This page intentionally left blank.
December 9, 2021

TPC Chairman Governor Tony Evers and TPC Members
115 East State Capitol
Madison, WI 53702

Dear Governor Evers and TPC Members,

In preparation for the December 15, 2021 Transportation Projects Commission (TPC) meeting, I am pleased to provide you with this information binder for the meeting. The binder contains material that will be presented and discussed at the meeting.

The meeting will include a brief program status presentation as well as a brief update on active projects enumerated for construction.

A detailed update on the US 53 La Crosse Corridor Major Project will also be provided. The department will present a new approach to address needs in the corridor, and the department will recommend that the TPC approve the new approach. The proposed change represents a prudent option for maintaining this corridor in a state of good repair, improving safety, improving bicycle and pedestrian options, and reducing intersection delay – all in a manner more consistent with local preference.

The department will also provide an informational presentation on a I-794 Lake Interchange study in Milwaukee County. The Lake Interchange is located between the Marquette Interchange and the Hoan Bridge and will be studied through the State Highway Rehabilitation Program. This unique project is expected to be a costly project that replaces dozens of bridge structures nearing the end of useful life; other structures exist on the corridor that can likely be treated with less than replacement. While no TPC decisions are required regarding this potential project, the department thinks the TPC should know about costly potential projects even if the TPC does not have a statutory role to recommend or approve such projects. TPC feedback and guidance is always helpful.

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 M. Thompson
Secretary
December 2021 TPC Meeting
- Agenda
- Member directory

Meeting Minutes
- December 8, 2020 TPC meeting

TPC Status Report and Study Recommendation Process
- Financial status
- Study recommendation process
- August 2021 report

Project updates
- Project update presentation

US 53, La Crosse Corridor
- US 53 presentation

I-794 Lake Interchange
- Lake Interchange presentation

Wisconsin State Capitol,
Governor's Conference Room
(In-person meeting with virtual option)

December 15, 2021
Chapter 1

December 2021 TPC Meeting

- Agenda
- Member directory
Meeting Agenda
Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor's Conference Room (in-person with virtual option)
Wednesday, December 15, 2021, 1:00 to 2:30 PM

- Roll Call
- Governor and Secretary opening statements
- Approve minutes
- TPC Report Review and Study Recommendation Process
  - August 2021 Report and Financial Status
  - Approval process for Studies in Major Highway program
- Project updates
- La Crosse Corridor Update
- I-794 Lake Interchange, Milwaukee County
- Discussion and future meetings
- Adjourn
Governor Tony Evers,
Chairman
Room 115 East State Capitol
Madison, WI 53702
(608) 266-1212
govinfo@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

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

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

Senator Howard Marklein
Room 316 East
State Capitol
P.O. Box 7882
Madison, WI 53707-7882
(608) 266-0703
Sen.Marklein@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

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

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

Timothy Hanna, Executive Dir.
Local Government Institute of Wisconsin
3118 E. Sableridge Drive
Appleton, WI 54913
(920) 257-4598
timothyhanna24@gmail.com

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

Representative Daniel Riemer
Room 107 North
State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-1733
Rep.Riemer@legis.wisconsin.gov

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

Senator Janet Bewley
Room 206 South
State Capitol
P.O. Box 7882
Madison, WI 53707-7882
(608) 266-3510
Sen.Bewley@legis.wisconsin.gov

Representative Jon Plumer
Room 317 North
State Capitol
P.O. Box 8953
Madison, WI 53708
(608) 266-3404
Rep.Plumer@legis.wisconsin.gov
This page intentionally left blank.
Chapter 2

Meeting Minutes

- December 8, 2020 TPC meeting
Meeting Minutes
Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor’s Conference Room (virtual meeting)
Tuesday, December 8, 2020

MEMBERS PRESENT
Governor Tony Evers
Senator Dave Hansen
Senator Jerry Petrowski
Senator Howard Marklein
Senator Tim Carpenter
Representative Scott Krug
Representative Jon Plumer

Representative Mark Spreitzer
Citizen Representative Mark Servi
Citizen Representative Allison Bussler
Citizen Representative Timothy Hanna
Secretary Craig Thompson
Deputy Chief of Staff, Barb Worcester
(proxy for Governor Evers)

MEMBERS ABSENT
Senator Robert Cowles
Representative John Spiros
Representative Daniel Riemer

DOT STAFF PRESENT
Joe Nestler
Jeff Gust
Justin Shell
Paul Hammer
Joel Nilsesteun
Tim Mason
Michael Hoelker
Tom Buchholz
Brian Bliesner
Jim Robinette
Ned Grady

Governor Evers welcomed the members, called the meeting to order and asked that the roll be called.

Governor Evers provided a brief overview of the meeting. He indicated he would not be present for the entire meeting and asked that his Deputy Chief of Staff, Barb Worcester, serve as his proxy. There were no objections to this.

Secretary Craig Thompson welcomed the commission members to the TPC meeting. He requested a motion to approve the minutes of the December 8, 2020 meeting. The
Secretary Thompson asked the DOT to provide the Commission an update on the Major Highway Program. Detailed information relating to the presentations and other materials provided at the meeting can be found on the DOT’s website by clicking on this link, https://wisconsindot.gov/Pages/about-wisdot/who-we-are/comm-couns/tpc.aspx.

Joe Nestler discussed the importance of the Major Highway Projects and how these projects are a tool for reconstructing and modernizing our aged transportation facilities. He described how the DOT utilizes asset management techniques to minimize life cycle costs and maximize the life of the DOT’s assets.

Joe explained the roles and responsibilities of the commission. The first role is to approve potential projects for environmental studies. After an environmental study has been completed, the commission is tasked with deciding whether to approve projects for construction. The final role of the commission is to monitor ongoing project costs.

Joe then identified key state statutes related to the Major Highway Program. Joe reviewed the scoring process for Traditional Major projects. State statute 13.489(2) lays out the system to score the project. However, this process does not apply to High-Cost Major candidates. High-Cost Major projects are different from Traditional Majors in that a high-cost project generally doesn’t involve capacity expansion. High-cost projects are mostly projects that are maintaining the state trunk network in a good state of repair.

Joe provided a financial update on the Majors and SE Freeway Mega projects. Overall, costs of the Majors projects decreased by $12.0 million. There were no changes in the total costs of the SE Freeway Mega projects.

Jeff Gust discussed the I-94 Major study in St. Croix County (US 12 to WIS 65). Jeff indicated that updated traffic models for this area indicate undesirable congestion levels aren’t reach until after 2040 and that there is no immediate need for capacity expansion. He said that WisDOT can maintain the corridor through perpetuation at this time and would reconsider enumeration when expansion is more clearly warranted. He requested the TPC approve removing the study from the approved list of Major study projects.

Justin Shell entertained a motion to proceed with the DOT’s recommendation to cancel the I-94, US 12 to WIS 65 study in St. Croix County from the list of approved study projects. The motion passed 11-0.

Jeff then discussed the US 12 study in Walworth County (WIS 67 to WIS 59). Jeff indicated that the project has been paused since 2016. In 2020, WisDOT completed two safety analysis studies. The recommendations from safety analysis studies can be completed outside of the Major program through rehabilitation-type projects. He requested the TPC approve removing the study from the approved list of Major study projects.
Transportation Projects Commission
Meeting Summary
December 8, 2020

Joe Nestler added that there is some congestion on this corridor. However, when compared with congestion around the state (600 miles are flagged for congestion issues statewide) the congestion isn’t as severe. WisDOT is looking where congestion is problematic, causing safety issues or it is causing break-down conditions and significant queues. This level of congestion is not occurring in this corridor.

Justin entertained a motion to proceed with the DOT’s recommendation to cancel the US 12, WIS 67 to WIS 59 study in Walworth County from the list of approved study projects. The motion passed 11-0.

Jeff introduced the I-39/90/94 study in Dane, Columbia and Sauk counties (US 12/18 (Madison) to US 12 (Wisconsin Dells)). Jeff indicated this is an important corridor for freight and tourism. He also indicated that all sections of this corridor will experience undesirable Levels of Service (LOS) by 2030.

Jeff provided some updates on traffic volumes during COVID. As testament to the importance of the corridor, volumes have increased during COVID.

- I-90 recreational traffic increased 1% from Labor Day 2019 to Labor Day 2020.
- I-90 daily truck traffic increased 4% from September 2019 to September 2020.

Crashes are increasing much faster than traffic, which is a sign of growing congestion. From 2014 to 2018, traffic volumes increased 12%; however, crashes increased 43% during the same period.

Infrastructure needs throughout the corridor are great. In the absence of a Major project, 17 of the next 30 years will have pavement projects in them. Studying this corridor will allow WisDOT to develop a definitive corridor improvement plan (Major project) to sequence these projects, enabling the department to:

- Minimize impacts to the travelling public, freight haulers and businesses and
- Maximize the benefit of construction funds through strategic packaging of projects.

Restarting the study will also help the department address corridor resiliency. There have been two major flooding events since 2008 and this study will help identify solutions to the resiliency issues.

Tim Hanna asked if forecasts took into account future modes of transportation. Joe Nestler replied that WisDOT is considering this, but it is extremely difficult. Tim clarified that he was asking about modes of transportation in urban areas. Secretary Thompson was appreciative of this question and indicated his opening remarks contained allusions to this question. He indicated there are several things that WisDOT needs to look at. The impact telework will have on traffic, how Connected and Automated Vehicles (CAV) will affect travel patterns and providing more alternatives for travel besides just adding
capacity. He cited the removal of three studies during the December 2019 TPC meeting and the two studies that were recommended for removal at this meeting as examples of not adding capacity. And the two projects WisDOT is requesting approval to construct in this meeting are not expanding capacity.

