



December 2025

Information Binder

Prepared by





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

Governor Tony Evers
Secretary Kristina Boardman
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November 25, 2025

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 10, 2025, Transportation Projects Commission (TPC) meeting, I am pleased to provide you with this information binder. 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 an update on active projects enumerated for construction and those approved for environmental study. The department will also present on two transportation corridors being recommended to the commission for environmental study through the Major Highway Project Program:

- I-94 Waukesha County and
- US 53 Eau Claire.

We look forward to sharing and discussing program status information with you. If you have any questions or require additional information, please feel free to contact Scott Schoenmann, Director of the Bureau of State Highway Programs, at (608) 266-7575.

Sincerely,

A handwritten signature in black ink, appearing to read "Kristina Boardman", with a long horizontal flourish extending to the right.

Kristina Boardman
Secretary
Wisconsin Department of Transportation

Section 1

December 2025 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 10, 2025, 10:00 a.m. to 11:30 a.m.

- **Roll call**
- **Governor and WisDOT Secretary opening statements**
- **Approve minutes**
- **Major Highway Program study selection process**
- **Study recommendation presentations**
- **Motion to approve studies in the Major Highway Program**
- **August 2025 TPC Report summary**
- **Ongoing project updates**
- **Discussion and future meetings**
- **Adjourn**



MEMBER DIRECTORY

December 2025

TRANSPORTATION PROJECTS COMMISSION MEMBERS

**Governor Tony Evers,
Chairman**

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Senator Tim Carpenter

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Senator Brad Pfaff

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Representative Jodi Emerson

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Section 2

Meeting Minutes

- **December 9, 2024 TPC Meeting Minutes**



Meeting Minutes
Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor's Conference Room *(in-person/virtual meeting)*
Monday, December 09, 2024

MEMBERS PRESENT (in person)

Governor Tony Evers	Senator Tim Carpenter
Secretary Kristina Boardman	Senator Dan Feyen
Representative Jodi Emerson	Citizen Representative Timothy Hanna
Representative Scott Krug	Citizen Representative Allison Bussler
Representative Tip McGuire	Citizen Representative Mark Servi
Representative Jon Plumer*	

*Mary Curry served as in-person proxy for Rep. Plumer

MEMBERS PRESENT (virtual)

Senator Andre Jacque	Representative John Spiros*
Senator Brad Pfaff	
Senator Cory Tomczyk	

*Absent during roll-call, but on the call for I-39/90/94 vote.

MEMBERS ABSENT

None

DOT STAFF PRESENT

Scott Lawry	Daniel Schave
Joel Nilsestuen	Randy Hoyt
Justin Shell	Jenny Kobryn
Angela Adams	Michelle Howe
Scott Schoenmann	Claire Paprocki
Ben Rouleau	Mike Denruiter
Mike Finkenbinder	Dan Arneson
Michael DeAmico	Kathey Bilek

Transportation Projects Commission
Meeting Summary
December 09, 2024

Governor Evers welcomed everyone, recognized the newest members of the TPC (Sen. Feyen and Rep. McGuire), and gave a brief update on progress towards fixing the state's roads and bridges. Governor Evers then turned the meeting to Commission Secretary Mike Finkenbinder for the roll call. Roll was taken and then Governor Evers turned the meeting to Secretary Kristina Boardman for comments.

Secretary Boardman welcomed the commission members to the TPC meeting. She notified the commission the DOT would be presenting on two new projects:

- A proposed upgrade to 67 miles of I-39/90/94 between Madison and Wisconsin Dells
- A redesign of US 51 North in Dane County

Secretary Boardman also noted the DOT would be providing updates on some of the other significant projects currently being worked on.

Governor Evers requested a motion to approve the minutes of the December 13, 2023, meeting. The motion passed unanimously with the two new members of the commission (Sen. Feyen and Rep. McGuire) abstaining from the vote.

Secretary Boardman asked the DOT to provide the Commission an overview 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>

Administrator Justin Shell provided an overview of the Majors Program status, as well as the purpose and function of the TPC for the new members and as a reminder for the other members. Justin provided a financial update on the Majors projects, SE Mega projects, and Major studies.

Sen. Feyen asked how a project is selected to get into the study phase. Administrator Shell explained the DOT goes through a planning process to evaluate needs on the system. The needs that are identified dictate which program the projects are funded through. Rehabilitation projects are funded through a program called State Highway Rehabilitation (SHR) program. Projects with needs that fit the definition of a Major Highway project are further analyzed to determine potential solutions and then brought to the TPC for study approval.

Sen. Tomczyk asked how many studies are currently going at one time. Administrator Shell informed Sen. Tomczyk there are currently five projects under study in the Majors Program and there is no limit to how many can be under study, but there is a restriction from a budget standpoint. Sen. Tomczyk also asked to get more information on how projects or sections of roadway are prioritized to get into the study process.

Sen. Tomczyk asked if the TPC meeting on an annual basis was frequent enough. Administrator Shell deferred to others for a determination on the frequency of TPC meetings. No resolution of this question was determined.

Transportation Projects Commission
Meeting Summary
December 09, 2024

Citizen Member Mark Servi asked where the funding for the High-Cost Major projects comes from. Administrator Shell informed the commission funding for High-Cost Major construction projects comes from the same appropriation as traditional major projects.

Sen. Tomczyk asked what the prioritization criteria is for projects. Administrator Shell noted the DOT has an asset management process to identify and prioritize needs across the system, but that is handled through the state highway rehabilitation program, not the major highway projects program. Sen. Tomczyk asked if the majors program has something similar to the asset management process. He further clarified his question to ask how the two projects being presented on today were brought to the top of the priority list and being recommended for enumeration. Secretary Boardman stepped in to note the following presentations on each project will include information on level of service, structure integrity, and crash data. She also noted that numeric scores are being applied to projects and the ones with the highest scores are being brought to the TPC.

Administrator Shell finished his presentation with a high-level overview of the two new projects being presented today and showing how construction can commence on these projects within six years based on the status of the current majors program.

Administrator Shell turned the meeting over to Director Scott Schoenmann to give presentations on the two new projects up for enumeration.

Director Schoenmann first presented on the I-39/90/94 project from Madison to Wisconsin Dells. Information was provided on project history and location, route importance, study purpose and corridor needs, the preferred alternative, costs and potential sequencing, and DOT's project recommendation to the TPC. Director Schoenmann noted the project is estimated to cost \$3.7 billion in current year dollars and last until approximately 2051.

Rep. Krug asked what impacts are expected on highways surrounding Wisconsin Dells (WIS 12, 16, 33) during construction. Director Schoenmann noted existing lanes on the interstate in this area will remain open to traffic during construction and traffic impacts will be mitigated to the greatest extent possible. Director Schoenmann also informed the commission there will be lane closures during off-peak travel times.

Director Schoenmann concluded his presentation on I-39/90/94 with the DOT recommendation to the TPC to recommend enumeration of the project.

Gov. Evers asked the clarifying question, what does it mean to enumerate. Director Schoenmann and Administrator Shell responded by informing the commission that enumeration of the project will result in a specific reference to the project in state statute, which authorizes the department to spend construction funding on the project. Enumeration authorizes the DOT to commence construction.

Transportation Projects Commission

Meeting Summary

December 09, 2024

Sen. Tomczyk asked why the expansion to eight lanes is not being carried through from the I-39 split up to Wisconsin Dells. Director Schoenmann clarified that expansion of that section is still being proposed from four to six lanes, but traffic forecasts do not show the need for expansion to eight lanes.

Citizen Member Allison Bussler voiced concern regarding the need for projects in other areas of the state and impacts the I-39/90/94 project might have on the availability to do those projects due to the cost and duration of the I-39/90/94 project. She asked what is being done to balance the need for other projects while so much of our resources would be dedicated to the I-39/90/94 project. Director Schoenmann noted additional projects being studied could fall under other funding programs outside the Majors, giving the example of I-94 in the Southeast Region being a Mega project. He also verified there is room in the Majors program to accommodate additional projects besides I-39/90/94.

Rep. Emerson asked how the DOT balances the need for expansion without closing lanes during construction. Director Schoenmann noted a statewide scan is done to identify potential study projects based on factors such as traffic, safety, operations, and economic impact. Those study candidates are evaluated based on a numeric rating system and compared against other candidates across the state for prioritization purposes.

Rep. Emerson asked if alternative transportation modes such as transit or passenger rail were considered during the study process for this project. Director Schoenmann noted alternative transportation modes were evaluated but did not mitigate the need for this project.

Gov. Evers asked if there was a motion to vote to recommend enumeration for the project. Sen. Tomczyk made the motion. Rep. Emerson second the motion. Gov. Evers called the vote. Motion passed unanimously.

Secretary Boardman asked Scott to present on the US 51 North project in Dane County.

Director Schoenmann presented on US 51 North by providing information on project history and location, study purpose and need, the preferred alternative, costs and potential sequencing, and DOT's project recommendation to the TPC. Director Schoenmann noted the project is estimated to cost \$174 million in current year dollars and last until approximately 2033.

Sen. Tomczyk asked what the need is for doing the northern section of this project. He also asked what factors contributed to this project being prioritized over others. Director Schoenmann noted the northern section of this project has areas that need to be addressed with the project based on current forecasts.

Rep. Krug motioned to vote to approve the project for construction. Rep. McGuire second the motion. Gov. Evers called the vote. The motion passed 12-1 with Sen. Tomczyk opposed and Rep. Spiros absent during the vote.

Transportation Projects Commission
Meeting Summary
December 09, 2024

Governor Evers made the motion to adjourn.

Meeting adjourned.

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

Section 3

Major Highway Program Overview

- **TPC & WisDOT Roles**
- **Major Highway Program Statutes**

TRANSPORTATION PROJECTS COMMISSION & WisDOT ROLES in the MAJOR HIGHWAY PROGRAM

Role of the Transportation Projects Commission (TPC)

- Created in 1983, the 15-member Transportation Projects Commission (TPC) reviews major highway project candidates and makes recommendations to the Governor, Legislature and Joint Committee on Finance regarding projects to be enumerated or included in the next two-year state budget.
- The TPC includes five state senators, five Assembly representatives and three citizen members. The Governor serves as the TPC Chairman. The Secretary of the Wisconsin Department of Transportation (WisDOT) serves as a non-voting member.
- Typically, the TPC considers major highway project candidates on a two-year cycle. In the fall of odd numbered years, the TPC begins the process by looking at projects recommended by WisDOT to advance to the environmental study stage.
- In the fall of even-numbered years, the TPC reviews WisDOT enumeration recommendations, and can recommend for enumeration, projects that have successfully completed the environmental study phase. Before a major highway project candidate can be considered for enumeration, it must have a final environmental document approved by the Federal Highway Administration (FHWA).
- State law prevents the TPC from recommending projects for enumeration unless funding is available to begin work within six years.
- Review and approve 84.013(1)(a)(2m) "high cost" Major projects. The TPC has authority to approve such projects for construction as Major projects; enumeration in the Biennial Budget is not required. WisDOT may request TPC review and approval of these projects any time after completing a draft environmental document.

WisDOT's role in major highway projects

- Highway segments that have, or that are projected to have, significant traffic congestion and motorist safety concerns are identified through engineering analysis and during the extensive public outreach process that goes into development of long-range highway plans.
- WisDOT reviews and prioritizes 84.013(1)(a)(1m) major highway project candidates utilizing a statutorily-established process (Administrative Rule Trans 210). This process considers a project's ability to: enhance economic development; relieve traffic congestion; improve safety; and achieve community objectives while minimizing environmental impacts.
- WisDOT is required to make recommendations to the TPC on major highway project candidates. Following any recommendations from the TPC, the Governor, Legislature and Joint Committee on Finance make the final decisions regarding which projects will be enumerated under 84.013(1)(a)(1m). The TPC has authority to approve 84.013(1)(a)(2m) projects for construction; the TPC approves these projects for construction and enumeration is not required.
- Under current state law, a major highway project has a total cost of more than \$30 million (indexed to current year at \$53.8 million) and constructs a new route of 2.5 or more miles, adds capacity to five or more miles of an existing highway, or converts an existing multi-lane divided highway of 10 or more miles to freeway standards. A major is also defined as any project more than \$75 million (indexed to current year at \$134.5 million), and not described in the preceding sentence.
- Once a project approved for construction by the TPC or is enumerated in the Budget, WisDOT is responsible for project development and delivery. This includes scheduling, design, project management and construction.
- Further information on the major highway projects process including a current list of Major projects can be found on the WisDOT Web site at, <https://wisconsindot.gov/Pages/projects/6yr-hwy-impr/maj-hwy/default.aspx>.

