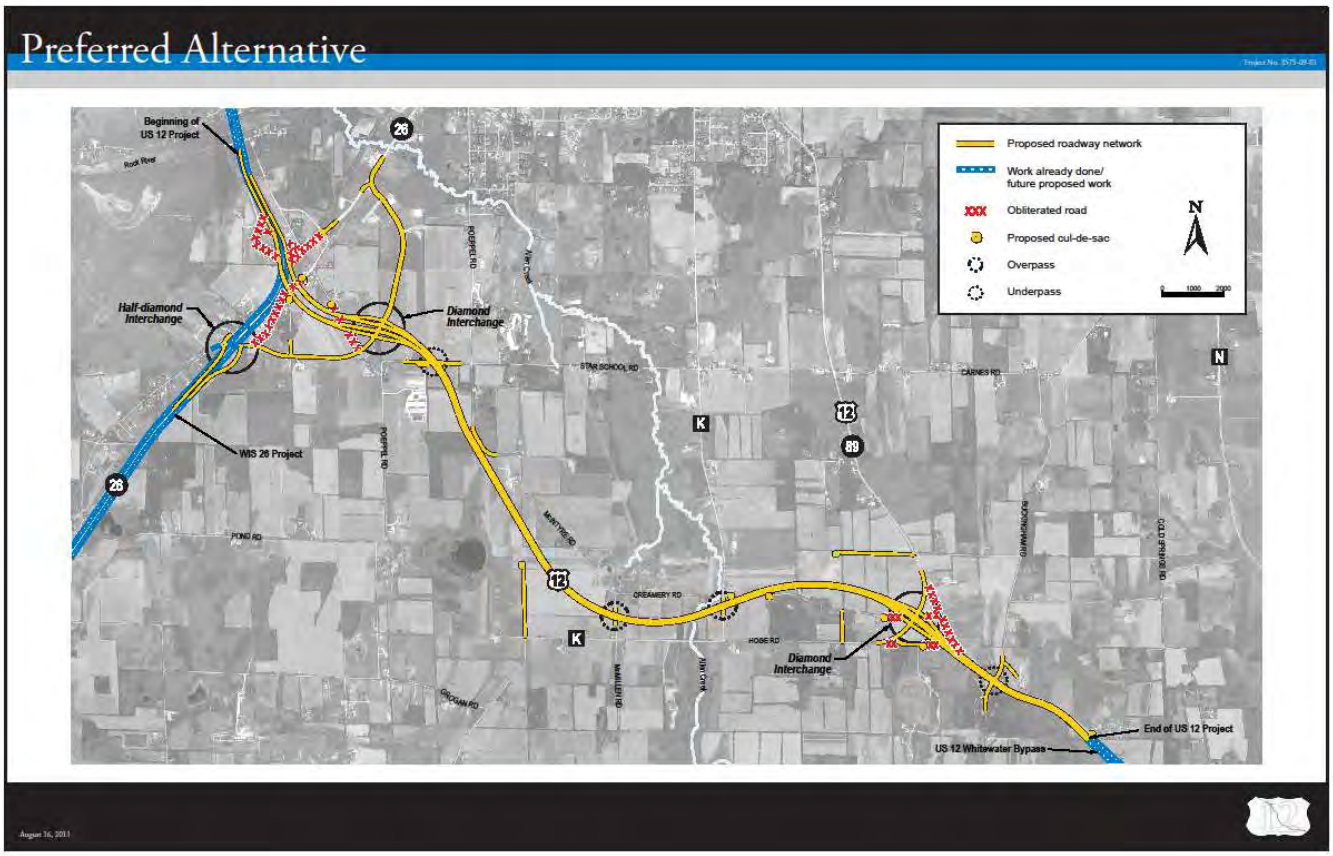
Recommended action:

There are higher priority corridors that should be funded before this corridor. This is expected to be the case for the foreseeable future; consequently, the department is recommending that this study be removed from the list of approved Major Highway Studies.

Study Project Cost Status Table - August 2019							
Project: STH 11/USH 14 Janesville to I 43 Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Study Cost Estimate Feb. 2019	Total Study Cost Estimate Aug. 2019	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$2.2	$0.5	$2.7	$2.7	$0.0	0.0%	

US 12 (Fort Atkinson Bypass)

12 miles in Jefferson County



Study concept:

The scope of the study for the US 12 corridor includes:

- Expand the existing two-lane facility to four lanes.

Recommended action:

In 2012, Governor Walker directed the department to stop work on this corridor. The department is now recommending that this study be removed from the list of approved Major Highway Studies because needs for this bypass are not expected to be warranted until after 2035.

Study Project Cost Status Table - August 2019							
Project: USH 12 Fort Atkinson Bypass Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost To Complete	Total Estimate Feb. 2019	Total Study Cost Estimate Aug. 2019	Change in Total Cost Estimate	Percent Change	Reason for Change
Study	$3.6	$0.0	$3.6	$3.6	$0.0	0.0%	

US 12, US 14 to County N (Madison Beltline)
In Progress

Study Project Cost Status Table - August 2019							
Project: US 12, US 14 to County N (Madison Beltline)							
Region: SW							
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2019)	Total Study Cost Estimate (Aug 2019)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$10.1	$12.4	$22.0	$22.5	$0.5	2.3%	*

*In-house engineering for completion of the study.

Length: 18.7 miles in Dane County

Existing AADT: (Annual average daily traffic) 30,800 – 146,500 vehicles per day

Need for study: Address ways to increase capacity for existing and future traffic demand. Improve safety issues to reduce crash rates significantly greater than statewide average.