After discussing the I-39/90/94 study, Jeff introduced the first project WisDOT will request the TPC approve for final construction. The project is located on I-39/90/94, over the Wisconsin River in Columbia County. The current northbound and southbound structures are deteriorating, necessitating replacement. The structures could be repaired; however, they would still need to be replaced in 2045 as that is when the existing substructure (piers) would need to be replaced. WisDOT is recommending the TPC approve this project for final construction as a High-Cost Major.

Justin entertained a motion to proceed with the DOT’s recommendation to approve the I-39/90/94 Bridges over Wisconsin River study in Columbia as a High-Cost Major project. The motion passed 11-0.

The second project is on US 51 in Dane County, between I-39/90 and US 12/18. This study was originally focused on capacity expansion. However, the project scope was revised in 2015 because of the high cost and significant impacts to adjacent properties. The project was rescoped to reconstruct most of the corridor on existing alignment with intersection safety improvements. WisDOT is recommending the TPC approve this project for final construction as a High-Cost Major.

Justin entertained a motion to proceed with the DOT’s recommendation to approve US 51 study in Dane County as a High-Cost Major project. The motion passed 11-0.

Jeff then provided an update on active construction projects that have been recently completed or are near completion.

Jeff’s last presentation was an update on the resumption of the I-94 East-West study in Milwaukee County. The intent is to confirm what was already studied with the goal of utilizing the previous preferred alternative. Jeff indicated the “double decker” option at the cemetery would not be an alternative considered in the study.

Secretary Thompson thanked the members of the commission for their time and asked for a motion to adjourn the meeting. Senator Petrowski motioned to adjourn the meeting and Representative Spreitzer seconded the motion.

*Notes not official until the Commission approves at the next meeting.*
Chapter 3

TPC Report Review and Study Recommendation Process

- Financial status
- Study recommendation process
- August 2021 TPC report
Program Update August 2021 TPC Report
and Majors Program Financial Status

Joe Nestler, P.E.

Division of Transportation Investment Management,
Administrator

December 15, 2021

TPC Report Summary, August 2021

<table>
<thead>
<tr>
<th>Major Projects</th>
<th>TPC Estimate Feb 2021 (Millions)</th>
<th>TPC Estimate Aug 2021 (Millions)</th>
<th>Change from Feb 2021 to Aug 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>WIS 15, WIS 76 to New London</td>
<td>$136.4</td>
<td>$136.4</td>
<td>0.0%</td>
</tr>
<tr>
<td>US 18/151, Verona Road</td>
<td>$263.1</td>
<td>$263.1</td>
<td>0.0%</td>
</tr>
<tr>
<td>WIS 23, WIS 67 to US 41</td>
<td>$168.7</td>
<td>$173.4</td>
<td>2.8%</td>
</tr>
<tr>
<td>I-39/90, US 12 to Illinois</td>
<td>$1,187.9</td>
<td>$1,172.8</td>
<td>-1.3%</td>
</tr>
<tr>
<td>I-41, WIS 96 to Scheuring Road*</td>
<td>$10.0</td>
<td>$10.0</td>
<td>0.0%</td>
</tr>
<tr>
<td>I-43, Silver Spring to WIS 60</td>
<td>$551.3</td>
<td>$551.3</td>
<td>0.0%</td>
</tr>
<tr>
<td>WIS 50, I-41 to 43rd Avenue</td>
<td>$119.1</td>
<td>$119.1</td>
<td>0.0%</td>
</tr>
<tr>
<td>I-39/90/94, Bridges over Wisconsin River</td>
<td>$141.2</td>
<td>$141.2</td>
<td>0.0%</td>
</tr>
<tr>
<td>US 51, Stoughton to McFarland</td>
<td>$174.1</td>
<td>$174.1</td>
<td>0.0%</td>
</tr>
<tr>
<td>US 53, La Crosse Corridor</td>
<td>TBD</td>
<td>TBD</td>
<td>-</td>
</tr>
<tr>
<td>*Study only.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$2,751.8</strong></td>
<td><strong>$2,741.4</strong></td>
<td><strong>-0.4%</strong></td>
</tr>
</tbody>
</table>

+ $4.7 million
- $15.1 million
- $10.4 million
TPC Report Summary, August 2021

<table>
<thead>
<tr>
<th>Mega Projects</th>
<th>TPC Estimate Feb 2021 (Millions)</th>
<th>TPC Estimate Aug 2021 (Millions)</th>
<th>Change from Feb 2021 to Aug 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-94, North-South Freeway</td>
<td>$1,602.5</td>
<td>$1,593.4</td>
<td>-0.6%</td>
</tr>
<tr>
<td>Zoo Interchange</td>
<td>$1,539.4</td>
<td>$1,539.4</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,141.9</strong></td>
<td><strong>$3,132.8</strong></td>
<td><strong>-0.3%</strong></td>
</tr>
</tbody>
</table>

- $9.1 million

Total Majors & SE-Mega Cost Estimate Decrease = $19.5 million

Major Projects Expenditure Schedule

As Shown in August 2021 TPC Report

<table>
<thead>
<tr>
<th>Region</th>
<th>Hwy</th>
<th>Project Name</th>
<th>Enum</th>
<th>State Fiscal Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE</td>
<td>15</td>
<td>STH 75 to New London</td>
<td>2011</td>
<td>2022</td>
</tr>
<tr>
<td>NE</td>
<td>23</td>
<td>STH 67 to USH 41</td>
<td>1999</td>
<td></td>
</tr>
<tr>
<td>SW</td>
<td>39/90</td>
<td>USH 12 to Illinois State Line</td>
<td>2011</td>
<td>2022</td>
</tr>
<tr>
<td>NE</td>
<td>41</td>
<td>STH 95 to Scheuring Road</td>
<td>2019</td>
<td>2022</td>
</tr>
<tr>
<td>SE</td>
<td>43</td>
<td>Silver Spring Drive to STH 60</td>
<td>2019</td>
<td>2022</td>
</tr>
<tr>
<td>SE</td>
<td>50</td>
<td>I-41 to 43rd Avenue</td>
<td>2014</td>
<td>2022</td>
</tr>
<tr>
<td>SW</td>
<td>39/90/94</td>
<td>Bridges over Wisconsin River</td>
<td>2020</td>
<td>2022</td>
</tr>
<tr>
<td>SW</td>
<td>51</td>
<td>I-39/90 to USH 12</td>
<td>2020</td>
<td>2022</td>
</tr>
<tr>
<td>SW</td>
<td>53</td>
<td>La Crosse Corridor</td>
<td>1997</td>
<td>2022</td>
</tr>
</tbody>
</table>

I-41 FONSI Signed in November 2021
Costs and Schedule to be Presented in the Feb. 2022 TPC Report

US-51 (Stoughton-McFarland)
Costs and Schedule to be Presented in the Feb. 2022 TPC Report
Expected Future Schedule at Today’s Program Level
(Enumerated Projects Without La Crosse Expenditures – Assumes Budget Purchasing Power is Maintained)

Why Aren’t New Study Projects Being Recommended?
Recall:

Too soon to start new studies, given existing studies already underway...

13.489 (4) REVIEW OF PROJECTS
(a) 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 of a highway project unless the commission has notified the governor and both houses of the legislature by August 1 of the year in which the report is submitted.

(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 8 years after the first July 1 after the date on which the commission recommends approval of the project and the commission has notified the governor and both houses of the legislature by August 1 of the year in which the report is submitted.

2. In determining the commencement date for projects under subd. 1. a. and b., the commission shall assume that the appropriation amounts under s. 20.385 (3) (b) 2(a) 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.
Thank You

Additional Questions?

Next: Project Updates by Jeff Gust, P.E.
Wisconsin Department of Transportation

Report to the

Transportation Projects Commission

on the

Status of Major Highway Projects

and

Southeast Wisconsin Freeway Megaprojects

August 2021
July 30, 2021

Dear Members of the Transportation Projects Commission (TPC):

Attached please find the August 2021 TPC Report that provides updates on the status of the Major Highway Development Program (Majors) and Southeast Wisconsin Freeway Megaprojects Program (SE Mega).

I’m pleased to report that the total cost estimate to complete enumerated Major and SE Mega projects is reduced by $19.5 million in this report. The I-39/90 project decreased by $15.1 million and the I-94 North-South project decreased by $9.1 million; these are late stage projects with no construction lets remaining and estimates are being reduced to better reflect anticipated final costs. One project (STH 23) had an estimate increase of $4.7 million.

Additional good news is that the recently signed 2021-23 Biennial Budget (2021 Wisconsin Act 58) will allow the department to deliver the Majors and SE Mega projects on previously planned schedules and it also allows the department to continue developing Major and SE Mega environmental studies. These important programs enable the department to study, design, and construct comprehensive projects that enhance Wisconsin’s economy, improve safety and serve community objectives, while striving to minimize environmental impacts.

Act 58 enumerated the I-94 East-West corridor (70th Street–16th Street) as a SE Mega Project. This corridor is reported on in the Study section of this report for the last time and will appear as a SE Mega Project in the February 2022 Report. A Supplemental Environmental Impact Statement (SEIS) effort is underway for this corridor. The Draft SEIS will identify a Preferred Alternative for the corridor. The combined Final SEIS/ROD (Record of Decision), following the public hearing and document availability period, will identify the Selected Alternative. It is anticipated that a ROD will be completed in approximately two years.