Major Highway Project Statutes

The following is a list of key statutes as they relate to the major highway projects program. These statutes are not all-inclusive to the program and are only intended to be used as a reference for discussion purposes as it relates to the December 10, 2025, Transportation Projects Commission (TPC) meeting.

There are two types of Majors Project, “Traditional” and “High-Cost”.

Definition of Traditional Major Project [84.013\(1\)\(a\)1m](#):

84.013 Highway projects.

(1) In this section:

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

- 1m.** The project has a total cost of more than \$30,000,000, subject to adjustment under sub. (2m), and involves any of the following:
- a.** Constructing a new highway 2.5 miles or more in length.
 - b.** Reconstructing or reconditioning an existing highway by either relocating 2.5 miles or more of the existing highway or adding one or more lanes 5 miles or more in length to the existing highway.
 - c.** Improving to freeway standards 10 miles or more of an existing divided highway having 2 or more lanes in either direction.

Definition of High-Cost Major Project [84.013\(1\)\(a\)2m](#):

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

Annual adjustment of cost thresholds for major projects [84.013\(2m\)](#):

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

Current cost thresholds as of October 1, 2025 for major projects as adjusted in accordance with 84.013(2m) are as follows:

- \$53,800,000 for subsection 1m (Traditional Major)
- \$134,500,000 for subsection 2m (High-Cost Major)

WisDOT reporting new projects to the Transportation Projects Commission (TPC) [13.489\(2\)](#):

13.489 Transportation projects commission.

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

TPC review of traditional major project candidates [13.489\(4\)](#):

(4) REVIEW OF PROJECTS.

(a)

1. All reports submitted as provided by sub. [\(2\)](#) shall be reviewed by the commission. The commission shall report its recommendations concerning major highway projects to the governor or governor-elect, the legislature and the joint committee on finance no later than December 15 of each even-numbered year or within 30 days following submission of a report under s. [84.013 \(6\)](#). The commission may recommend approval, approval with modifications, or disapproval of any project, except that the commission may not recommend the approval, with or without modifications, of any project unless any of the following applies:
 - a. The commission determines that, within 6 years after the first July 1 after the date on which the commission recommends approval of the project, construction will be commenced on all projects enumerated under s. [84.013 \(3\)](#) and on the project recommended for approval and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.
 - b. The report recommending approval of the project is accompanied by a financing proposal that, if implemented, would provide funding in an amount sufficient to ensure that construction will commence on all projects enumerated under s. [84.013 \(3\)](#) and on the project within 6 years after the first July 1 after the date on which the commission recommends approval of the project and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.
 2. In determining the commencement date for projects under subd. [1. a.](#) and [b.](#), the commission shall assume that the appropriation amounts under s. [20.395 \(3\) \(bq\)](#) to [\(bx\)](#) for the current fiscal year will be adjusted annually to reflect adjustments to the U.S. consumer price index for all urban consumers, U.S. city average, as determined by the U.S. department of labor.
- (b) The commission may include in the report in par. [\(a\)](#) its designation of highway improvement projects under s. [84.013 \(6m\)](#) as major highway projects.
- (c) No project may be enumerated under s. [84.013 \(3\)](#) or approved under s. [84.013 \(6\)](#) unless the commission recommends approval, with or without modifications, of the project under par. [\(a\)](#) or, with respect to a project under s. [84.013 \(6m\)](#), designates the project under par. [\(b\)](#).
- (d) This subsection does not apply to major highway projects described in s. [84.013 \(1\) \(a\) 2m.](#)

TPC review of high-cost major project candidates [13.489\(4m\)](#):

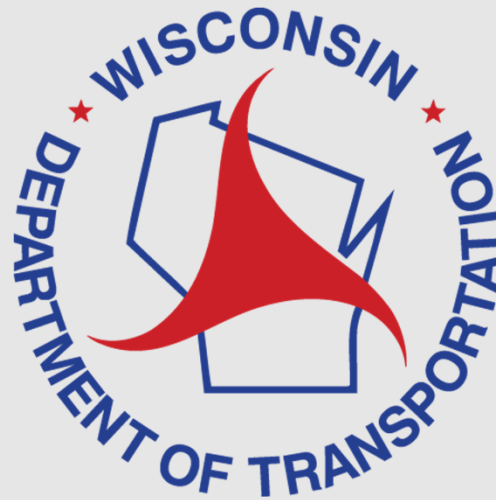
(4m) REVIEW OF HIGH-COST MAJOR HIGHWAY PROJECTS.

- (a)** Notwithstanding sub. [\(4\)](#), for any major highway project described in s. [84.013 \(1\) \(a\) 2m.](#), the department of transportation shall submit a report to the commission, prior to construction of the project, which report may request the commission's approval to proceed with the project. The department may submit this request at any time following completion by the department of a draft environmental impact statement or environmental assessment for the project.
- (b)** After receiving a request under par. [\(a\)](#) for approval to proceed with a major highway project described in s. [84.013](#), the commission shall meet to approve, approve with modifications, or disapprove the request. The department may implement the request only as approved by the commission, including approval after modification by the commission.
- (c)** The department of transportation may not proceed with construction of a major highway project described in s. [84.013 \(1\) \(a\) 2m.](#) unless the project is approved by the commission as provided in par. [\(b\)](#).
- (d)** The procedures specified in this subsection shall apply to all major highway projects described in s. [84.013 \(1\) \(a\) 2m.](#) in lieu of the procedures described in sub. [\(4\)](#).

Section 4

Study Recommendations

- **Major Highway Project Approval Process slides**
- **Study Recommendation Letter**
- **I-94 Waukesha County slides & fact sheet**
- **US 53 Eau Claire slides & fact sheet**



Transportation Projects Commission meeting

December 10, 2025

Meeting agenda

- Major Highway Program study selection process
- Study recommendation presentations
- Motion to approve studies in the Major Highway Program
- August TPC Report summary
- Ongoing project updates



Section 4:

Selection
process

Recommended
studies

Section 5:

August
report

Ongoing project
updates

Role of the Transportation Projects Commission

- Monitor ongoing Major Highway Program project costs and schedules
- Review and approve/deny potential Major Highway Program projects for environmental study
- Recommend Major Highway Program projects for enumeration after environmental study
- Review and approve/deny high-cost Major Highway Program projects for construction



Section 4:

Selection process

Recommended studies

Section 5:

August report

Ongoing project updates

Definition of a Major Highway Project 84.013(1)

1. Costs more than \$30 million and ***\$53.8 million**
 - ✓ Relocates or builds a new highway at least 2.5 miles long
 - ✓ Adds lanes to an existing highway for five miles or more
 - ✓ Converts at least 10 miles of divided highway to a freewayor.....
2. Costs more than \$75 million ***\$134.5 million**

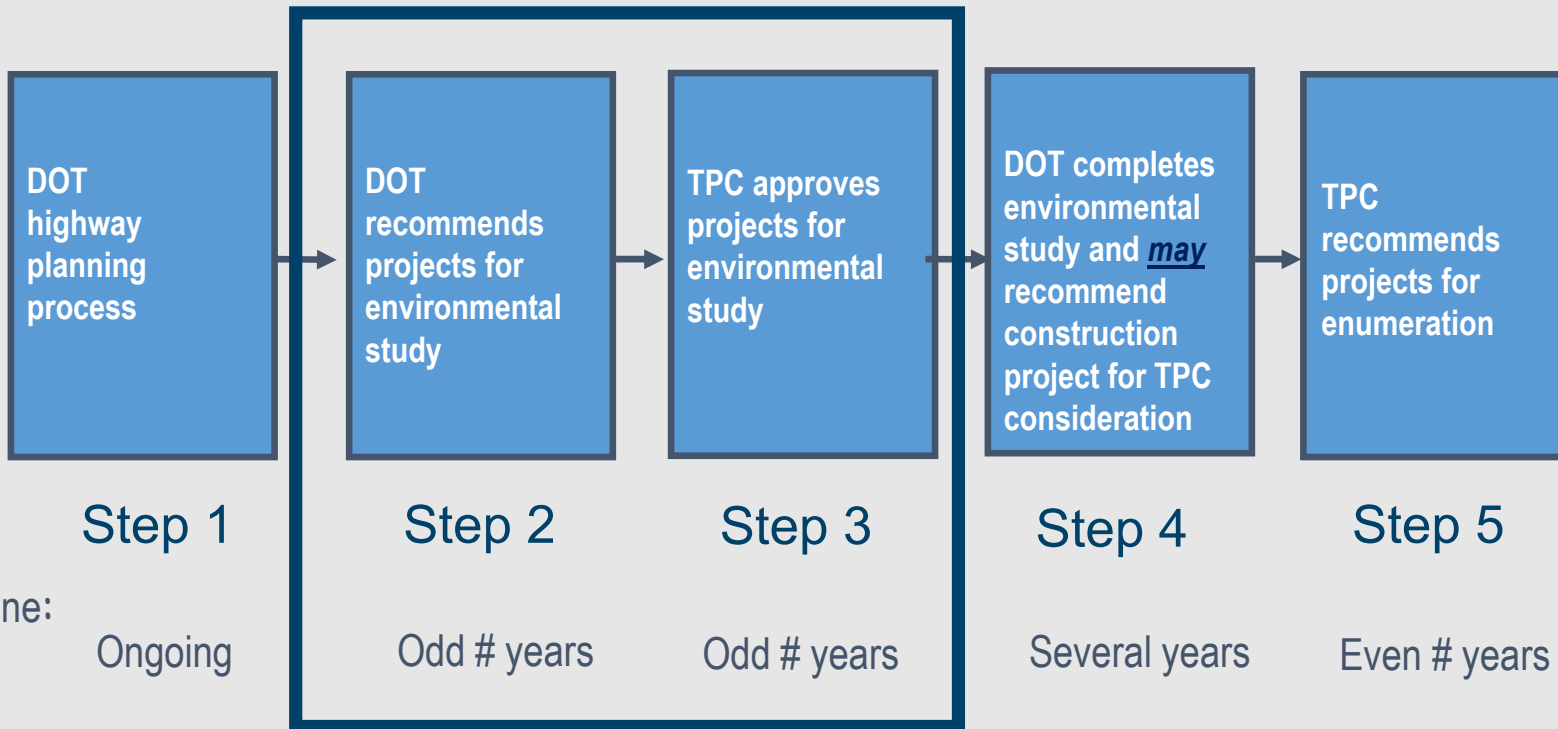
***Indexed to current year using WisDOT's Construction Cost Index**



Section 4:		Section 5:	
Selection process	Recommended studies	August report	Ongoing project updates

The process to become a Major Highway Project

Traditional Major Projects



Typical timeline:

Ongoing

Odd # years

Odd # years

Several years

Even # years



Section 4:

Selection process

Recommended studies

Section 5:

August report

Ongoing project updates

Major Project Study candidate identification

- Studies recommended in odd numbered years
- Statewide assessment identified:
 - **Nine** corridors for detailed analysis
 - Analyzed for safety, travel time and delay, business benefits, and route connectivity
 - **Two** recommended for environmental study



Section 4:		Section 5:	
Selection process	Recommended studies	August report	Ongoing project updates

Major Project Study candidate selection

- Nine corridors evaluated in detail

Highway	Limits	Length (mi)	County
WIS 172	County EB to US 141/County MM	11	Brown
US 12	Parmenter St to WI River (Middleton – Sauk City)	17	Dane
US 14	WIS 138 to US 51 (Oregon – Janesville)	25	Dane / Rock
US 53	Eau Claire: County AA/Golf Rd to WIS 29	9	Eau Claire / Chippewa
I-90	US 12 to I-90/94 Split (WI Dells – Tomah)	40	Juneau / Monroe
I-41/43/894	Hale Interchange (West Leg: I-43 & County O – East Leg: I-894 & WIS 36, North Leg: I-41 & Lincoln Ave – Cold Spring Rd)	9	Milwaukee / Waukesha
US 10	I-39 to County K	5.5	Portage
I-94	WIS 65 to US 63	9.5	St. Croix
I-94	Waukesha County: Willow Glen Rd – Zoo Interchange	27	Waukesha



Section 4:

Selection process

Recommended studies

Section 5:

August report

Ongoing project updates



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Email: sec.exec@dot.wi.gov

October 15, 2025

Dear Members of the Transportation Projects Commission:

Wisconsin Statute 13.489 (1m) (b) requires the Wisconsin Department of Transportation (WisDOT) to provide a list of potential Major Highway Program study projects to the Transportation Projects Commission (TPC) by October 15 of each odd-numbered year. The initial list of potential candidates is provided in the attached table. WisDOT expects to bring its final recommendations from this list to the TPC's December meeting for your consideration.