Possible concept: Will begin by examining Madison metro area and looking for alternatives to improve the whole corridor from severe congestion. Anticipate transit, freight bike and pedestrian needs throughout corridor.

Study status: WisDOT is continuing the Planning and Environmental Linkages (PEL) phase to further develop and refine strategies for potential future improvement concepts that could satisfy study goals and objectives of the Madison Beltline PEL study.

US 12, WIS 67 (Elkhorn) to WIS 59 (Whitewater)

Suspended – No work being done

Study Project Cost Status Table - August 2019							
	Project: US 12, WIS 67 (Elkhorn) to WIS 59 (Whitewater)						
	Region: SE						
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2019)	Total Study Cost Estimate (Aug 2019)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$0.2	$2.4	$2.6	$2.6	$0.0	0.0%	

Length: 17.9 miles in Walworth County

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

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

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

Study status: As of July 2016, this study has been suspended. While this study has been suspended, additional analysis will be done prior to making a recommendation for program continuation or removal.

Recommended action: The region is updating safety information in the Whitewater area, which will include a review of this corridor. Consequently, the department will not make a recommendation until after the safety review is complete.

I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)

EIS Cancelled

Study Project Cost Status Table - August 2019							
	Project: I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)						
	Region: SW						
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2019)	Total Study Cost Estimate (Aug 2019)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$8.8	$9.2	$18.0	$18.0	$0.0	0.0%	

Length: 56.3 miles in Dane/Columbia/Sauk Counties

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

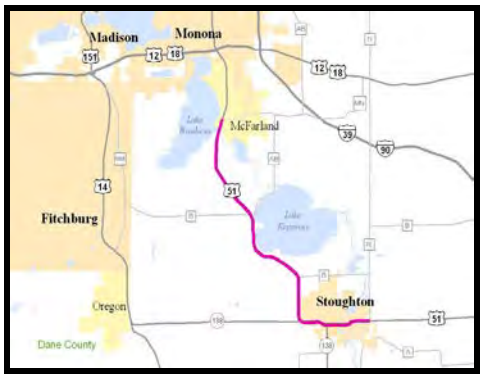
Need for study: The corridor is an important route for moving freight throughout the state and to outside destinations. If no improvements are made, much of the corridor will have significant problems from reductions in travel speeds and recurring breakdowns in traffic flow. Need to find ways to ensure 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: In March 2017, the EIS was cancelled. Any future transportation improvements along either the I-39/90 or the I-90/94 corridors will progress under a separate environmental review process, in accordance with all applicable laws and regulations.

Recommended Action: This corridor has important national, regional, and local significance. This corridor has congestion and safety issues today that will progress to unacceptable levels in the future. Moreover, significant portions of infrastructure along this corridor is nearing the end of its useful life. The department is investigating timing related to when these needs must be addressed; this information will instruct a recommendation regarding the most prudent timing for when to proceed with corridor reconstruction and modernization.

US 51, Stoughton to McFarland
EA in Progress



Study Project Cost Status Table - August 2019							
	Project: US 51, Stoughton to McFarland						
	Region: SW						
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2019)	Total Study Cost Estimate (Aug 2019)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$7.4	$1.2	$8.6	$8.6	$0.0	0.0%	

Length: 18 miles in Dane County

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

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

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

Study status: The study was resumed in March 2019. The study team is in the process of gathering and updating corridor information to determine if, and to what extent, the design and potential impacts from the preferred alternative will change.

US 51, US 12 to WIS 19 (Stoughton Road)
EIS In Progress

Study Project Cost Status Table - August 2019							
	Project: US 51, US 12 to WIS 19 (Stoughton Road)						
	Region: SW						
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2019)	Total Study Cost Estimate (Aug 2019)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$6.9	$1.0	$7.9	$7.9	$0.0	0.0%	

Length: 11 miles in Dane County

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

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

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

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

I-94, 70th Street to 16th Street
EIS Rescinded

Study Project Cost Status Table - August 2019							
	Project: I-94, 70th Street to 16th Street						
	Region: SE						
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2019)	Total Study Cost Estimate (Aug 2019)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$22.7	$4.5	$27.2	$27.2	$0.0	0.0%	

Length: 3.5 miles in Milwaukee County

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

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

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

Study status: The FHWA rescinded the IH 94 East-West Record of Decision on October 11, 2017. The department cannot move to final design until the project is enumerated.

Recommended action: WisDOT is conducting additional review on this project. The review will assist with a future recommendation to the TPC regarding the project's status.

I-94, US 12 to WIS 65
EA Complete

Study Project Cost Status Table - August 2019							
	Project: I-94, US 12 to WIS 65						
	Region: NW						
Cost Information in Millions of Dollars							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2019)	Total Study Cost Estimate (Aug 2019)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$0.8	$0.1	$0.9	$0.9	$0.0	0.0%	

Length: 6 miles in St. Croix County

Existing AADT: 44,000 vehicles per day

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

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

Study status: Final signed FONSI – November 2014.

Project recommended by TPC for enumeration December 1, 2014.

While the TPC recommended enumeration of this project, enumeration is yet to occur. Consequently, this project will continue to be reported as a Majors study until all existing project encumbrances toward work on the environmental document are paid, or until the project is enumerated, whichever is first.

Recommended action: WisDOT is conducting additional review on this project. The review will assist with a future recommendation to the TPC regarding the project's status.