The I-41 project (STH 96 to Scheuring Road) was enumerated in the 2019-21 Budget. The department expects the Environmental Assessment to be completed during the Summer of 2021 and the ROD issued in late fall 2021. Final design is expected to begin in early 2022. A total project cost estimate will be provided in a later report after the ROD has been issued.

The department remains committed to delivering Major and SE Mega projects in a cost-effective and responsible manner to help ensure a safe and efficient transportation system for all of Wisconsin.

We look forward to future collaboration with the Commission. 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 M. Thompson
Secretary-designee
# Table of Contents

**Glossary of Terms** ...................................................................................................................... i

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

**Major Projects Cost and Schedule Summary** .......................................................................... v

## Major Projects with Scheduled Costs

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>STH 15: STH 76 to New London</td>
<td>1</td>
</tr>
<tr>
<td>USH 18/151: Verona Road.</td>
<td>2</td>
</tr>
<tr>
<td>STH 23: STH 67 to USH 41</td>
<td>3</td>
</tr>
<tr>
<td>I 39/90: USH 12 to Illinois</td>
<td>4</td>
</tr>
<tr>
<td>I 41: STH 96 to Scheuring Road</td>
<td>5</td>
</tr>
<tr>
<td>I 43: Silver Spring Drive to STH 60</td>
<td>6</td>
</tr>
<tr>
<td>STH 50: I 41 to 43rd Avenue</td>
<td>7</td>
</tr>
<tr>
<td>I 39/90/94: Bridges over Wisconsin River</td>
<td>8</td>
</tr>
<tr>
<td>USH 51: I 39/90 to USH 12/18</td>
<td>9</td>
</tr>
<tr>
<td>USH 53: La Crosse Corridor</td>
<td>10</td>
</tr>
</tbody>
</table>

## Southeast Megaprojects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>I 94: North-South Freeway</td>
<td>11</td>
</tr>
<tr>
<td>Zoo Interchange</td>
<td>12</td>
</tr>
</tbody>
</table>

## Majors Projects with Mainline Open to Traffic

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>13</td>
</tr>
</tbody>
</table>

## Major Highway Study Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>14-19</td>
</tr>
</tbody>
</table>
Major/Southeast Megaproject Status Report

Glossary of Terms

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

**Approval Year:** Calendar year in which the high cost major project was approved for construction by the Transportation Projects Commission.

**Enumeration Year:** Calendar year in which the traditional major 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 (ROD) or Finding of No Significant Impact (FONSI).

Wisconsin Act 217 (2003) introduced the requirement of a completed federal environmental ROD for projects brought by the department to the Transportation Projects Commission (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 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 (consultant and in-house), real estate, construction (includes consultant and in-house construction oversight and utility costs) 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, compensable utility relocations and construction engineering.

- **Cost to Date:** The cost, by category, expensed in the department’s financial systems as of June 30, 2021.

- **Cost to Complete:** Estimated cost, by category, remaining to complete the project at current (Fiscal Year (FY)-22) 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 2021):** The estimate provided to the Transportation Projects Commission in the February 2021 report.

- **Current Estimate (August 2021):** 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 ROD.

**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 escalation of 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 2021-23 biennial budget ($282.8M in FY-22 and $282.8M in FY-23). For future biennia, the FY-23 appropriation amount is assumed to continue beyond FY-23. Schedules assume no purchasing power increases; i.e. project costs are assumed to rise in future years according to the IHS Markit (formerly Global Insights) projected inflation rates shown in the bottom table below, while the FY-23 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 2021-23 biennial budget, in addition to the INFRA grant awarded in spring 2018 for the I-94 North-South project and bonding on both projects.

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>$492</td>
<td>$6.7</td>
<td>$21.6</td>
<td>$23.8</td>
<td>$5.6</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>$492</td>
<td>$6.7</td>
<td>$21.8</td>
<td>$24.8</td>
<td>$6.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

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

**Current Year Dollars (Current Year $):** Represent a schedule of future expenditures listed at current (beginning FY-22) 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. To better account for the unique impacts of the pandemic on price inflation, the inflation rates applied used information from IHS Markit's November 2020 30-Year Trend Forecast, the Wisconsin Chained Fisher Construction Cost Index, and IHS Markit’s February 2021 30-Year Trend Forecast. The FY-23 inflation rate matches what was used in the Governor’s proposed Budget and is from IHS Markit’s November 2020 Trend Forecast. Rates for FY-24 and beyond are from IHS Markit’s February 2021 data. The inflation rates used to project current estimates to the fiscal year of expenditure estimates in this report are as follows:

<table>
<thead>
<tr>
<th>Inflation Rate</th>
<th>FY-23</th>
<th>FY-24</th>
<th>FY-25</th>
<th>FY-26</th>
<th>FY-27</th>
<th>FY-28</th>
<th>FY-29</th>
<th>FY-30</th>
<th>FY-31</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.95%</td>
<td>3.19%</td>
<td>3.12%</td>
<td>3.33%</td>
<td>3.36%</td>
<td>3.36%</td>
<td>3.42%</td>
<td>3.39%</td>
<td>3.39%</td>
</tr>
</tbody>
</table>
**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. The report cover letter will include a note indicating the project will not be included in future reports. This extended reporting duration after project completion ensures all project costs are reported.

**Typical Major/Mega Project Milestone Durations After Final Project Lettings**

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Duration after last project lettings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainline open to traffic</td>
<td>1-2 years</td>
</tr>
<tr>
<td>All contract work complete</td>
<td>2-3 years</td>
</tr>
<tr>
<td>All charges paid</td>
<td>2-5 years</td>
</tr>
<tr>
<td>Final appearance in TPC report</td>
<td>3-10 years</td>
</tr>
</tbody>
</table>

**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. 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.
### Ongoing Major Highway Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Initial Estimate (YOE)</th>
<th>Initial Estimate Year</th>
<th>Record of Decision (ROD) Year</th>
<th>Pre-ROD Costs</th>
<th>Last Fiscal Year (Initial Schedule)</th>
<th>Last Fiscal Year - Feb 2021 TPC</th>
<th>Schedule Change Introduced in this Report</th>
<th>Anticipated Mainline Open to Traffic (Calendar Year)</th>
<th>Current Estimate - Aug 2021 (YOE)</th>
<th>Initial Schedule Comparison - Can Initial Schedule be Met?</th>
<th>Would Additional Funding Change No to Yes?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 STH 75: STH 76 to New London</td>
<td>$29.5</td>
<td>2007</td>
<td>2008</td>
<td>$27.0</td>
<td>2015</td>
<td>2020</td>
<td>2023</td>
<td>Memorial Day 2020</td>
<td>$1,539.4</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>2 USH 18/151: Verona Rd</td>
<td>$262.2</td>
<td>2009</td>
<td>2011</td>
<td>$263.1</td>
<td>2012</td>
<td>2017</td>
<td>2023</td>
<td>November 2023</td>
<td>$1,539.5</td>
<td>no</td>
<td>no</td>
</tr>
</tbody>
</table>

### Major Projects with Mainline Open to Traffic

<table>
<thead>
<tr>
<th>Project</th>
<th>Initial Estimate (YOE)</th>
<th>Initial Estimate Year</th>
<th>Record of Decision (ROD) Year</th>
<th>Pre-ROD Costs</th>
<th>Last Fiscal Year (Initial Schedule)</th>
<th>Last Fiscal Year - Feb 2021 TPC</th>
<th>Schedule Change Introduced in this Report</th>
<th>Anticipated Mainline Open to Traffic (Calendar Year)</th>
<th>Current Estimate - Aug 2021 (YOE)</th>
<th>Initial Schedule Comparison - Can Initial Schedule be Met?</th>
<th>Would Additional Funding Change No to Yes?</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 USH 10: Marshfield to Stevens Point</td>
<td>$249.4</td>
<td>2007</td>
<td>2008</td>
<td>$249.4</td>
<td>2015</td>
<td>2020</td>
<td>2023</td>
<td>Memorial Day 2020</td>
<td>$1,539.4</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>13 USH 10: Marshfield to Appleton</td>
<td>$498.7</td>
<td>2007</td>
<td>2011</td>
<td>$498.7</td>
<td>2012</td>
<td>2017</td>
<td>2023</td>
<td>November 2023</td>
<td>$1,539.5</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>13 USH 12: Lake Delton to Sauk City</td>
<td>$181.8</td>
<td>2007</td>
<td>2008</td>
<td>$182.0</td>
<td>2015</td>
<td>2020</td>
<td>2023</td>
<td>Memorial Day 2020</td>
<td>$1,539.4</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>13 USH 18: Prairie du Chien to STH 60</td>
<td>$41.6</td>
<td>2007</td>
<td>2008</td>
<td>$41.8</td>
<td>2015</td>
<td>2020</td>
<td>2023</td>
<td>Memorial Day 2020</td>
<td>$1,539.4</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>13 STH 26: Janesville to Watertown</td>
<td>$429.7</td>
<td>2007</td>
<td>2008</td>
<td>$429.7</td>
<td>2015</td>
<td>2020</td>
<td>2023</td>
<td>Memorial Day 2020</td>
<td>$1,539.4</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>13 USH 41: Brown County</td>
<td>$970.1</td>
<td>2007</td>
<td>2008</td>
<td>$970.3</td>
<td>2015</td>
<td>2020</td>
<td>2023</td>
<td>Memorial Day 2020</td>
<td>$1,539.4</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>13 USH 41: Winnebago County</td>
<td>$405.6</td>
<td>2007</td>
<td>2008</td>
<td>$406.6</td>
<td>2015</td>
<td>2020</td>
<td>2023</td>
<td>Memorial Day 2020</td>
<td>$1,539.4</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>13 USH 10: USH 10 &amp; STH 441</td>
<td>$375.5</td>
<td>2007</td>
<td>2008</td>
<td>$378.0</td>
<td>2015</td>
<td>2020</td>
<td>2023</td>
<td>Memorial Day 2020</td>
<td>$1,539.4</td>
<td>no</td>
<td>no</td>
</tr>
</tbody>
</table>
## Majors Projects Estimate Summary for Projects with Costs Scheduled in FY-22 & Beyond