In preparing for this recommendation, WisDOT has completed a statewide analysis to identify corridors that would benefit from additional study. WisDOT's evaluation process considers benefits related to safety factors, travel costs, businesses, and route connectivity. These are compared to a planning level estimate of costs that results in an elementary benefit-cost analysis.

The attached table and accompanying map show initial results from this analysis. A final analysis will be completed to determine which corridors the department will recommend for further study. At the December meeting, WisDOT will provide additional information for any projects from this list recommended for study. Projects approved for study by the TPC may then proceed to the environmental study phase.

The department remains committed to delivering the Major Highway Program 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 Scott Schoenmann, Director of the Bureau of State Highway Programs, at (608) 266-7575.

Sincerely,

A handwritten signature in black ink, appearing to read "Kristina Boardman", with a long horizontal flourish extending to the right.

Kristina Boardman
Secretary

Potential Candidate Projects for Further Study



(Listed alphabetically by county name)

Highway	Limits	Segment Length (mi)	County
STH 172	CTH EB to USH 141/CTH MM	11	Brown
USH 12	Parmenter St to WI River (Middleton – Sauk City)	17	Dane
USH 14	STH 138 to USH 51 (Oregon – Janesville)	25	Dane / Rock
USH 53	CTH AA to STH 29	9	Eau Claire / Chippewa
IH 90	USH 12 to IH 90/94 Split (WI Dells – Tomah)	40	Juneau / Monroe
IH 41/43/894	Hale Interchange (West Leg: IH 43 & CTH O – East Leg: I-894 & STH 36, North Leg: IH 41 & Lincoln Ave – Cold Spring Rd)	9	Milwaukee / Waukesha
USH 10	IH 39 to CTH K	5.5	Portage
IH 94	STH 65 to USH 63	9.5	St. Croix
IH 94	Waukesha County: Willow Glen Rd – Zoo Interchange	27	Waukesha

Study Candidate: I-94 Waukesha County

Transportation Projects Commission meeting

December 10, 2025



I-94 Waukesha (Willow Glen Road – Zoo Interchange)



- Located in Waukesha County, 27-mile freeway with 14 interchanges
- Primarily 70 mph (55 mph near I-41/894 Zoo Interchange)
- Existing traffic between WIS 67 – County SS
 - About 60,000 – 74,000 vehicles per day
 - Highest volumes on a four-lane freeway within Wisconsin
- Existing traffic east of WIS 16
 - About 115,000 – 142,000 vehicles per day



Section 4:		Section 5:	
Selection process	Recommended studies	August report	Ongoing project updates

I-94 Waukesha (Willow Glen Road – Zoo Interchange)



- Safety needs exist throughout the corridor
- A recently completed safety study found 40 crash hot-spots
(at least one standard deviation above statewide average)
- Crashes are typically related to:
 - Congestion
 - Sight distance/roadway curvature
 - Drainage issues



I-94 Waukesha (Willow Glen Road – Zoo Interchange)



I-94 near WIS 83

Other Information

- Total 2024 delay in the corridor was about **one million vehicle hours of delay**
- Travelers need to plan for about **30% to 70% extra time** to arrive to their destination on-time during peak periods
 - This variability makes I-94 unreliable for commuters and freight
- 32 out of 52 bridges are 60+ years old
- Further study can explore potential ways to phase corridor improvements across multiple segments depending on needs, timing, and location

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I-94 Waukesha County (Willow Glen Rd – Zoo Interchange)



The I-94 corridor from Willow Glen Road to the I-41/I-894 Zoo Interchange has safety and traffic operational needs due to heavy commuter traffic and limited freeway capacity. I-94 connects Milwaukee to outlying communities including Waukesha, Pewaukee, Oconomowoc, and beyond towards Madison. Needs vary by location but there are two main sections:

Corridor Summary	
Roadway:	I-94
Limits:	Willow Glen Road to I-41/I-894 Zoo Interchange
Length:	27 miles
Lanes:	4 to 8
Traffic volumes:	60,000-142,000 vehicles per day

- **West section:** four lanes (13 miles, Willow Glen – County SS)
- **East section:** typically, six lanes (14 miles County SS – Zoo Interchange)

The west section carries the largest traffic volumes of any four-lane freeway in Wisconsin. Congestion is highest in the westbound direction at the transition from six-to-four lanes, near County SS, and is especially prevalent during peak summer times with added recreational traffic.

In the east section, six closely spaced interchanges (County G to US 18) result in congestion. WIS 16 from Pewaukee is a major contributor, increasing traffic volumes by 30,000 vehicles per day: 85,000 west of the interchange compared to 115,000 to the east.

A recently completed *Corridor Needs Report (2025)* in this area identified 40 crash hot spots as having crash rates at least one standard deviation above the statewide average crash rate. Crashes are primarily due to congestion, poor sight distance along roadway curvature, and slippery conditions due to drainage issues.

High traffic volumes lead to delays that totaled about one million vehicle hours in 2024 (similar to the Madison Beltline, for comparison). Delays are often unpredictable from day-to-day due to crashes and other factors. Travelers typically need to plan for about 30% to 70% extra time during peak periods to arrive on time. Crashes and delay also hinder commercial freight which ranges from about 7,000–9,000 trucks per day on the corridor.

In addition to the safety and operational needs, infrastructure along this corridor is aging. Of the 52 total bridges, 32 are currently over 60 years old and approaching the end of their design life. Pavement in portions of this corridor dates as far back as the 1950s.

Further study on this 27-mile corridor can explore potential ways to split the corridor into multiple segments, depending on needs, cost, and schedule.

Study Candidate: US 53 Eau Claire

Transportation Projects Commission meeting

December 10, 2025



US 53: County AA/Golf Road – WIS 29



- Nine-mile corridor
 - Four lane freeway with 65 mph speed limit
 - Eight interchanges
 - Spans the Eau Claire/Chippewa county border
- Currently about 37,000 – 51,000 vehicles per day
 - Traffic volume growth has been higher than anticipated
 - Carries more traffic than the I-94 corridor in Eau Claire County (about 24,000 – 30,000 vehicles per day)

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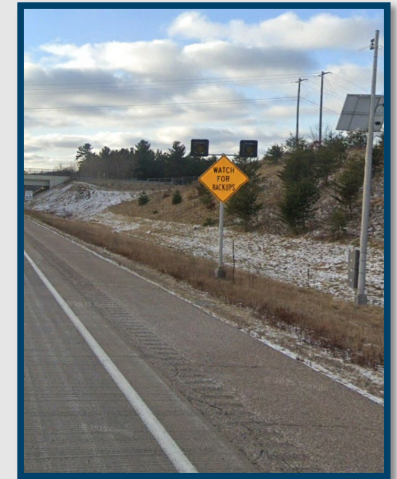
August report

Ongoing project updates

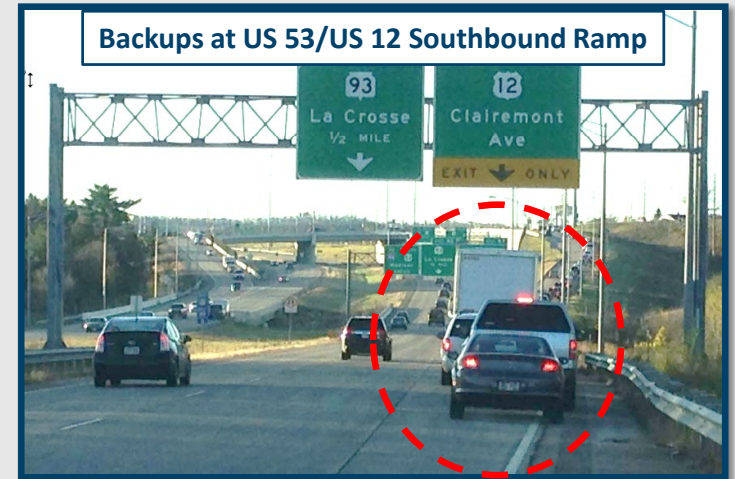
US 53 Eau Claire (County AA/Golf Road – WIS 29)

- Safety needs exist throughout the corridor
- Crash rates exceed statewide averages
 - Total crashes: One to three times above statewide average
 - Fatal and injury crashes: One to seven times above statewide average
- Merging and diverging at closely-spaced interchanges leads to crashes, especially between US 12 and River Prairie Drive
- Interim improvements do not address congestion concerns
 - Queue warning system alerts motorists to frequent backups at the US 12 interchange (installed in 2018)
 - Median cable barrier near WIS 312 protects against cross-median crashes (installed in 2025)

Queue Warning System



Backups at US 53/US 12 Southbound Ramp



US 53 Eau Claire (County AA / Golf Rd – WIS 29)

2008 Imagery of River Prairie and WIS 312 Interchanges

2025 Imagery of River Prairie and WIS 312 Interchanges

WIS 312

River Prairie Dr

- Large developments have occurred at highway interchanges
 - Highest growth currently at the River Prairie Drive and WIS 312 interchanges
 - Planned growth at Melby Street
 - New hospital planned to open in 2028
- Further study can explore potential expansion and/or interchange reconfiguration to address ongoing safety and mobility needs



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US 53 Eau Claire (County AA / Golf Road – WIS 29)



Corridor summary	
Roadway:	US 53
Limits:	County AA/Golf Road to WIS 29
Length:	9 miles
Lanes:	4
Traffic volumes:	37,000 – 51,000 vehicles per day



The US 53 corridor in Eau Claire County and Chippewa County has safety and operational needs due to traffic volumes exceeding the original freeway design at nearly double its intended amount. Originally constructed in 2006, the four-lane freeway bypass has been economically productive, attracting developments near its interchanges and reducing travel times. End-to-end, the bypass is about seven minutes faster than the parallel Business 53 corridor that runs through the City of Eau Claire. Economic and travel time benefits have led to high commuter and freight traffic volumes along US 53.

Safety concerns have increased along with traffic volumes. The three miles between US 12 and WIS 312 experience crash rates up to three times the statewide average for all crash types, and up to seven times the statewide average for fatal and injury crashes. Crashes are especially prevalent at closely spaced interchanges, like the US 12 and River Prairie Drive interchanges.

Safety concerns persist despite several improvement projects built along the corridor. Flashing signs were installed in 2018 to alert motorists to watch for backups on southbound US 53 near the interchange with US 12. Crashes have persisted because signs do not address the underlying congestion causing crashes. A median cable barrier system was constructed in 2025 near WIS 312. This system protects against vehicles crossing the median but does not address crashes at interchange merges and diverges. Further study is needed to develop long-term traffic and safety improvements.

WisDOT has heard support for further study from community surveys, maintenance crews and law enforcement due to concerns over traffic congestion and crashes. Development is continuing in the corridor, with a new hospital expected to open in 2028, and concerns are anticipated to increase along with traffic. Further study can explore potential expansion and/or interchange reconfiguration to address ongoing safety and mobility needs.