<table>
<thead>
<tr>
<th>Project</th>
<th>Pre-enumeration costs</th>
<th>Initial TPC estimate (enumeration year dollars)</th>
<th>TPC estimate - Aug 2021 (current year dollars)</th>
<th>Additional costs outside of Majors program</th>
<th>Total cost estimate (TPC + outside Majors program) (current year dollars)</th>
<th>Initial estimate fiscal year</th>
<th>Last let fiscal year</th>
<th>Last let fiscal year (Aug 2021 TPC)</th>
<th>Last let fiscal year (Aug 2024 TPC)</th>
<th>Schedule change introduced in this report</th>
<th>Anticipated mainline open to traffic (calendar year)</th>
<th>Initial schedule comparison - can initial schedule be met?</th>
<th>Would additional funding change no to yes?</th>
</tr>
</thead>
<tbody>
<tr>
<td>STH 15: STH 76 to New London</td>
<td>$3.3</td>
<td>$125.0</td>
<td>$136.4</td>
<td>$0.0</td>
<td>$136.4</td>
<td>2011</td>
<td>2018</td>
<td>2024</td>
<td>2024</td>
<td>none</td>
<td>November 2024</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>USH 10/152: Verona Rd.</td>
<td>$25.2</td>
<td>$150.0</td>
<td>$263.1</td>
<td>$2.2</td>
<td>$265.3</td>
<td>2011</td>
<td>2019</td>
<td>2019</td>
<td>2019</td>
<td>2019</td>
<td>November 2019</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>STH 23: STH 67 to USH 41</td>
<td>$0.0</td>
<td>$39.5</td>
<td>$173.4</td>
<td>$0.0</td>
<td>$173.4</td>
<td>1999</td>
<td>2019</td>
<td>2021</td>
<td>2022</td>
<td>none</td>
<td>November 2022</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>I 39/90: USH12 to Illinois</td>
<td>$3.5</td>
<td>$715.0</td>
<td>$1,171.8</td>
<td>$5.1</td>
<td>$1,176.9</td>
<td>2011</td>
<td>2019</td>
<td>2020</td>
<td>2020</td>
<td>none</td>
<td>November 2021</td>
<td>no</td>
<td>no</td>
</tr>
<tr>
<td>I 41: STH 96 to Shueing Rd</td>
<td>$0.0</td>
<td>N/A</td>
<td>TBD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>I 43: Silver Spring to STH 60</td>
<td>$29.0</td>
<td>$551.6</td>
<td>$551.3</td>
<td>$0.0</td>
<td>$551.3</td>
<td>2020</td>
<td>2023</td>
<td>2023</td>
<td>2024</td>
<td>none</td>
<td>May 2025</td>
<td>yes</td>
<td></td>
</tr>
<tr>
<td>I 39/90/4: Bridges over Wisc River</td>
<td>$1.2</td>
<td>$141.2</td>
<td>$141.2</td>
<td>$0.0</td>
<td>$141.2</td>
<td>2021</td>
<td>N/A</td>
<td>2024</td>
<td>N/A</td>
<td>December 2026</td>
<td>yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STH 50: IH 41 to 43rd Ave</td>
<td>$3.9</td>
<td>$93.0</td>
<td>$119.1</td>
<td>$11.5</td>
<td>$130.6</td>
<td>2011</td>
<td>2023</td>
<td>2021</td>
<td>2021</td>
<td>2021</td>
<td>none</td>
<td></td>
<td></td>
</tr>
<tr>
<td>USH 53: Lacrosse Corridor</td>
<td>N/A</td>
<td>$67.1</td>
<td>N/A</td>
<td>$1.8</td>
<td>N/A</td>
<td>1997</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

| Totals | $2,731.4 |

## Majors Projects with Mainline Open to Traffic

<table>
<thead>
<tr>
<th>Project</th>
<th>Pre-enumeration costs</th>
<th>Initial TPC estimate (enumeration year dollars)</th>
<th>Initial estimate fiscal year</th>
<th>TPC estimate - Aug 2021 (current year dollars)</th>
<th>Additional costs outside of Majors program</th>
<th>Total cost estimate (TPC + outside Majors program) (current year dollars)</th>
<th>Mainline open to traffic (calendar year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>USH 10: Marshfield to Stevens Point</td>
<td>$169.0</td>
<td>1998</td>
<td>$252.3</td>
<td>$1.3</td>
<td>$253.6</td>
<td>August 2012</td>
<td></td>
</tr>
<tr>
<td>USH 10: Marshfield to Appleton</td>
<td>$125.0</td>
<td>1998</td>
<td>$505.6</td>
<td>$1.3</td>
<td>$506.9</td>
<td>August 2012</td>
<td></td>
</tr>
<tr>
<td>USH 12: Lake Delton to Sauk City</td>
<td>$50.0</td>
<td>1997</td>
<td>$183.3</td>
<td>$0.0</td>
<td>$183.3</td>
<td>October 2017</td>
<td></td>
</tr>
<tr>
<td>USH 18: Prairie du Chien to STH 60</td>
<td>$29.2</td>
<td>2003</td>
<td>$41.8</td>
<td>$0.0</td>
<td>$41.8</td>
<td>May 2017</td>
<td></td>
</tr>
<tr>
<td>STH 26: Janesville to Watertown</td>
<td>$187.0</td>
<td>2001</td>
<td>$429.7</td>
<td>$0.0</td>
<td>$429.7</td>
<td>November 2015</td>
<td></td>
</tr>
<tr>
<td>USH 41: Brown County</td>
<td>$205.0</td>
<td>2003</td>
<td>$970.0</td>
<td>$0.0</td>
<td>$970.0</td>
<td>October 2016</td>
<td></td>
</tr>
<tr>
<td>USH 41: Winnebago County</td>
<td>$225.0</td>
<td>2003</td>
<td>$405.6</td>
<td>$0.2</td>
<td>$405.8</td>
<td>July 2013</td>
<td></td>
</tr>
<tr>
<td>USH 10: USH 10 and USH 10/STH 441</td>
<td>$2.6</td>
<td>$390.0</td>
<td>2011</td>
<td>$378.0</td>
<td>$0.0</td>
<td>$378.0</td>
<td>November 2020</td>
</tr>
</tbody>
</table>

### 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. 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.
4. USH 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.
5. 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.
6. 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.
7. I-43 project pre-enumeration costs include design, real estate and construction (Green Tree Road, ID 1228-16-01/71/73) encumbered in the State Highway Rehabilitation (SHR) program before enumeration.
8. The department may not be able to provide accurate pre-enumeration costs and/or initial completion year for projects enumerated before 2011 because enumeration estimates for these projects were based on limited design and scope detail. These projects were enumerated before a final environmental document was an enumeration requirement.
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.

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>February 2021 (Millions)</th>
<th>August 2021 (Millions)</th>
<th>Scope (Millions)</th>
<th>Design &amp; Quantity Refinements (Millions)</th>
<th>Inflation (Millions)</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$7.5</td>
<td>$1.0</td>
<td>$8.5</td>
<td>$8.5</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Real Estate</td>
<td>$21.5</td>
<td>$3.5</td>
<td>$25.0</td>
<td>$25.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>$0.5</td>
<td>$102.4</td>
<td>$102.9</td>
<td>$102.9</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$29.5</strong></td>
<td><strong>$106.9</strong></td>
<td><strong>$136.4</strong></td>
<td><strong>$136.4</strong></td>
<td><strong>$0.0</strong></td>
<td><strong>$0.0</strong></td>
<td><strong>$0.0</strong></td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

Cost to Complete Expenditure Schedule (Fiscal Year)

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>$49.2 Current Year $</td>
<td>$6.7</td>
<td>$21.6</td>
<td>$23.8</td>
<td>$5.6</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>$49.2 YOE $</td>
<td>$6.7</td>
<td>$21.8</td>
<td>$24.8</td>
<td>$6.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

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 **$138.0 million** (see Pages i-ii for budget and inflation assumptions).
## Major Project Status Report
### August 2021

**Project:** USH 18/151 VERONA ROAD  
**Approval 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.

### Project Cost Estimate Information

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>Change Since Last Report</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>February 2021 (Millions)</td>
<td>August 2021 (Millions)</td>
<td>Scope (Millions)</td>
<td>Design &amp; Quantity Refinements (Millions)</td>
<td>Inflation (Millions)</td>
</tr>
<tr>
<td>Design</td>
<td>$25.4</td>
<td>$0.3</td>
<td>$25.7</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>Real Estate</td>
<td>$26.7</td>
<td>$0.0</td>
<td>$26.7</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>Construction1</td>
<td>$210.1</td>
<td>$0.6</td>
<td>$210.7</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>$262.2</td>
<td>$0.9</td>
<td>$263.1</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

### Cost to Complete Expenditure Schedule (Fiscal Year)

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Year $</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>YOE $</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

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 **$263.1 million** (see Pages i-ii for budget and inflation assumptions).

1. USH 18/151 mainline opened to traffic November 15, 2019. CTH PD (McKee Road) opened to traffic October 30, 2020.
The ultimate facility type design for this project converts the existing two-lane STH 23 roadway between the cities of Fond du Lac and Plymouth to a four-lane, median divided expressway with at-grade intersections. The existing highway at each end of this project is already a four-lane facility. This last remaining two-lane section of STH 23 between Fond du Lac and Sheboygan is approximately 19 miles in length. The expressway improvements typically will provide for two new lanes alongside the existing roadway while flattening hills and curves and replacing old pavement.

### Current Status

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>Change Since Last Report</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Design</strong></td>
<td><strong>15.5</strong></td>
<td><strong>0.0</strong></td>
<td><strong>$0.0</strong></td>
</tr>
<tr>
<td><strong>Real Estate</strong></td>
<td><strong>$33.3</strong></td>
<td><strong>2.3</strong></td>
<td><strong>$3.2</strong></td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td><strong>$71.5</strong></td>
<td><strong>50.8</strong></td>
<td><strong>$20.7</strong></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$120.3</strong></td>
<td><strong>$55.1</strong></td>
<td><strong>$65.2</strong></td>
</tr>
</tbody>
</table>

### PROJECT COST ESTIMATE INFORMATION

<table>
<thead>
<tr>
<th>Current Estimate</th>
<th>Change Since Last Report</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>February 2021</strong></td>
<td><strong>August 2021</strong></td>
</tr>
<tr>
<td><strong>Scope</strong></td>
<td><strong>Design &amp; Quantity Refinements</strong></td>
</tr>
<tr>
<td><strong>$15.5</strong></td>
<td><strong>$0.0</strong></td>
</tr>
<tr>
<td><strong>$32.3</strong></td>
<td><strong>$3.2</strong></td>
</tr>
<tr>
<td><strong>$120.9</strong></td>
<td><strong>$20.7</strong></td>
</tr>
<tr>
<td><strong>$168.7</strong></td>
<td><strong>$2.6</strong></td>
</tr>
</tbody>
</table>

### Cost to Complete Expenditure Schedule (Fiscal Year)

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2032</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Year $</strong></td>
<td><strong>8.4</strong></td>
<td><strong>0.4</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
</tr>
<tr>
<td><strong>YOE $</strong></td>
<td><strong>8.4</strong></td>
<td><strong>0.4</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
<td><strong>0.0</strong></td>
</tr>
</tbody>
</table>

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 **$173.4 million** (see Pages i-ii for budget and inflation assumptions).

1. The Construction cost includes $1.8 million of local costs. Local governments requested these funds be added to state plans. The local governments will reimburse the department for these costs.
## Major Project Status Report
### August 2021

### 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.

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>Current Estimate*</th>
<th>Change Since Last Report</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Design</strong></td>
<td>$145.8</td>
<td>$1.8</td>
<td>$149.6</td>
<td>$147.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Real Estate</strong></td>
<td>$36.9</td>
<td>$2.9</td>
<td>$39.8</td>
<td>$39.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td>$887.1</td>
<td>$98.3</td>
<td>$998.5</td>
<td>$985.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>$1,069.8</td>
<td>$103.0</td>
<td>$1,187.9</td>
<td>$1,172.8</td>
</tr>
</tbody>
</table>

#### Current Status

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>February 2021 (Millions)</th>
<th>August 2021 (Millions)</th>
<th>Scope (Millions)</th>
<th>Design &amp; Quantity Refinements (Millions)</th>
<th>Inflation (Millions)</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Design</strong></td>
<td></td>
<td></td>
<td>$149.6</td>
<td>$147.6</td>
<td>$0.0</td>
<td>-$2.0</td>
<td>$0.0</td>
<td>-1.3%</td>
</tr>
<tr>
<td><strong>Real Estate</strong></td>
<td></td>
<td></td>
<td>$39.8</td>
<td>$39.8</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Construction</strong></td>
<td></td>
<td></td>
<td>$998.5</td>
<td>$985.4</td>
<td>$0.0</td>
<td>-$13.1</td>
<td>$0.0</td>
<td>-1.3%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td></td>
<td>$1,187.9</td>
<td>$1,172.8</td>
<td>$0.0</td>
<td>-$15.1</td>
<td>$0.0</td>
<td>-1.3%</td>
</tr>
</tbody>
</table>

#### Cost to Complete Expenditure Schedule (Fiscal Year)

| Encumbered or Committed, not yet Expended | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
|------------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Current Year $                            | $88.1 | $14.9 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |
| YOE $                                     | $88.1 | $14.9 | $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 **$1,172.8 million** (see Pages i-ii for budget and inflation assumptions).

* 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.
Major Project Status Report
August 2021

Project: I-41  STH 96 to Scheuring Road
Enumeration Year: 2019  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.

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>Current Estimate</th>
<th>Change Since Last Report</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Design</strong>¹</td>
<td>$5.7</td>
<td>TBD</td>
<td>$50.0</td>
<td>$66.5</td>
<td>This project was enumerated without a preferred alternative. Therefore, no project estimate exists at this time.</td>
</tr>
<tr>
<td><strong>Real Estate</strong>¹</td>
<td>$0.0</td>
<td>TBD</td>
<td>$0.0</td>
<td>$3.5</td>
<td>Costs supplied in the current estimate categories represent only known costs at this time and are not intended to reflect the anticipated total cost for that category. These costs will be populated with the official estimates once a preferred alternative has been established and a cost estimate has been completed.</td>
</tr>
<tr>
<td><strong>Construction</strong>¹</td>
<td>$0.0</td>
<td>TBD</td>
<td>$0.0</td>
<td>$0.0</td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>$5.7</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current Year $</td>
<td>$2.3</td>
<td>$22.0</td>
<td>$40.0</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td></td>
<td>YOE $</td>
<td>$2.3</td>
<td>$22.0</td>
<td>$40.4</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

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).

¹ This project was enumerated in July 2019 pursuant to 2019 Act 9, Section 1078. It did not have an approved environmental document. Total costs in the Design category now reflects costs through final design. The total costs for real estate and construction will be identified in a future TPC report once the preferred alternative is obtained. A schedule of expenditures will also be provided at that time.
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.

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>Current Estimate February 2021 (Millions)</th>
<th>Change Since Last Report August 2021 (Millions)</th>
<th>Scope (Millions)</th>
<th>Design &amp; Quantity Refinements (Millions)</th>
<th>Inflation (Millions)</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$13.0</td>
<td>$19.5</td>
<td>$32.5</td>
<td>$32.5</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Real Estate</td>
<td>$4.9</td>
<td>$21.1</td>
<td>$26.0</td>
<td>$26.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Construction</td>
<td>$0.0</td>
<td>$492.8</td>
<td>$492.8</td>
<td>$492.8</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Totals</td>
<td>$17.9</td>
<td>$533.4</td>
<td>$551.3</td>
<td>$551.3</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

Cost to Complete Expenditure Schedule (Fiscal Year)

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Year $</td>
<td>$254.6</td>
<td>$194.8</td>
<td>$64.9</td>
<td>$1.4</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>YOE $</td>
<td>$254.6</td>
<td>$196.7</td>
<td>$67.6</td>
<td>$1.5</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

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 **$556.0 million** (see Pages i-ii for budget and inflation assumptions).

1 The environmental document (FEIS/ROD) was completed on 11/25/2014. The re-evaluation of the FEIS/ROD was approved by FHWA on 4/22/2020. Costs of the re-evaluation are included in Design.
## 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

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>February 2021 (Millions)</th>
<th>August 2021 (Millions)</th>
<th>Scope (Millions)</th>
<th>Design &amp; Quantity Refinements (Millions)</th>
<th>Inflation (Millions)</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$0.1</td>
<td>$0.1</td>
<td>$0.2</td>
<td>$0.2</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Real Estate</td>
<td>$13.9</td>
<td>$0.9</td>
<td>$14.8</td>
<td>$14.8</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>$15.5</td>
<td>$88.6</td>
<td>$104.1</td>
<td>$104.1</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

**Totals**

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>February 2021 (Millions)</th>
<th>August 2021 (Millions)</th>
<th>Scope (Millions)</th>
<th>Design &amp; Quantity Refinements (Millions)</th>
<th>Inflation (Millions)</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$29.5</td>
<td>$89.6</td>
<td>$119.1</td>
<td>$119.1</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

### Cost to Complete Expenditure Schedule (Fiscal Year)

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Year $</td>
<td>$81.2</td>
<td>$8.4</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>YOE $</td>
<td>$81.2</td>
<td>$8.4</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

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 **$119.1 million** (see Pages i-ii for budget and inflation assumptions).
This project replaces the existing I 39/90/94 bridges over the Wisconsin River with new structures that will accommodate construction staging, future maintenance work and future traffic needs. The new bridges will have three 12-foot lanes in each direction and wide shoulders after construction. Realignment of northbound I 39/90/94 to match the new northbound structure requires reconstruction of the County U and County V bridges.