TPC Motion to approve study candidates

Major Project study approvals for consideration:

- Motion 1:
 - Recommend study of I-94 (Waukesha County)
- Motion 2:
 - Recommend study of US 53 (Eau Claire)



Section 4:

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Section 5

Program and Project Status

- **August TPC Report summary slides**
- **August TPC Report (full)**
- **Ongoing Major Projects and Studies update**

TPC Report summary, August 2025 - Majors

Active Major Projects	TPC estimate Feb 2025 (Millions)	TPC estimate Aug 2025 (Millions)	Change from Feb 2025 to Aug 2025
STH 15: STH 76 to New London	\$132.9	\$126.9	-4.5%
I 39/90: USH 12 to Illinois	\$1,165.7	\$1,163.7	-0.2%
I 41: STH 96 to Scheuring Rd	\$1,167.0	\$1,167.0	0.0%
I 43: Silver Spring to STH 60	\$525.0	\$525.0	0.0%
STH 50: I 41 to 43rd Ave	\$117.1	\$117.1	0.0%
I 39/90/94: Bridges over Wisconsin River	\$160.0	\$160.0	0.0%
USH 51: I 39/90 to USH 12/18	\$208.6	\$208.6	0.0%
USH 53: Lacrosse Corridor	TBD	TBD	N/A
USH 51: WIS 30 to I 39/90/94	N/A	\$183.3	-
Total	\$3,476.3	\$3,651.6	5.0%



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TPC report summary, August 2025 - Megagas

The definition of a Southeast Wisconsin freeway megaproject 84.0145

(c) “Southeast Wisconsin freeway megaproject” means any project on a southeast Wisconsin freeway having a total cost of more than \$500 million, subject to adjustment under sub. (4).
 *\$900.7 million

Active Mega Projects	TPC estimate Feb 2025 (Millions)	TPC estimate Aug 2025 (Millions)	Change from Feb 2025 to Aug 2025
I 94: North - South Freeway	\$1,585.1	\$1,585.1	0.0%
Zoo Interchange	\$1,530.3	\$1,524.3	-0.4%
I 94 East-West Corridor	TBD ²	\$1,650.5	N/A
Total	\$3,115.4	\$4,759.9	52.8%

*Indexed to current year using WisDOT’s Construction Cost Index



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Selection process	Recommended studies	August report	Ongoing project updates

TPC report summary, August 2025 - Studies

Active Major Studies	TPC estimate Feb 2025 (Millions)	TPC estimate Aug 2025 (Millions)	Change from Feb 2025 to Aug 2025
US 12, US 14 to County N (Madison Beltline)	\$22.5	\$22.5	0.0%
I-39/90, US 12 (Madison) to US 12 (Wis Dells)	\$44.9	\$44.9	0.0%
US 51, US 12 to WIS 19 (Stoughton Road)	\$18.3	\$18.3	0.0%
US 18/151, County PD (Madison) to US 18 (Dodgeville)	\$17.8	\$17.8	0.0%
US 151, WIS 73 (Columbus) to WIS 49 (Waupun)	\$10.6	\$10.6	0.0%
Total	\$114.1	\$114.1	0.0%



Section 4:

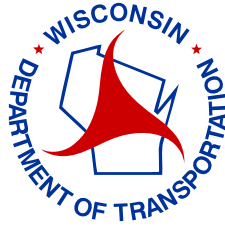
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updates



Wisconsin Department of Transportation

Reports to the
**Transportation
Projects Commission**
on the
Status of Major Highway Projects
and
**Southeast Wisconsin
Freeway Megaprojects**

August 2025



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

Governor Tony Evers
Secretary Kristina Boardman
wisconsindot.gov
Telephone: (608) 266-1114
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Email: sec.exec@dot.wi.gov

August 1, 2025

Dear members of the Transportation Projects Commission:

The August 2025 Transportation Projects Commission (TPC) report provides updates on the status of the Major Highway Development Program (Major) and Southeast Wisconsin Freeway Megaprojects Program (SE Mega).

The current estimate for the eight ongoing major projects, excluding SE Mega projects, is \$3,468.3 million. This is \$8.0 million, or 0.2%, lower when compared to the same eight major projects from the February 2025 estimate. The cost decrease is associated with reductions to the construction and real estate estimates for the STH 15: STH 76 to New London and I-39/90: USH 12 to Illinois projects as they near completion.

This report includes USH 51: WIS 30 to I-39/90/94 as a high-cost major project for the first time since it was approved at the December 2024 TPC meeting. A cost, schedule and risk analysis (CSRA), facilitated by Federal Highway Administration (FHWA), resulted in a total estimated cost of \$183.3 million. Therefore, the current estimate of total cost for the nine major projects reported herein, excluding SE Mega projects, is \$3,651.6 million.

The total cost of the two ongoing SE Mega projects decreased by \$6 million when compared to the same two projects in the February 2025 report. The lower cost is associated with reductions to the Zoo Interchange construction estimate as the project nears completion. Additionally, this report includes updated costs for I-94 East-West resulting from an FHWA-facilitated CSRA held in February 2025. Total estimated costs for I-94 East-West are \$1,650.5 million.

Regarding Major Highway Studies, there is no change to the current estimate for these studies. The I-39/90/94: USH 12 (Madison) to USH 12 (Wisconsin Dells) corridor is being shown in the Major Highway Studies section for the last time, as it was enumerated in the 2025-2027 biennial budget. This corridor will appear in the Major projects section of future TPC reports.

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 Scott Schoenmann, Director of the Bureau of State Highway Programs, at (608) 266-7575.

Sincerely,

A handwritten signature in black ink, appearing to read "Kristina Boardman", with a long horizontal flourish extending to the right.

Kristina Boardman
Secretary

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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 Major 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 Major 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, expended in the department's financial systems as of June 30, 2025.

Cost to Complete: Estimated cost, by category, remaining to complete the project at current (Fiscal Year (FY)-26) 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 2025): The estimate provided to the Transportation Projects Commission in the February 2025 report.

Current Estimate (August 2025): 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.

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 2025-27 biennial budget (\$392.3M in FY-26 and \$398.6M in FY-27, totaling \$790.9M), in addition to the \$80.0M INFRA grant awarded in spring 2023 for the Wisconsin River Bridge project. For future biennia, the total budget amount is assumed to continue at the biennial levels beyond FY-27. Schedules assume no purchasing power increases; i.e. project costs are assumed to rise in future years according to the IHS Markit projected inflation rates shown in the bottom table below.

The expenditure schedules for SE Megaprojects are based on the Southeast Megaproject appropriation amount in the 2025-27 biennial budget.

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$21.9	Current Year \$	\$72.9	\$42.3	\$24.6	\$19.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$21.9	YOE \$	\$72.9	\$43.5	\$26.0	\$21.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

Current Year Dollars (Current Year \$): Represent a schedule of future expenditures listed at current (beginning FY-26) market prices.

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

	FY-27	FY-28	FY-29	FY-30	FY-31	FY-32	FY-33	FY-34	FY-35
Inflation Rate	2.74%	2.93%	2.79%	3.01%	3.20%	3.26%	3.26%	3.28%	3.24%

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

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

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

Major/Southeast Megaprojects Cost Information Summary							
Page	Project	Cost to date (millions)	Estimated cost to complete (millions)	TPC Estimate Feb 2025 (Millions)	TPC Estimate Aug 2025 (Millions)	Cost estimate change since last report (%)	Reason for cost change
Ongoing Major Highway Projects							
1	STH 15: STH 76 to New London	\$125.8	\$1.1	\$132.9	\$126.9	-4.5%	Real estate acquisition complete and construction costs lower than anticipated.
2	I 39/90: USH 12 to Illinois	\$1,161.4	\$2.3	\$1,165.7	\$1,163.7	-0.2%	Estimate reduced due to resolution of real estate litigation.
3	I 41: STH 96 to Scheuring Rd	\$150.6	\$1,016.4	\$1,167.0	\$1,167.0	0.0%	
4	I 43: Silver Spring to STH 60	\$484.5	\$40.5	\$525.0	\$525.0	0.0%	
5	STH 50: I 41 to 43rd Ave	\$111.8	\$5.3	\$117.1	\$117.1	0.0%	
6	I 39/90/94: Bridges over Wisconsin River	\$61.0	\$99.0	\$160.0	\$160.0	0.0%	
7	USH 51: I 39/90 to USH 12/18	\$27.2	\$181.4	\$208.6	\$208.6	0.0%	
8	USH 53: Lacrosse Corridor	\$3.3 ¹	TBD ²	TBD ²	TBD ²	N/A	
9	USH 51: WIS 30 to I 39/90/94	\$0.0	\$183.3	N/A	\$183.3	N/A	
Southeast Megaprojects							
10	I 94: North - South Freeway	\$1,575.0	\$10.1	\$1,585.1	\$1,585.1	0.0%	
11	Zoo Interchange	\$1,512.8	\$11.5	\$1,530.3	\$1,524.3	-0.4%	Cost refinements due to project closeout procedure.
12	I 94 East-West Corridor	\$63.8	\$1,586.7	TBD ²	\$1,650.5	N/A	
Major Projects with Mainline Open to Traffic							
13	USH 10: Marshfield to Stevens Point	\$249.4	\$0.0	\$249.4	\$249.4	0.0%	
13	USH 10: Marshfield to Appleton	\$498.7	\$0.0	\$498.7	\$498.7	0.0%	
13	USH 12: Lake Delton to Sauk City	\$181.8	\$0.2	\$182.0	\$182.0	0.0%	
13	USH 18: Prairie du Chien to STH 60	\$41.7	\$0.1	\$41.8	\$41.8	0.0%	
13	STH 26: Janesville to Watertown	\$429.7	\$0.0	\$429.7	\$429.7	0.0%	
13	USH 41: Brown County	\$969.9	\$0.4	\$970.3	\$970.3	0.0%	
13	USH 10: USH 10 & USH 10/STH 441	\$376.3	\$1.7	\$378.0	\$378.0	0.0%	
13	USH 18/151: Verona Road	\$262.7	\$0.4	\$263.1	\$263.1	0.0%	
13	STH 23: STH 67 to USH 41	\$178.7	\$1.0	\$179.7	\$179.7	0.0%	

Southeast Megaprojects Summary - All Costs in \$Millions												
	Initial estimate ³ (YOE)	Initial estimate year	Record of Decision (ROD) ⁴ Year	Pre-ROD costs	Last let fiscal year (initial schedule)	Last let fiscal year - Feb 2025 TPC	Last let fiscal year - Aug 2025 TPC	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Current estimate - Aug 2025 (YOE)	Initial schedule comparison - can initial schedule be met? ⁵	Would additional funding change no to yes? ⁶
I 94: North - South Freeway	\$1,912.0	2007	2008	\$27.0	2015	2020	2020	no change	Memorial Day 2020	\$1,585.1	no	no
Zoo Interchange	\$1,717.8	2007	2012	\$26.1	2017	2023 ⁷	2023 ⁷	no change	November 2023	\$1,524.3	no	no
I 94 East-West Corridor ⁸	\$1,762.1	2025	2024	\$54.7 ⁹	2032	N/A	2032	N/A	December 2033	\$1,762.1	yes	

¹ A new approach to the La Crosse corridor was approved by the TPC in December of 2021. Major Highway Program costs associated with work prior to the new approach are \$7.1 million. Costs associated with work outside of the Major Highway Program prior to the new approach are \$1.8 million.

² This estimate is not available, we are including anticipated costs as they are identified.

³ Total reported project costs for SE Megaprojects include pre-Record of Decision (ROD) costs

⁴ SE Megaprojects do not follow the Majors enumeration process. Completion of ROD is the milestone that most resembles Majors enumeration.

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

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

⁷ The let in FY-23 is landscaping only and the project will be open to traffic before completion of that project.

⁸ The I-94 East-West project was enumerated in July 2021 with no environmental study completed.