**PROJECT COST ESTIMATE INFORMATION**

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>February 2021 (Millions)</th>
<th>August 2021 (Millions)</th>
<th>Scope (Millions)</th>
<th>Design &amp; Quantity Refinements (Millions)</th>
<th>Inflation (Millions)</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$0.0</td>
<td>$6.5</td>
<td>$6.5</td>
<td>$6.5</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Real Estate</td>
<td>$0.0</td>
<td>$1.0</td>
<td>$1.0</td>
<td>$1.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>$0.0</td>
<td>$133.7</td>
<td>$133.7</td>
<td>$133.7</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>$0.0</td>
<td>$141.2</td>
<td>$141.2</td>
<td>$141.2</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

**Cost to Complete Expenditure Schedule (Fiscal Year)**

| Encumbered or Committed, not yet Expensed | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2030 | 2030 | 2031 |
|------------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| $2.4 Current Year $                      | $6.1 | $4.0 | $128.7 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 | $0.0 |
| $2.4 YOE $                               | $6.1 | $4.0 | $134.1 | $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 **$146.6 million** (see Pages i-ii for budget and inflation assumptions).
## Major Project Status Report
### August 2021

**Project:** USH 51 I 39/90 to USH 12/18 (Stoughton to McFarland)  
**Approval Year:** 2020  
**Region:** SW

### Project Description:
This project reconstructs USH 51 from I 39/90 to USH 12/18 in Dane County. The majority of the project is a replace-in-kind with safety improvements at intersections. Safety improvements in the corridor include the addition of left and right turn lanes at lower volume intersections and roundabouts at several higher volume intersections. There is a 1.4-mile section of US 51 on the west side of Stoughton that will be expanded to 4-lanes.

### PROJECT COST ESTIMATE INFORMATION

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Current Status</th>
<th>PROJECT COST ESTIMATE INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cost to Date (Millions)</td>
<td>Estimated Cost to Complete (Millions)</td>
</tr>
<tr>
<td>Design</td>
<td>$0.0</td>
<td>$15.1</td>
</tr>
<tr>
<td>Real Estate</td>
<td>$0.0</td>
<td>$7.6</td>
</tr>
<tr>
<td>Construction</td>
<td>$0.0</td>
<td>$151.4</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$0.0</strong></td>
<td><strong>$174.1</strong></td>
</tr>
</tbody>
</table>

### Cost to Complete Expenditure Schedule (Fiscal Year)¹,²

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Year $</td>
<td>$2.5</td>
<td>$6.4</td>
<td>$3.9</td>
<td>$10.9</td>
<td>$32.1</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>YOE $</td>
<td>$2.5</td>
<td>$6.4</td>
<td>$3.9</td>
<td>$11.4</td>
<td>$34.5</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

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 (inflated) for this project is yet to be determined. The YOE cost will be provided in a future TPC report.

¹ A corridor improvement plan to strategically sequence the corridor projects is being developed. The plan will maximize the benefit of construction funds through strategic packaging of projects and will be included in a future TPC report.

² The costs shown in the expenditure schedule table are preliminary and will be finalized in future a TPC report.
# Major Project Status Report

## August 2021

**Project:** USH 53, LA CROSSE CORRIDOR  
**Enumeration Year:** 1997  
**Region:** SW

### Project Description:
The USH 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). Due to numerous factors associated with local support, a solution for this corridor remains undefined.

WisDOT is conducting an operations and safety review to help instruct decision-making on the future of this corridor as a Major project.

### Current Status

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>February 2021 (Millions)</th>
<th>August 2021 (Millions)</th>
<th>Scope (Millions)</th>
<th>Design &amp; Quantity Refinements (Millions)</th>
<th>Inflation (Millions)</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$2.4 ¹</td>
<td>TBD²</td>
<td>$7.4</td>
<td>$7.4</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0.0%</td>
<td>The placeholder estimate of $143.2 million is based on the approved corridor alignment from 1999. The department no longer has a credible cost estimate for this corridor as other alternatives are being considered due to the time that has passed and the need to update the environmental documentation. Consequently, no estimate is provided given the many unknowns associated with the project scope. Additionally, the scheduling of project activities has been updated to “TBD” (To Be Determined).</td>
</tr>
<tr>
<td>Real Estate</td>
<td>TBD²</td>
<td>TBD²</td>
<td>$13.7</td>
<td>TBD²</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>TBD²</td>
<td>TBD²</td>
<td>$122.1</td>
<td>TBD²</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>TBD²</td>
<td>TBD²</td>
<td>$143.2</td>
<td>TBD²</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

### Cost to Complete Expenditure Schedule (Fiscal Year)

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Year $</td>
<td>$0.4</td>
<td>$0.0</td>
<td>TBD²</td>
<td>TBD²</td>
<td>TBD²</td>
<td>TBD²</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>YOE $</td>
<td>$0.4</td>
<td>$0.0</td>
<td>TBD²</td>
<td>TBD²</td>
<td>TBD²</td>
<td>TBD²</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

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.

¹ Costs in the Design category are for completing the environmental study.

² The La Crosse project does not have a complete environmental document. The project cost estimate and schedule will be identified in a future TPC report, once the preferred alternative has been selected.
### 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 all frontage roads along the freeway in Kenosha and Racine Counties.

### Current Status

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date</th>
<th>Estimated Cost to Complete</th>
<th>February 2021</th>
<th>August 2021</th>
<th>Scope</th>
<th>Design &amp; Quantity Refinements</th>
<th>Inflation</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$137.2</td>
<td>$0.1</td>
<td>$137.3</td>
<td>$137.3</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td>Project nearing completion; adjusting to anticipated final cost.</td>
</tr>
<tr>
<td>Real Estate</td>
<td>$67.2</td>
<td>$0.0</td>
<td>$67.2</td>
<td>$67.2</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Construction(^1)</td>
<td>$1,367.2</td>
<td>$21.7</td>
<td>$1,398.0</td>
<td>$1,388.9</td>
<td>$0.0</td>
<td>-$9.1</td>
<td>$0.0</td>
<td>-0.7%</td>
<td></td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$1,571.6</strong></td>
<td><strong>$21.8</strong></td>
<td><strong>$1,602.5</strong></td>
<td><strong>$1,593.4</strong></td>
<td><strong>$0.0</strong></td>
<td><strong>-$9.1</strong></td>
<td><strong>$0.0</strong></td>
<td><strong>-0.6%</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Cost to Complete Expenditure Schedule (Fiscal Year)

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>$6.8 Current Year $</td>
<td>$15.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>$6.8 YOE $</td>
<td>$15.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

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 **$1,593.4 million** (see Pages i-ii for budget and inflation assumptions).

\(^1\) I-94 mainline was opened to traffic May 2020. The WIS 20 Crossroads project (Racine County) was opened to traffic in November 2020.
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 onto 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**

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date (Millions)</th>
<th>Estimated Cost to Complete (Millions)</th>
<th>February 2021 (Millions)</th>
<th>August 2021 (Millions)</th>
<th>Scope (Millions)</th>
<th>Design &amp; Quantity Refinements (Millions)</th>
<th>Inflation (Millions)</th>
<th>Percent</th>
<th>Reason for Change in Cost Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$138.2</td>
<td>$1.1</td>
<td>$138.0</td>
<td>$139.3</td>
<td>$0.5</td>
<td>$0.8</td>
<td>$0.0</td>
<td>0.9%</td>
<td>Design costs are expected to be higher than originally anticipated and for additional cost for review/coordination of Union Pacific Railroad overpass.</td>
</tr>
<tr>
<td>Real Estate</td>
<td>$95.0</td>
<td>$0.2</td>
<td>$96.2</td>
<td>$95.2</td>
<td>$0.0</td>
<td>-$1.0</td>
<td>$0.0</td>
<td>-1.0%</td>
<td>Real estate is nearing completion; adjusting to current costs.</td>
</tr>
<tr>
<td>Construction</td>
<td>$1,102.7</td>
<td>$202.2</td>
<td>$1,305.2</td>
<td>$1,304.9</td>
<td>$0.0</td>
<td>-$0.3</td>
<td>$0.0</td>
<td>0.0%</td>
<td>The total construction cost was reduced as the Fiscal Year 2021 construction change order expenses were less than anticipated.</td>
</tr>
<tr>
<td>Totals</td>
<td>$1,335.9</td>
<td>$203.5</td>
<td>$1,539.4</td>
<td>$1,539.4</td>
<td>$0.5</td>
<td>-$0.5</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

**Cost to Complete Expenditure Schedule (Fiscal Year)**

<table>
<thead>
<tr>
<th>Encumbered or Committed, not yet Expensed</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
<th>2030</th>
<th>2031</th>
<th>2032</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Year $</td>
<td>$175.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$175.5 Current Year $</td>
<td>$20.6</td>
<td>$6.9</td>
<td>$0.5</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
<tr>
<td>YOE $</td>
<td>$20.6</td>
<td>$7.0</td>
<td>$0.5</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$0.0</td>
</tr>
</tbody>
</table>

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 **$1,539.5 million** (see Pages i and ii for budget and inflation assumptions).
## Majors Projects with Mainline Open to Traffic Status Report
### August 2021

Projects are included in this section as all work is complete and the corridor is open to traffic. However, charges are still being incurred either through project closeout, litigation or internal audits. These projects will continue to be included in this report until there have been no charges for 18 months. Once a project has met these criteria, it will be reported one final time. The report cover letter will include a notice that the project will not be included in future reports. This extended reporting duration after project completion ensures all project costs are reported.