⁹ The pre-ROD costs include \$22.7 million for the ROD that was rescinded in October 2017. This \$22.7M is not included in the Initial or Current YOE Estimate

Major Projects Cost and Schedule Summary

Majors Projects Estimate Summary for Projects with Costs Scheduled in FY-26 & Beyond														
Project	Cost Summary - All Costs in \$Millions						Schedule Summary							
	Pre-enumeration costs	Initial TPC estimate (Enumeration year dollars)	TPC estimate - Aug 2025 (current year dollars)	Additional associated costs outside of Majors program ¹	Total cost estimate (TPC + outside Majors, current year dollars)	TPC Estimate - Aug 2025 (year of expenditure dollars)	Initial estimate (fiscal year)	Last let fiscal year (initial schedule)	Last let fiscal year (Feb 2025 TPC)	Last let fiscal year (Aug 2025 TPC)	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Initial schedule comparison - can initial schedule be met? ²	Would additional funding change no to yes? ³
STH 15: STH 76 to New London	\$3.3	\$125.0	\$126.9	\$0.2	\$127.1	\$126.9	2011	2018	2024	2024	none	Fall 2024	No	No
I 39/90: USH 12 to Illinois	\$3.5	\$715.0	\$1,163.7	\$23.0	\$1,186.7	\$1,163.7	2011	2019	2020	2020	none	Fall 2021	No	No
I 41: STH 96 to Scheuring Rd	\$0.0	\$1,063.0	\$1,167.0	\$3.1	\$1,170.1	\$1,190.4	2022	2029	2029	2029	none	Fall 2029	Yes	
I 43: Silver Spring to STH 60	\$29.0 ⁴	\$551.6	\$525.0	\$0.0	\$525.0	\$525.0	2020	2023	2024	2024	none	Summer 2025	Yes	
STH 50: IH 41 to 43rd Ave	\$3.9	\$93.0	\$117.1	\$15.4	\$132.5	\$117.1	2014	2023	2021	2021	none	Summer 2023 ⁵	No	No
I 39/90/94: Bridges over Wisc River	\$1.5	\$141.2	\$160.0	\$0.0	\$160.0	\$160.1	2021	2024	2024	2024	none	Fall 2027	No	No
USH 51: I 39/90 to USH 12/18	\$8.8 ⁶	\$174.1	\$208.6	\$0.5	\$209.1	\$212.9	2022	2029	2029	2029	none	Fall 2029	Yes	
USH 53: La Crosse Corridor	N/A ⁷	N/A ⁸	N/A ⁸	N/A ⁹	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	
USH 51: WIS 30 to I 39/90/94	\$9.4	\$183.3	183.3	\$0.0	\$183.3	183.3	2025	2032	N/A	2032	N/A	2034	Yes	
Totals		\$3,651.6												

Majors Projects with Mainline Open to Traffic							
Project	Cost and Schedule Summary - All Costs in \$Millions						Mainline open to traffic (calendar year)
	Pre-enumeration costs ⁷	Initial TPC estimate (Enumeration year dollars)	Initial estimate fiscal year	TPC estimate - Aug 2025 (current year dollars)	Additional associated costs outside of Majors program ¹	Total cost estimate (current TPC + outside Majors)	
USH 10: Marshfield to Stevens Point ¹⁰		\$169.0	1998	\$249.4	\$1.3	\$250.7	August 2012
USH 10: Marshfield to Appleton ¹¹		\$125.0	1988	\$498.7	\$1.3	\$500.0	August 2012
USH 12: Lake Delton to Sauk City		\$50.0	1997	\$182.0	\$0.0	\$182.0	October 2017
USH 18: Prairie du Chien to STH 60		\$29.2	2003	\$41.8	\$0.0	\$41.8	May 2017
STH 26: Janesville to Watertown		\$187.0	2001	\$429.7	\$0.0	\$429.7	November 2015
USH 41: Brown County		\$205.0	2003	\$970.3	\$0.0	\$970.3	October 2016
USH 10: USH 10 and USH 10/STH 441	\$2.6	\$390.0	2011	\$378.0	\$0.0	\$378.0	November 2019
USH 18/151: Verona Road	\$25.2	\$150.0	2011	\$263.1	\$2.2	\$265.3	November 2019
STH 23: STH 67 to USH 41	\$0.0 ¹²	\$39.5	1999	\$179.7	\$0.0	\$179.7	December 2022

Footnotes

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

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

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

⁴ 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.

⁵ The STH 50 mainline open to traffic date was delayed by six months due to requests by local governments to add additional utility work after the project had been let. The project would have been completed on time had the additional work not been requested.

⁶ The USH 51 project costs outside of the Majors program include design, real estate and construction (WIS 138, Hoel/Silverado and Roby roundabouts) encumbered in the State Highway Rehabilitation (SHR) and Safety program before the TPC approved the project for construction.

⁷ 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.

⁸ The USH 53 La Crosse Corridor project does not have a complete environmental document; therefore, the scope and schedule of the project are yet to be determined.

⁹ A new approach to the La Crosse corridor was approved by the TPC in December of 2021. Major Highway Program cost associated with work prior to the new approach was \$7.1 million. The ROD for the prior work was rescinded in July 2024. Costs associated with work outside of the Major Highway Program prior to the new approach was \$1.8 million.

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

¹¹ The February 2019 TPC report used the Marshfield to Stevens Point segment initial estimate of \$169M in (1998). The Legislative Audit Bureau provided a comparative summary from 1989 that included an initial estimate of \$125M (1988 dollars) for the USH 10 project from Appleton to Marshfield. The 1988 estimate did not result from a final Environmental Document. Projects enumerated after 2011 include estimates that result from completed Environmental Documents that provide critical design details that yield more accurate estimates.

¹² STH 23 was enumerated by 1999 Wisconsin Act 9 and was not recommended by either WisDOT or the Transportation Projects Commission and, as a result has no pre-enumeration costs.

Major Project Status Report August 2025									
Project: STH 15 STH 76 to NEW LONDON			Enumeration Year: 2011 Region: NE						
Project Description:	This project will reconstruct 11 miles of STH 15 from STH 76 to USH 45 near New London, in Outagamie County to provide additional capacity. The Village of Hortonville is bypassed to minimize conflicts between through and local traffic. Roundabouts at each end of the bypass will provide access to the village. Inadequate crossroad intersections will be improved.								
Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	\$7.9	\$0.2	\$8.1	\$8.1	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$23.6	\$0.0	\$24.0	\$23.6	\$0.0	-\$0.4	\$0.0	-1.7%	Real estate acquisition complete.
Construction	\$94.3	\$0.9	\$100.8	\$95.2	\$0.0	-\$5.6	\$0.0	-5.6%	Construction costs lower than anticipated.
Totals	\$125.8	\$1.1	\$132.9	\$126.9	\$0.0	-\$6.0	\$0.0	-4.5%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$1.0	Current Year \$	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$1.0	YOE \$	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$126.9 million** (see Pages i-ii for budget and inflation assumptions).

Major Project Status Report

August 2025

Project: I 39/90 USH 12 to ILLINOIS

Enumeration Year: 2011 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate*		Change Since Last Report				Reason for Change in Cost Estimate
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$135.9	\$0.0	\$135.9	\$135.9	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$39.2	\$0.1	\$41.3	\$39.3	\$0.0	-\$2.0	\$0.0	-4.8%	Estimate reduced due to resolution of real estate litigation.
Construction ¹	\$986.3	\$2.2	\$988.5	\$988.5	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$1,161.4	\$2.3	\$1,165.7	\$1,163.7	\$0.0	-\$2.0	\$0.0	-0.2%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$1.0	Current Year \$	\$1.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$1.0	YOE \$	\$1.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$1,163.7 million** (see Pages i-ii for budget and inflation assumptions).

All construction packages have been let.

* 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.

¹ I-39/90 mainline open to traffic November 2021. USH 14 opened to traffic October 2022.

Major Project Status Report August 2025											
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.									
Current Status			PROJECT COST ESTIMATE INFORMATION								
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report						
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent		Reason for Change in Cost Estimate	
Design ¹	\$72.5	\$29.0	\$101.5	\$101.5	\$0.0	\$0.0	\$0.0	0.0%			
Real Estate	\$16.5	\$31.5	\$48.0	\$48.0	\$0.0	\$0.0	\$0.0	0.0%			
Construction	\$61.6	\$955.9	\$1,017.5	\$1,017.5	\$0.0	\$0.0	\$0.0	0.0%			
Totals	\$150.6	\$1,016.4	\$1,167.0	\$1,167.0	\$0.0	\$0.0	\$0.0	0.0%			

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$238.6	Current Year \$	\$243.7	\$328.3	\$129.2	\$66.6	\$10.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$238.6	YOE \$	\$243.7	\$337.3	\$136.6	\$72.4	\$11.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$1,190.4 million** (see Pages i-ii for budget and inflation assumptions).

¹ The environmental document (EA/FONSI) was completed on 11/18/2021. Costs of the environmental document are included in Design.

Major Project Status Report August 2025

Project: I 43 Silver Spring Drive to STH 60

Enumeration Year: 2019 **Region:** SE

Project Description:

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design ¹	\$23.7	\$0.0	\$23.7	\$23.7	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$14.1	\$1.5	\$15.6	\$15.6	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$446.7	\$39.0	\$485.7	\$485.7	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$484.5	\$40.5	\$525.0	\$525.0	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$30.4	Current Year \$	\$10.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$30.4	YOE \$	\$10.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$525.0 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.

Major Project Status Report August 2025									
Project: STH 50 I 41 to 43rd Avenue			Approval Year: 2014 Region: SE						
Project Description:	This project reconstructs an existing 4.4-mile corridor of urban roadway in Kenosha county. West of 57 th Avenue the corridor will be widened from 4 to 6 lanes. East of 57 th Avenue to the easterly project limit the roadway will be reconstructed as a 4-lane facility. Additional capacity will be provided at all intersections, including a jug-handle design at the STH 50/STH 31 intersection to accommodate heavy through and turning traffic. Access management techniques such as restricted median openings, closing of driveways, and using existing local roads will be implemented to improve overall access and service.								
Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	\$0.3	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$14.4	\$0.8	\$15.2	\$15.2	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$97.1	\$4.5	\$101.6	\$101.6	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$111.8	\$5.3	\$117.1	\$117.1	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$1.1	Current Year \$	\$4.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$1.1	YOE \$	\$4.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

All construction packages have been let.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$117.1 million** (see Pages i-ii for budget and inflation assumptions).

Major Project Status Report August 2025										
Project:		I 39/90/94 Bridges over Wisconsin River				Approval Year:		2020	Region:	SW
Project Description:	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.									
Current Status			PROJECT COST ESTIMATE INFORMATION							
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report					
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent		
Design	\$5.9	\$0.0	\$5.9	\$5.9	\$0.0	\$0.0	\$0.0	0.0%		
Real Estate	\$0.5	\$0.2	\$0.7	\$0.7	\$0.0	\$0.0	\$0.0	0.0%		
Construction	\$54.6	\$98.8	\$153.4	\$153.4	\$0.0	\$0.0	\$0.0	0.0%		
Totals	\$61.0	\$99.0	\$160.0	\$160.0	\$0.0	\$0.0	\$0.0	0.0%		

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$93.5	Current Year \$	\$4.0	\$0.8	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$93.5	YOE \$	\$4.0	\$0.8	\$0.7	\$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 **\$160.0 million** (see Pages i-ii for budget and inflation assumptions).

In September 2022, this project was awarded a federal INFRA grant for \$80 million.

Major Project Status Report August 2025											
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 USH 51 on the west side of Stoughton that will be expanded to 4-lanes.									
Current Status			PROJECT COST ESTIMATE INFORMATION								
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report						
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent		Reason for Change in Cost Estimate	
Design	\$10.6	\$4.5	\$15.1	\$15.1	\$0.0	\$0.0	\$0.0	0.0%			
Real Estate	\$2.5	\$9.4	\$11.9	\$11.9	\$0.0	\$0.0	\$0.0	0.0%			
Construction	\$14.1	\$167.5	\$181.6	\$181.6	\$0.0	\$0.0	\$0.0	0.0%			
Totals	\$27.2	\$181.4	\$208.6	\$208.6	\$0.0	\$0.0	\$0.0	0.0%			

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$21.9	Current Year \$	\$72.9	\$42.3	\$24.6	\$19.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$21.9	YOE \$	\$72.9	\$43.5	\$26.0	\$21.4	\$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 **\$212.9 million** (see Pages i-ii for budget and inflation assumptions).