<table>
<thead>
<tr>
<th>Project</th>
<th>Enumeration Year (Calendar Year)</th>
<th>Mainline Opened to Traffic</th>
<th>Current Status</th>
<th>Current Cost Category Totals</th>
<th>Project Cost Estimate Information</th>
<th>Change Since Last Report</th>
</tr>
</thead>
<tbody>
<tr>
<td>USH 10, Marshfield to Stevens Point</td>
<td>1989</td>
<td>August 2012</td>
<td>$249.4 $0.0</td>
<td>$14.1 $25.3</td>
<td>$210.0 $249.4</td>
<td>$249.4 $0.0</td>
</tr>
<tr>
<td>USH 10, Marshfield to Appleton</td>
<td>1989</td>
<td>August 2012</td>
<td>$498.7 $0.0</td>
<td>$31.8 $55.7</td>
<td>$411.2 $498.7</td>
<td>$498.7 $0.0</td>
</tr>
<tr>
<td>USH 12, Lake Delton to Sauk City</td>
<td>1997</td>
<td>October 2017</td>
<td>$181.8 $0.2</td>
<td>$13.9 $41.2</td>
<td>$128.7 $182.0</td>
<td>$182.0 $0.0</td>
</tr>
<tr>
<td>USH 18, Prairie du Chien to STH 60</td>
<td>2003</td>
<td>May 2017</td>
<td>$41.6 $0.2</td>
<td>$5.2 $7.1</td>
<td>$39.5 $41.8</td>
<td>$41.8 $0.0</td>
</tr>
<tr>
<td>STH 26, Janesville to Watertown</td>
<td>2001</td>
<td>November 2015</td>
<td>$429.7 $0.0</td>
<td>$28.5 $73.3</td>
<td>$327.9 $429.7</td>
<td>$429.7 $0.0</td>
</tr>
<tr>
<td>USH 41, Brown County</td>
<td>2003</td>
<td>October 2016</td>
<td>$970.1 $0.2</td>
<td>$138.0 $52.5</td>
<td>$779.6 $970.3</td>
<td>$970.3 $0.0</td>
</tr>
<tr>
<td>USH 41, Winnebago County</td>
<td>2003</td>
<td>October 2013</td>
<td>$405.6 $0.0</td>
<td>$53.9 $31.5</td>
<td>$320.2 $405.6</td>
<td>$405.6 $0.0</td>
</tr>
<tr>
<td>USH 10: USH 10 and USH 10/STH 441</td>
<td>2011</td>
<td>November 2019</td>
<td>$375.5 $2.5</td>
<td>$48.9 $20.2</td>
<td>$306.4 $378.0</td>
<td>$378.0 $0.0</td>
</tr>
</tbody>
</table>

**Totals**

$334.3 $306.8 | $2,511.5 $3,155.5 | $0.0 $0.0 | $0.0 $0.0

1. The Marshfield to Stevens Point segment of the project has been reported in the TPC Report since the first report in February 2005; however, it does not coincide with a statutory enumeration. To be consistent with past report, the Marshfield to Stevens Point project will remain in the report to allow tracking of the projects costs of this segment.

2. The Marshfield to Appleton segment was introduced into the the TPC report in February 2019 to show reported costs on the statutorily enumerated USH 10 project.

3. The remaining costs are to reimburse utility companies for providing materials that satisfied “Buy America” requirements.

4. The project is closed to new charges. Financial closeout activities are underway and the project will be removed from the reporting list once closure is complete.
**Major Highway Study Projects**

**and**

**Southeast Freeway Mega Study Projects**

<table>
<thead>
<tr>
<th>Number</th>
<th>Hwy</th>
<th>Termini</th>
<th>Status</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>US 12</td>
<td>US 14 to County N (Madison Beltline)</td>
<td>In Progress</td>
<td>16</td>
</tr>
<tr>
<td>2</td>
<td>I-39/90</td>
<td>US 12 (Madison) to US 12 (Wis Dells)</td>
<td>Re-initiating EA</td>
<td>17</td>
</tr>
<tr>
<td>3</td>
<td>US 51</td>
<td>US 12 to WIS 19 (Stoughton Road)</td>
<td>In Progress</td>
<td>18</td>
</tr>
</tbody>
</table>

**Southeast Freeway Mega Study Projects**

<table>
<thead>
<tr>
<th>Number</th>
<th>Hwy</th>
<th>Termini</th>
<th>Status</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>I-94</td>
<td>70th Street to 16th Street</td>
<td>In Progress</td>
<td>19</td>
</tr>
</tbody>
</table>
General Information

This report provides information regarding the Major Highway and Southeast Mega 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 6/30/2021). This information was obtained through the department's financial systems.

**Cost to Complete:** an estimate of cost required to complete the study at Fiscal Year 2022 prices (through ROD/FONSI).

### Study Project Cost Status Table August 2021

<table>
<thead>
<tr>
<th>Project: Sample Study Project</th>
<th>Region:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date</th>
<th>Estimated Cost to Complete</th>
<th>Total Study Cost Estimate (Feb 2021)</th>
<th>Total Study Cost Estimate (Aug 2021)</th>
<th>Change in Total Cost Estimate</th>
<th>Percent Change</th>
<th>Reason for Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Study</td>
<td>1.0</td>
<td>2.0</td>
<td>3.0</td>
<td>3.0</td>
<td>0.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

Difference between Total Study Cost Estimate of this report and that of the previous report.
US 12, US 14 to County N (Madison Beltline)
In Progress

![Map of Madison Beltline](image)

<table>
<thead>
<tr>
<th>Study Project Cost Status Table – August 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project: US 12, US 14 to County N (Madison Beltline)</td>
</tr>
<tr>
<td>Region: SW</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cost Information (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost Category</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>Environmental Study</td>
</tr>
</tbody>
</table>

Length: 18.7 miles in Dane County

Existing AADT: 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 auto, freight, transit, bike and pedestrian needs throughout corridor.

Study status: WisDOT, through coordination with FHWA, has resumed the Madison Beltline Planning and Environmental Linkages (PEL) phase to further develop and refine strategies for potential future improvement concepts that could address the goals and objectives of this study. WisDOT is conducting public involvement activities in 2021 and anticipates completing the PEL phase in late 2022/early 2023.

Following completion of the PEL phase, WisDOT anticipates beginning the National Environmental Policy Act (NEPA) phase of the project. The NEPA phase may include one or more environmental documents that could raise to the level of an Environmental Assessment (EA) or Environmental Impact Statement (EIS), depending on the potential impacts of the improvement concepts identified in the PEL phase.
I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)
Re-Initiating Environmental Assessment

<table>
<thead>
<tr>
<th>Study Project Cost Status Table – August 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project: I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)</td>
</tr>
<tr>
<td>Region: SW</td>
</tr>
<tr>
<td>Cost Information (Millions)</td>
</tr>
<tr>
<td>Cost Category</td>
</tr>
<tr>
<td>Environmental Study</td>
</tr>
</tbody>
</table>

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 recreational travelers and for moving freight, both within the state and to destinations outside of Wisconsin. 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. There have been flooding occurrences on I-39/90 and I-39 that have significantly affected the operations of this important corridor. 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: During the December 8, 2020 TPC meeting, WisDOT informed the TPC that it was re-initiating the I-39/90 study.

WisDOT is resuming the study with a Planning and Environment Linkages (PEL) phase. The PEL phase will identify improvement strategies to address the needs of the interstate between Madison and Wisconsin Dells, as well as determine logical termini for projects that could or would meet federal fiscal constraint requirements. It is anticipated public involvement activities will begin in early 2022, with a PEL completion of Fall 2023. Following the completion of the PEL phase, WisDOT anticipates beginning the NEPA phase of the study.
**Study Project Cost Status Table – August 2021**

<table>
<thead>
<tr>
<th>Cost Category</th>
<th>Cost to Date</th>
<th>Estimated Cost to Complete</th>
<th>Total Study Cost Estimate (Feb 2021)</th>
<th>Total Study Cost Estimate (Aug 2021)</th>
<th>Change in Total Cost Estimate</th>
<th>Percent Change</th>
<th>Reason for Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Study</td>
<td>$7.0</td>
<td>$3.6</td>
<td>$10.6</td>
<td>$10.6</td>
<td>$0.0</td>
<td>0.0%</td>
<td></td>
</tr>
</tbody>
</table>

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 outlying 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 US 51 remains a safe and effective corridor.

Study status: WisDOT is in the process of restarting the study and will begin re-evaluating the draft range of alternatives to determine if, and to what extent, changes would be needed based on updated travel demand and traffic safety information within the study corridor.
I-94, 70th Street to 16th Street
In Progress

Study Project Cost Status Table – August 2021

Project: I-94, 70th Street to 16th Street
Region: SE

<table>
<thead>
<tr>
<th>Cost Information (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost Category</td>
</tr>
<tr>
<td>Environmental Study</td>
</tr>
</tbody>
</table>

¹ The cost to achieve a Record of Decision (ROD) was $22.7 million. Funding necessary to support re-establishing the ROD is being evaluated.

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: Act 58 enumerated the I-94 East-West corridor (70th Street– 16th Street) as a SE Mega Project. This corridor is reported on in the Study section of this report for the last time and will appear as a SE Mega Project in the February 2022 Report.