Major Project Status Report August 2025									
Project: USH 53 LA CROSSE CORRIDOR			Enumeration Year: 1997 Region: SW						
Project Description ¹ :	At the December 15, 2021 TPC meeting, the Commission approved WisDOT’s request to continue using the existing enumeration of the La Crosse Corridor to pursue a new approach for alternatives that maintain a state of good repair on the major north-south routes in the corridor, while also addressing safety, bike and pedestrian, and congestion issues.								
Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date ² (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design ³	\$3.3	\$2.3	\$5.2	\$5.6	\$0.4	\$0.0	\$0.0	7.7%	The TPC approved WisDOT's request to study new alternatives. Therefore, no project estimate exists at this time. 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.
Real Estate	\$0.0	TBD ⁴	TBD ⁴	TBD ⁴	\$0.0	\$0.0	\$0.0	TBD ⁴	
Construction	\$0.0	TBD ⁴	TBD ⁴	TBD ⁴	\$0.0	\$0.0	\$0.0	TBD ⁴	
Totals	\$3.3	\$2.3	\$5.2	\$5.6	\$0.4	\$0.0	\$0.0	7.7%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$2.3	Current Year \$	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²
\$2.3	YOE \$	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²	TBD ²

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 The USH 53, La Crosse Corridor project was enumerated in 1997, and at that time there was a preferred alternative and an approved Environmental Impact Statement (EIS).

² A new approach to the La Crosse corridor was approved by the TPC in December of 2021. Major Highway Program costs associated with work prior to the new approach was \$7.1 million. The ROD for the prior work was rescinded in July 2024.

Major Project Status Report August 2025											
Project:		USH 51 WIS 30 to I 39/90/94 (Stoughton Road North)					Approval Year:		2024	Region:	SW
Project Description:		High Cost Major project approved for construction at December 2024 TPC meeting.									
		This project reconstructs approximately 5.5 miles between WIS 30 to I 39/90/94 in Dane County. The project will reconstruct the WIS 30 interchange and improves 11 traditional intersections, including the US 151 (East Washington Ave.) intersection.									
Current Status			PROJECT COST ESTIMATE INFORMATION								
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report						
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate		
Design	\$0.0	\$13.3	N/A	\$13.3	\$0.0	\$0.0	\$0.0	N/A			
Real Estate	\$0.0	\$10.8	N/A	\$10.8	\$0.0	\$0.0	\$0.0	N/A			
Construction	\$0.0	\$159.2	N/A	\$159.2	\$0.0	\$0.0	\$0.0	N/A			
Totals	\$0.0	\$183.3		\$183.3	\$0.0	\$0.0	\$0.0				

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$0.0	Current Year \$	\$5.4	\$5.4	\$4.8	\$6.7	\$67.7	\$52.9	\$38.7	\$0.9	\$0.8	\$0.0	\$0.0
\$0.0	YOE \$	\$5.4	\$5.5	\$5.1	\$7.3	\$75.8	\$61.1	\$46.2	\$1.1	\$1.0	\$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 **\$208.5 million** (see Pages i-ii for budget and inflation assumptions).

Southeast Megaproject Status Report

August 2025

Project:			I 94 North-South Freeway Project				Enumeration Year:		2008	Region:	SE
Project Description:			This Southeast Freeways Megaproject reconstructs and expands 35 miles of I 94 in Kenosha, Racine, and Milwaukee Counties from 6 to 8 lanes, reconstructs 19 interchanges including the Mitchell Interchange (system interchange), and reconstructs as all frontage roads along the freeway in Kenosha and Racine Counties.								
Current Status			PROJECT COST ESTIMATE INFORMATION								
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report						
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent		Reason for Change in Cost Estimate	
Design	\$137.1	\$0.0	\$137.1	\$137.1	\$0.0	\$0.0	\$0.0	0.0%			
Real Estate	\$67.2	\$0.0	\$67.2	\$67.2	\$0.0	\$0.0	\$0.0	0.0%			
Construction ¹	\$1,370.7	\$10.1	\$1,380.8	\$1,380.8	\$0.0	\$0.0	\$0.0	0.0%			
Totals	\$1,575.0	\$10.1	\$1,585.1	\$1,585.1	\$0.0	\$0.0	\$0.0	0.0%			

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026²	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$1.1	Current Year \$	\$9.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$1.1	YOE \$	\$9.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$1,585.1 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.

² There are no remaining lets for this project. Remaining funds are for potential unprogrammed costs.

Southeast Megaproject Status Report

August 2025

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

Project Description:	This Southeast Freeways Megaproject reconstructs nine miles of interstate highway including the Zoo Interchange as well as several arterial roads adjacent to the core interchange and approximately two miles of auxiliary lanes leading upto the core interchange. The project will replace all left hand system ramps with right hand ramps, extend on and off ramp merge distances and make several other safety improvements. Freeway expansion is included at several locations including expansion from 6 to 8 lanes along I 894/USH 45 and expansion of several system ramps.
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Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$138.6	\$0.7	\$139.3	\$139.3	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$95.0	\$0.2	\$95.2	\$95.2	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$1,279.2	\$10.6	\$1,295.8	\$1,289.8	\$0.0	-\$6.0	\$0.0	-0.5%	Cost refinements due to project closeout procedure.
Totals	\$1,512.8	\$11.5	\$1,530.3	\$1,524.3	\$0.0	-\$6.0	\$0.0	-0.4%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026 ¹	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$8.0	Current Year \$	\$3.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$8.0	YOE \$	\$3.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$1,524.3 million** (see Pages i and ii for budget and inflation assumptions).

¹ There are no remaining lets for this project. Remaining funds are for potential unprogrammed costs.

Southeast Megaproject Status Report

August 2025

Project:	I 94 East-West Freeway Project					Enumeration Year:	2021	Region:	SE
Project Description:	Reconstruction and Modernization of I-94 from 70th Street to 16th Street in the City of Milwaukee, Milwaukee County.								
Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2025 (Millions)	August 2025 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design¹	\$42.2	\$49.6	\$32.2	\$91.8	\$0.0	\$59.6	\$0.0	N/A	This project has progressed from preliminary design to final design activities.
Real Estate	\$19.8	\$64.7	TBD	\$84.5	\$0.0	\$84.5	\$0.0	N/A	An updated CSRA was completed in February 2025 and resulting estimates by cost category are used as the basis for this TPC Report. Changes to anticipated project costs due to utility negotiation impacts have been incorporated into the figures shown here.
Construction	\$1.8	\$1,472.4	TBD	\$1,474.2	\$0.0	\$1,474.2	\$0.0	N/A	
Totals	\$63.8	\$1,586.7	TBD	\$1,650.5	\$0.0	\$1,618.3	\$0.0		

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
\$57.7	Current Year \$	\$449.8	\$74.8	\$411.6	\$58.5	\$308.2	\$20.4	\$186.6	\$13.9	\$5.2	\$0.0	\$0.0
\$57.7	YOE \$	\$449.8	\$76.8	\$435.3	\$63.6	\$345.1	\$23.6	\$222.7	\$17.1	\$6.6	\$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 **\$1,762.1 million** (see Pages i-ii for budget and inflation assumptions).

¹ The Design cost in the the Febraury 2025 report are for preliminary design only.

**Majors Projects with Mainline Open to Traffic Status Report
August 2025**

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.

			Current Status		Project Cost Estimate Information									Remaining Items to be Completed
					Current Cost Category Totals			Current Estimate		Change Since Last Report				
Project	Enumeration Year (Calendar Year)	Mainline Opened to Traffic	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Design (Millions)	Real Estate (Millions)	Construction (Millions)	February 2025 (Millions)	August 2025 (Millions)	Design (Millions)	Real Estate (Millions)	Construction (Millions)	Percent	
USH 10, Marshfield to Stevens Point ¹	1989	August 2012	\$249.4	\$0.0	\$14.1	\$25.3	\$210.0	\$249.4	\$249.4	\$0.0	\$0.0	\$0.0	0.0%	See note ³
USH 10, Marshfield to Appleton ²	1989	August 2012	\$498.7	\$0.0	\$31.8	\$55.7	\$411.2	\$498.7	\$498.7	\$0.0	\$0.0	\$0.0	0.0%	See note ³
USH 12, Lake Delton to Sauk City	1997	October 2017	\$181.8	\$0.2	\$13.9	\$41.2	\$126.7	\$182.0	\$182.0	\$0.0	\$0.0	\$0.0	0.0%	See note ³
USH 18, Prairie du Chien to STH 60	2003	May 2017	\$41.7	\$0.1	\$5.1	\$7.1	\$29.5	\$41.8	\$41.8	\$0.0	\$0.0	\$0.0	0.0%	See note ³
STH 26, Janesville to Watertown	2001	November 2015	\$429.7	\$0.0	\$28.5	\$73.3	\$327.9	\$429.7	\$429.7	\$0.0	\$0.0	\$0.0	0.0%	See note ⁴
USH 41, Brown County	2003	October 2016	\$969.9	\$0.4	\$137.9	\$52.5	\$779.5	\$970.3	\$970.3	\$0.0	\$0.0	\$0.0	0.0%	See note ³
USH 10: USH 10 and USH 10/STH 441	2011	November 2019	\$376.3	\$1.7	\$48.9	\$20.2	\$307.2	\$378.0	\$378.0	\$0.0	\$0.0	\$0.0	0.0%	
USH 18/151: Verona Road	2011	November 2019	\$262.7	\$0.4	\$25.3	\$26.7	\$210.7	\$263.1	\$263.1	\$0.0	\$0.0	\$0.0	0.0%	
STH 23: STH 67 to USH 41	1999	December 2022	\$178.7	\$1.0	\$15.8	\$37.2	\$125.7	\$179.7	\$179.7	\$0.0	\$0.0	\$0.0	0.0%	
		Totals			\$321.3	\$339.2	\$2,528.4	\$3,192.7	\$3,192.7	\$0.0	\$0.0	\$0.0	0.0%	

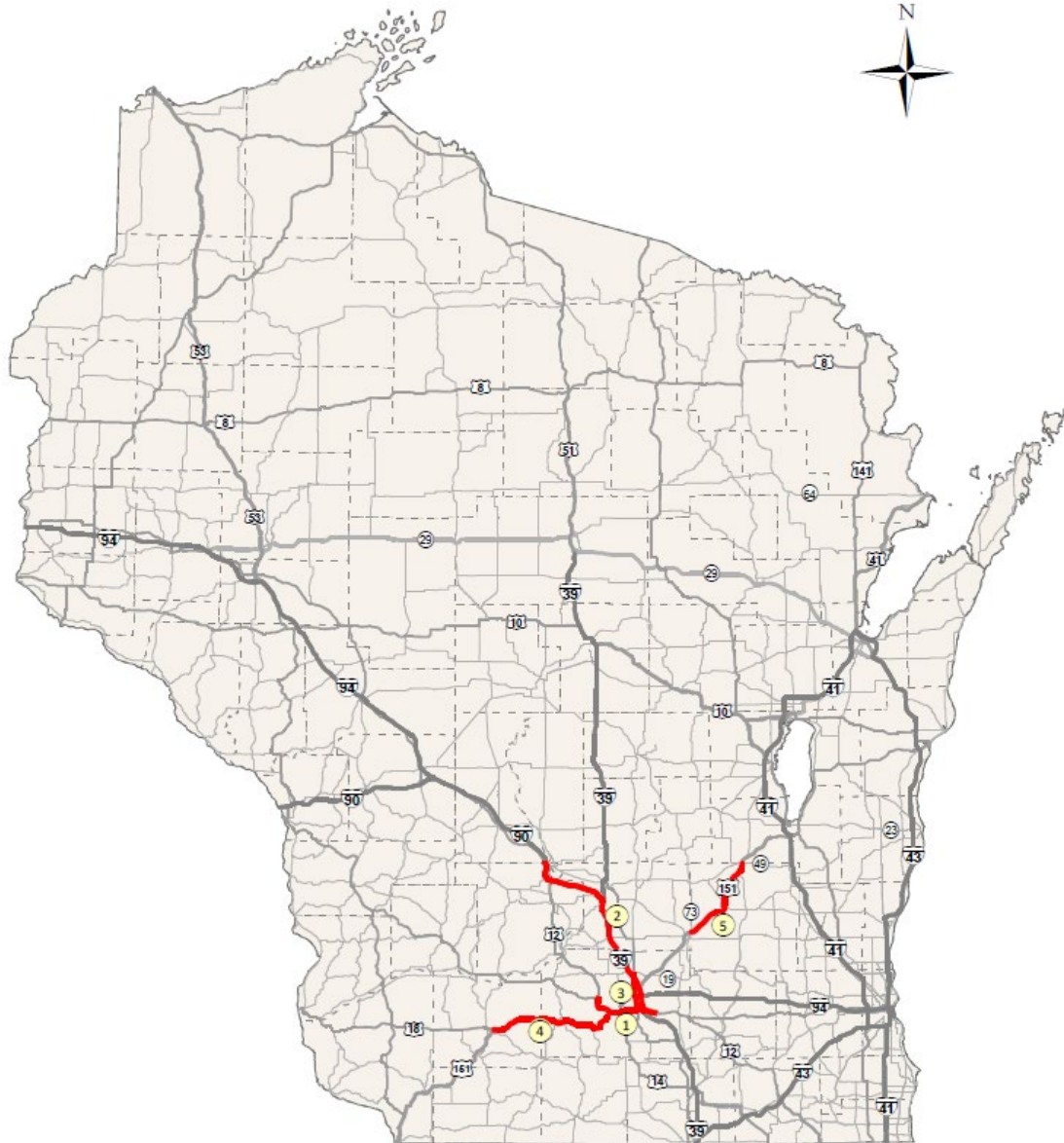
¹ The Marshfield to Stevens Point segment of the project has been reported in the TPC Report since the first report in February 2005; however, it does not coincide with a statutory enumeration. To be consistent with past report, the Marshfield to Stevens Point project will remain in the report to allow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

⁴ The remaining costs are to reimburse utility companies for providing materials that satisfied "Buy America" requirements.

Major Highway Study Projects and Southeast Freeway Mega Study Projects



Major Highway Study Projects				
Number Key to Map	Hwy	Termini	Status	Page
1	US 12	US 14 to County N (Madison Beltline)	In Progress	16
2	I-39/90	US 12 (Madison) to US 12 (Wis Dells)	In Progress	17
3	US 51	US 12 to WIS 19 (Stoughton Road)	In Progress	18
4	US 18/151	County PD (Madison) to US 18 (Dodgeville)	In Progress	19
5	US 151	STH 73 (Columbus) to STH 49 (Waupun)	In Progress	20

General Information

This report provides information regarding the Major Highway and Southeast Freeway 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:

Estimated Cost to Date: is the dollar amount expended on the study to date (as of 06/30/2025). 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 2026 prices (through the Record of Decision (ROD) or Finding of No Significant Impact (FONSI)).

Total Study Cost Estimate: an estimate of the total cost required to conduct the environmental study through the ROD or 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 mega and 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.

Study Project Cost Status Table August 2025							
Project: Sample Study Project							
Region:							
Cost Information (Millions)						Percent Change	Reason for Change
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2025)	Total Study Cost Estimate (Aug 2025)	Change in Total Cost Estimate		
Environmental Study	1.0	2.0	3.0	3.0	0.0		

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

Estimated 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



Study Project Cost Status Table – August 2025							
Project: US 12, US 14 to County N (Madison Beltline)							
Region: SW							
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2025)	Total Study Cost Estimate (Aug 2025)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$13.5	\$9.0	\$22.5	\$22.5	\$0.0	0.0%	

Length: 18.7 miles in Dane County

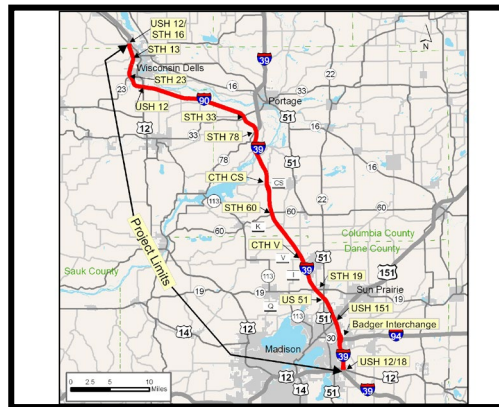
Existing AADT: 30,800 – 146,500 vehicles per day

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, in coordination with FHWA, is advancing the Planning and Environment Linkages (PEL) phase to further develop and refine strategies for potential future improvement concepts that could satisfy study goals and objectives of this corridor. The study team identified a Preferred Strategy Package for the corridor and potential future NEPA staging sections. WisDOT anticipates holding a public involvement meeting in Summer 2025 and completing the PEL phase in the Fall 2025. Following completion of the PEL phase, WisDOT could begin the NEPA phase of the study for sections of the corridor. The earliest NEPA is anticipated to begin is the mid-to-late 2020's.

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



Study Project Cost Status Table – August 2025

Project: I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)							
Region: SW							
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2025)	Total Study Cost Estimate (Aug 2025)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$35.2	\$9.7	\$44.9	\$44.9	\$0.0	0.0%	

Length:	67 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-90/94 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.
Study status:	The final Environmental Impact Statement/Record of Decision was signed, and the project was enumerated into the 2025-2027 biennial budget. I-39/90/94 is being shown as a study for the last time. It will appear as a project in future TPC reports.

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



Study Project Cost Status Table – August 2025

	Project: US 51, US 12 to WIS 19 (Stoughton Road)						
	Region: SW						
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2025)	Total Study Cost Estimate (Aug 2025)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$14.8	\$3.5	\$18.3	\$18.3	\$0	0.0%	

Length: 11 miles in Dane County

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

Need for study: The corridor provides access to major employment and residential areas and 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.

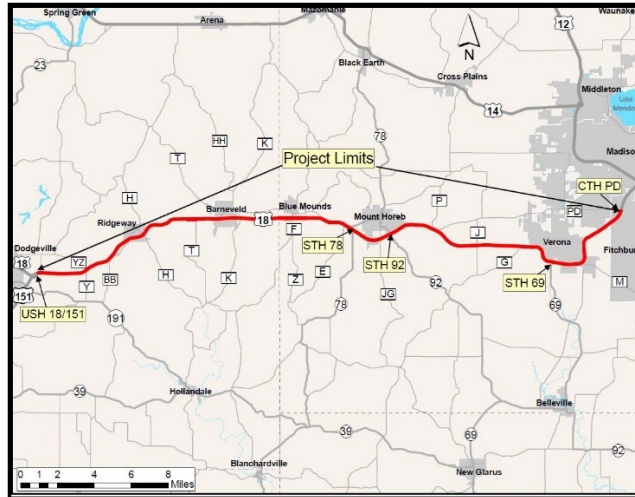
Possible concept: Look at intersection/interchange upgrades and capacity issues. Find ways to ensure US 51 remains a safe and effective corridor.

Study status: Environmental analysis will be completed in two sections, a South section (Voges Road - WIS 30) and a North section (WIS 30 – I39/90/94). Both sections will complete NEPA documents to provide a comprehensive analysis and documentation of potential impacts for a range of alternatives that address needs for these sections of the corridor.

US 51 North: The Environmental Assessment (EA) was signed by FHWA and the project was approved by the Transportation Projects Commission (TPC) in December 2024. A public hearing was held in March 2025 and the study team is anticipating a FONSI in Summer/Fall 2025. Final design to begin in Fall 2025 and earliest construction in late 2020's.

US 51 South: The study team is in the process of finalizing intersection concepts throughout the corridor in preparation for a July 2025 public involvement meeting. The EA is anticipated to be signed by FHWA in Fall 2026.

US 18/151, County PD (Madison) to US 18 Interchange (Dodgeville)
In Progress



Study Project Cost Status Table – August 2025							
Project: US 18/151, County PD (Madison) to US 18 Interchange (Dodgeville)							
Region: SW							
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2025)	Total Study Cost Estimate (Aug 2025)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.4	\$17.4	\$17.8	\$17.8	\$0.0	0.0%	

Length: 35 miles in Dane and Iowa Counties

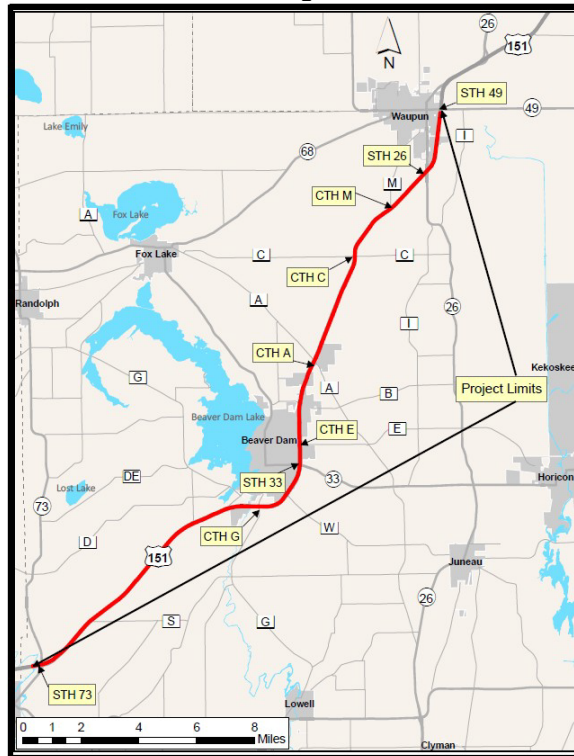
Existing AADT: 15,000 – 42,000 vehicles per day

Need for study: The US 18/151 corridor between Madison and Dodgeville is a crucial freight and commuter corridor that is in need of safety and operational improvements. Safety performance has been poor across the corridor, with a history of severe crashes in the expressway portion between Verona and Dodgeville. If no improvements are made, significant congestion is anticipated in the Madison to Verona section due to experienced and expected peak period traffic volume growth.

Possible concept: Expansion of the Verona Bypass area to improve safety and reduce congestion. Freeway conversion from Verona to Dodgeville to improve safety.

Study status: Existing conditions review and traffic work (counts, existing conditions modeling, forecasting) are in progress. Target stakeholder group meetings are planned for Summer 2025 and public involvement meetings in Dodgeville and Verona are anticipated in August or September 2025. Environmental analysis is anticipated to be completed in Fall 2028.

US 151, STH 73 (Columbus) to STH 49 (Waupun)
In Progress



Study Project Cost Status Table – August 2025							
Project: US 151, STH 73 (Columbus) to STH 49 (Waupun)							
Region: SW							
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2025)	Total Study Cost Estimate (Aug 2025)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$0.1	\$10.5	\$10.6	\$10.6	\$0.0	0.0%	

Length: 26 miles in Dodge County

Existing AADT: 18,000 – 24,000 vehicles per day

Need for study: The US 151 corridor in Dodge County connects I-41 to I-39/90/94, linking the regional economies of Madison, the Fox Valley, and Green Bay. This expressway corridor experiences crash rates significantly above the statewide average and has a history of fatal crashes, especially at at-grade intersections. US 151 in Dodge County is important for regional freight, and is designated as a Backbone, Oversize Overweight (OSOW), and Wind Tower corridor.

Possible concept: Freeway conversion to improve safety and enhance operations.

Study status: Study approved at the December 2023 TPC meeting. Project resourcing is complete. Data collection, development of purpose and need, corridor concepts, and public involvement is anticipated to begin in 2025. Environmental analysis is anticipated to be completed in Fall 2028. Earliest construction is the mid 2030's.