A Supplemental Environmental Impact Statement (SEIS) effort is underway for this corridor. The Draft SEIS will identify a Preferred Alternative for the corridor. The combined Final SEIS and Record of Decision (ROD), following the public hearing and document availability period, will identify the Selected Alternative. It is anticipated that a ROD will be completed in approximately two years.
This page intentionally left blank.
Chapter 4

Project Updates

- Project update presentation
Major and SE Mega Project Updates

Jeffrey Gust
Bureau of State Highway Programs, Director
Transportation Projects Commission

December 15, 2021

Project updates – Northeast region

• WIS 15 (Outagamie County)
• WIS 23 (Fond du Lac and Sheboygan counties)
• I-41 (Outagamie and Brown counties)
WIS 15, WIS 76 to New London

[Map image showing project areas and timelines]

WIS 15, east of Mud Creek (looking west)
WIS 15, west of County M and Nash Street (looking east)

WIS 23, WIS 67 to I-41

Wisconsin Department of Transportation
WIS 23, entrance to business park east of US 151 (looking west)

WIS 23, east of new County G interchange (looking west)
I-41, WIS 96 to Scheuring Road

- 2019-21 Biennial budget – Project enumerated

- November 18, 2021 - Finding of No Significant Impact (FONSI) signed by FHWA

- January 2022 – Begin final design

- Anticipate construction to begin in 2025 or 2026

- Estimated total project cost: $1,063 million (2021$) and $1,255 million (YOE)

Project updates – Southeast region

- WIS 50 (Kenosha County)

- I-43 (Milwaukee and Ozaukee counties)

- Zoo Interchange (Milwaukee County)

- I-94 East-West (Milwaukee County)
TPC Meeting: Project Updates 12/09/2021

Wisconsin Department of Transportation
### I-43, Silver Spring Drive to WIS 60

<table>
<thead>
<tr>
<th>#</th>
<th>Segment</th>
<th>Construction Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Work Zone Prep</td>
<td>Fall 2021</td>
</tr>
<tr>
<td>2</td>
<td>North End</td>
<td>2022 to 2023</td>
</tr>
<tr>
<td>3</td>
<td>County Line Road/Port Washington Road Interchange</td>
<td>2022 to mid-2023</td>
</tr>
<tr>
<td>4</td>
<td>Port Washington Road</td>
<td>2023</td>
</tr>
<tr>
<td>5</td>
<td>South End</td>
<td>2023 to 2024</td>
</tr>
<tr>
<td>6</td>
<td>UPRR Bridge</td>
<td>2023</td>
</tr>
<tr>
<td>7</td>
<td>Mequon Road Interchange</td>
<td>Mid-2023 to 2024</td>
</tr>
</tbody>
</table>

*I-43, Port Washington Road south of railroad overpass (looking north)*
I-43, northbound lanes just south of Good Hope Road interchange

Zoo Interchange

PROJECT AREA

2021 2022 2023
19

Zoo Interchange, temporary railroad structure (looking north)

20

Zoo Interchange, Meineke Avenue overpass looking towards Mayfair Mall
21

Zoo Interchange, setting bridge girders with rolling closures at night

22

Zoo Interchange, trenchless installation of utilities
I-94 East-West, 70th Street to 16th Street

- April 2021 – WisDOT announced that a Supplemental Environmental Impact Statement (SEIS) is evaluating a six-lane and eight-lane alternatives.
- July 2021 - Enumerated for final design and construction in the 2021-23 biennial budget

Project updates – Southwest region

- US 51, Stoughton to McFarland (Dane County)
- I-39/90/94, bridges over Wisconsin River (Columbia County)
- I-39/90 (Dane and Rock counties)
US 51, Stoughton to McFarland

Project status

- December 8, 2020 – TPC approves project as High-cost Major
- 2025 or 2026 – Begin construction

I-39/90/94, Bridges over Wisconsin River

Project status

- December 8, 2020 – TPC approves project as High-cost Major
- 2024 – Begin construction
I-39/90, US 12 to Illinois
Open to traffic from state line to Madison

I-43 System Interchange (looking east)
Thank You

Additional Questions?

Next: La Crosse corridor updates, by Justin Shell
This page intentionally left blank.
Chapter 5

La Crosse Corridor Update

• US 53 presentation
La Crosse Corridor
Major Highway Program Project—US 53, WIS 35, WIS 16

s. 84.013(3)(ae) USH 53 extending approximately 6.2 miles between I 90 and USH 14/61 near 7th Street in La Crosse, La Crosse County.

December 15, 2021

A New Approach

• Consistent with intent of original enumeration but identifies new solution opportunities:
  • TPC process: Today vs. 1997
  • 1997 TPC materials and 1998 Final EIS
• Reduces impact to the natural and physical environment
• Improves interaction with local community
• No design or environmental document activity has been initiated at this time
Project Enumeration Process

- **Today**
  - TPC approval to study:
    - WisDOT approved to evaluate and begin preliminary design, which may result in an approved final environmental document.
  - WisDOT and TPC recommend enumeration:
    - Enumeration in state budget; WisDOT may begin final design and construction.

- **1997**
  - WisDOT and TPC recommend enumeration:
    - Enumeration in state budget; WisDOT approved to complete preliminary design, final design, and construction.
    - An approved final environmental document was not necessary for enumeration.

---

**Approved Study Area (1997)**

This is an urban project in the City of La Crosse to combine the north to the south central. It will help alleviate the congestion on USH 53, 35 and 16.

- **Average Daily Traffic (ADT):** USH 53 – 33,400
  - USH 35 – 31,000
  - USH 16 – 35,500

- **Estimated Cost:** $50 Million

- **Project Limits:** US 90 to downtown La Crosse, South Avenue (USH 14/15) near 7th Street, a distance of 6.2 miles.

- **Need:** Existing north-south routes in La Crosse are over design capacity. Accident rates on USH 53 and STH 35 exceed the statewide average. Traffic volumes continue to rise, resulting in increased congestion, delay, and accidents. Additional north-south roadway capacity will address future mobility demands, improve connectivity to downtown La Crosse, and provide a transportation network that will strengthen economic viability.

- **Concept:** Increase north-south roadway capacity through new roadway links, widening existing roadways, and implementing measures such as one-way street pairs to improve traffic flow in the downtown area. Proposed roadway improvements also include measures to enhance bus transit and bicycle transportation.

- *****Maintain a State of Good Repair*****
The Final EIS was signed on January 7, 1998

- Record of Decision signed on May 22, 1998
- Alternative 5B-1 was selected

s. 84.013(3)(ae) USH 53 extending approximately 6.2 miles between I 90 and USH 14/61 near 7th Street in La Crosse, La Crosse County.

***Maintaining a State of Good Repair***

1997 to Present Day

- Local support has been divided, primarily due to inclusion of a new roadway through wetlands and established neighborhoods.
- WisDOT has continued to investigate solutions to north-south mobility, pavement and structure needs, and safety issues—focusing on US 53, WIS 35, and WIS 16.
- A new approach creates an opportunity to leverage the existing enumeration to maintain a state of good repair in a manner consistent with local preference.
A New Approach

Consistent with intent of original enumeration:

• Focuses on the same routes
• Maintains “state of good repair” on existing system
  • Pavement and structure needs
  • Safety
• Operational improvements at intersections where practicable
• Enhance bicycle and pedestrian safety

Capital Improvement Needs

• 100% of the corridor will warrant capital improvement needs sometime between 2022-2044
• Rehabilitation is no longer the most cost-effective alternative for portions of the system
• New approach enables significant portions of the corridor to be treated in the next 10 years with more comprehensive and cost-effective treatments
Capital Improvement Needs

• Some intersections have operations and delay issues.
• High crash rate areas often correlate to intersections with poor operations.
• Some intersections are expected to be improved, some will not require improvements, and existing physical constraints might make improvements at some intersections impractical.
**Corridor Safety Needs**

**Corridor and intersection crash statistics (2014-2018)**

- **40%** Amount of corridor at least 50% above statewide average for fatal and serious injury crash rates
- **70%** Crashes (2,702) occurring at intersections
- **57** Corridor intersections with safety concerns
- **7** Corridor intersections among the top 40 intersections with safety concerns in Southwest Region

---

**Corridor Safety Needs**

**Corridor and intersection crash statistics (2014-2018)**

- **79** Bicycle crashes
- **46%** Bicycle crashes with right turning vehicles
- **179** Pedestrian crashes that occurred
- **88%** Pedestrian crashes that occurred at intersections
Corridor Safety Needs
Community of active bicyclists and pedestrians

A New Approach

- Consistent with intent of original enumeration:
  - Focuses on the same routes
  - Maintains “state of good repair” on existing system
    - Pavement and structure needs
    - Safety
  - Operational improvements at intersections where practicable
  - Enhances bicycle and pedestrian options
- Preserves Majors Program enumeration
- No design or environmental document activity has been initiated at this time
Questions?

Justin Shell
Deputy Administrator
Division of Transportation Investment Management
JustinR.Shell@dot.wi.gov
(608) 267-9617
Chapter 6

I-794 Lake Interchange Update

- Lake Interchange presentation
I-794, Lake Interchange
Milwaukee County
Jeffrey Gust
Bureau of State Highway Programs, Director
Transportation Projects Commission

December 15, 2021

Project location
I-794 Lake Interchange
Project limits: Milwaukee River to the Hoan Bridge

Marquette Interchange
Project location
Hoan Bridge
Background

Structure overview

- 28 bridge units
- All but one built in 1974-75
- Majority of bridge units are box girder type
- Average age is 46 years
  - Initially designed for 50-year service life

Structure condition

Shiplap joint deterioration
Structure condition

Structure deterioration

- Deterioration at shiplap joint
- Deteriorating concrete box girder

- Exposed rebar in underside of slab
- Bearing in shiplap joint no longer aligned with pad
Structure condition

Condition summary and next steps

• The Lake Interchange is structurally sound
• Past rehabilitation treatments will help the bridge units in the Lake Interchange to exceed the original design life of 50 years
• Additional rehabilitation alternatives are no longer viable
  ▪ Deck overlays are not feasible and would not address all the issues
  ▪ Deck replacement is not possible with a box girder structure type
  ▪ Extensive shiplap repairs are not feasible
• The bridge units have reached their service life and need to be replaced.

Next steps

• Begin environmental process and preliminary engineering in 2022
• Complete environmental process in mid-2023
• Possible construction start in 2025, with completion in 2027
  ▪ Estimated total construction cost could exceed $300 million (2021$)
Summary

• No action required by TPC.
• Likely request the Lake Interchange project be enumerated as a high-cost bridge in a future biennial budget once environmental process is complete.