Ongoing Major Projects and Studies

Transportation Projects Commission meeting

December 10, 2025



Northeast Region

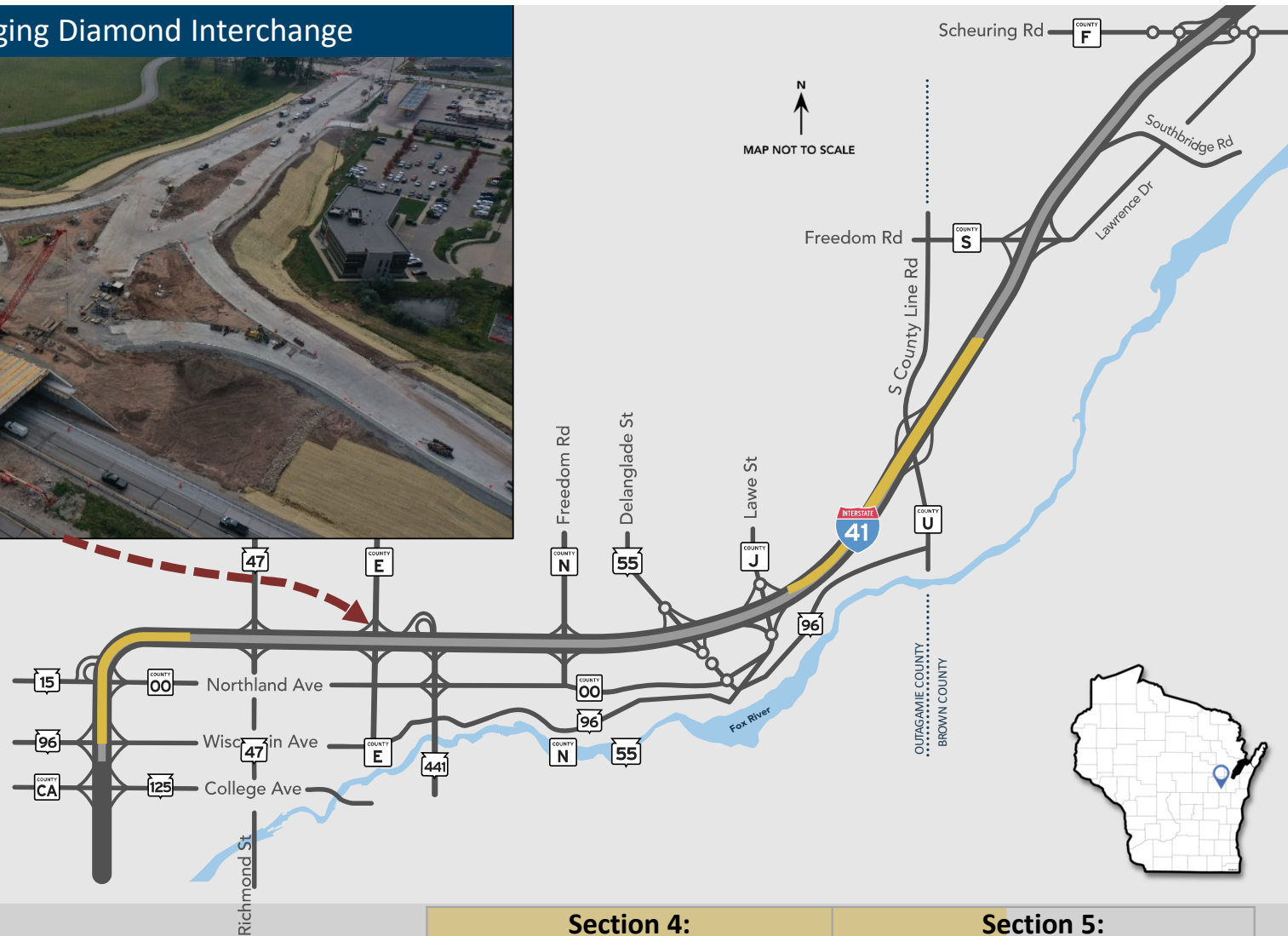
Ongoing Major projects:

- WIS 15: WIS 76 to New London
 - Open to traffic October 2024
 - Nearly complete
- I-41: WIS 96 to Scheuring Road



Section 4:		Section 5:	
Selection process	Recommended studies	August report	Ongoing project updates

County E Diverging Diamond Interchange



Section 4:

Selection
process

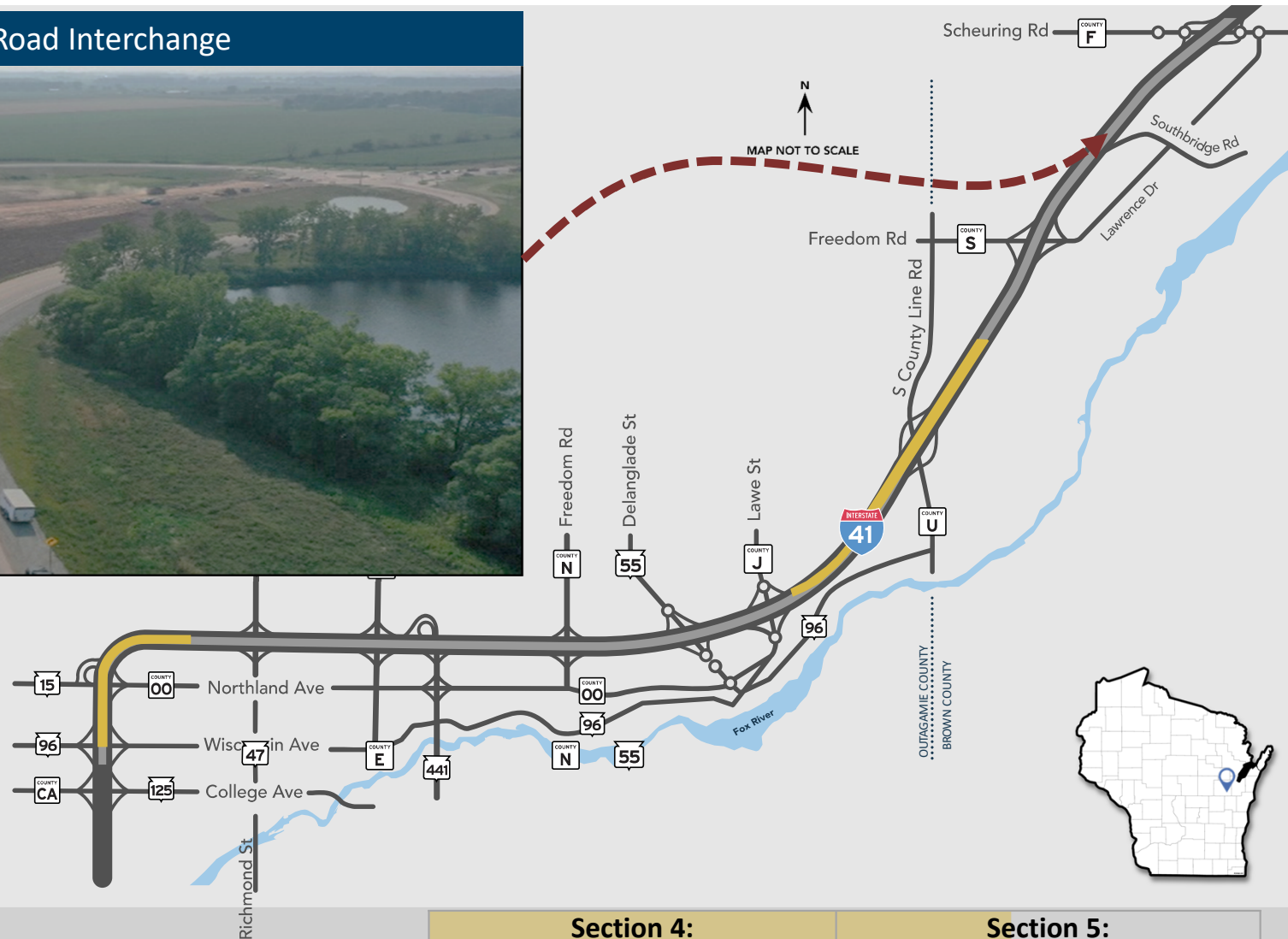
Recommended
studies

Section 5:

August
report

Ongoing project
updates

Southbridge Road Interchange



Section 4:

Selection
process

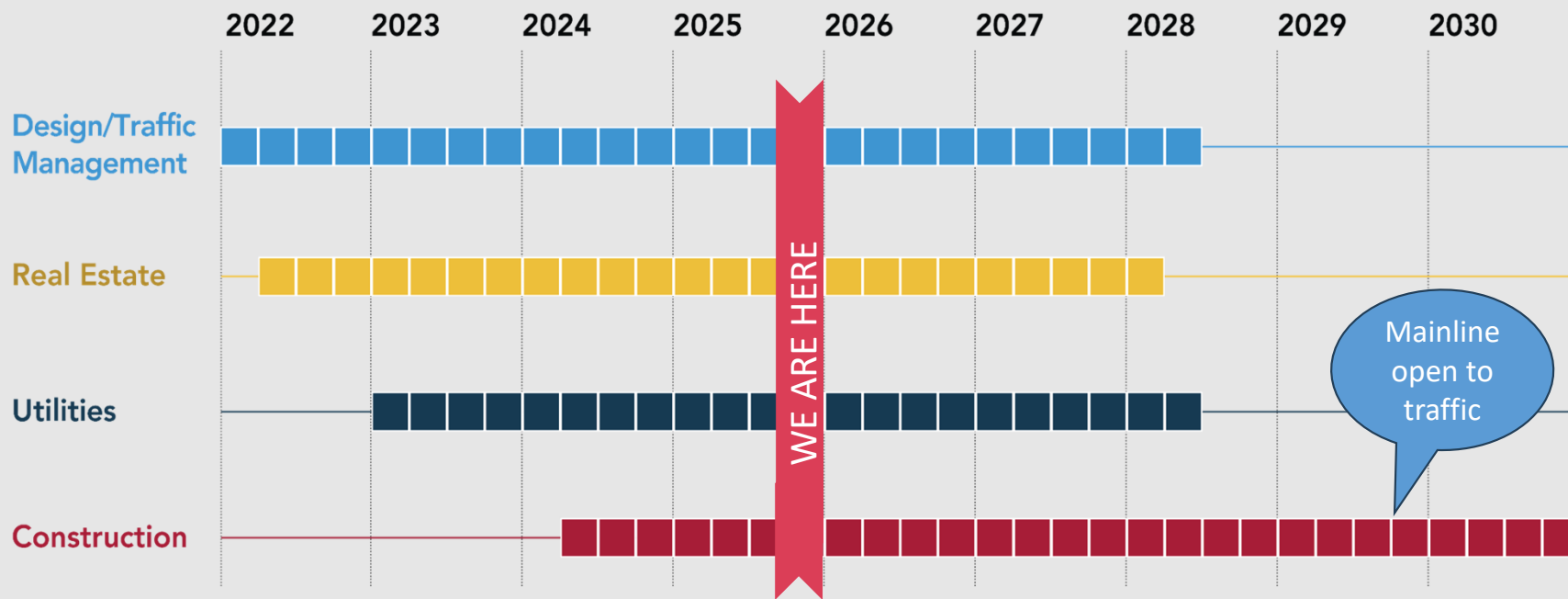
Recommended
studies

Section 5:

August
report

Ongoing project
updates

I-41: WIS 96 to Scheuring Road



Note: Timelines are subject to change



Section 4:

Selection process

Recommended studies

Section 5:

August report

Ongoing project updates

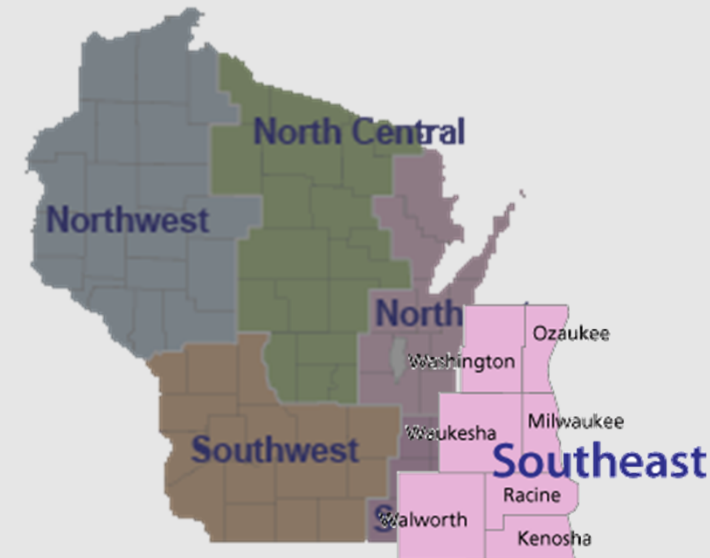
Southeast Region

Ongoing Major projects:

- **I-43: Silver Spring Drive to WIS 60**
- **WIS 50: I-41 to 43rd Avenue***

Ongoing Mega projects:

- **I-94: North-South***
- **Zoo Interchange***
- **I-94 East-West**



*nearly complete



Section 4:		Section 5:	
Selection process	Recommended studies	August report	Ongoing project updates

I-43: Silver Spring Drive to WIS 60

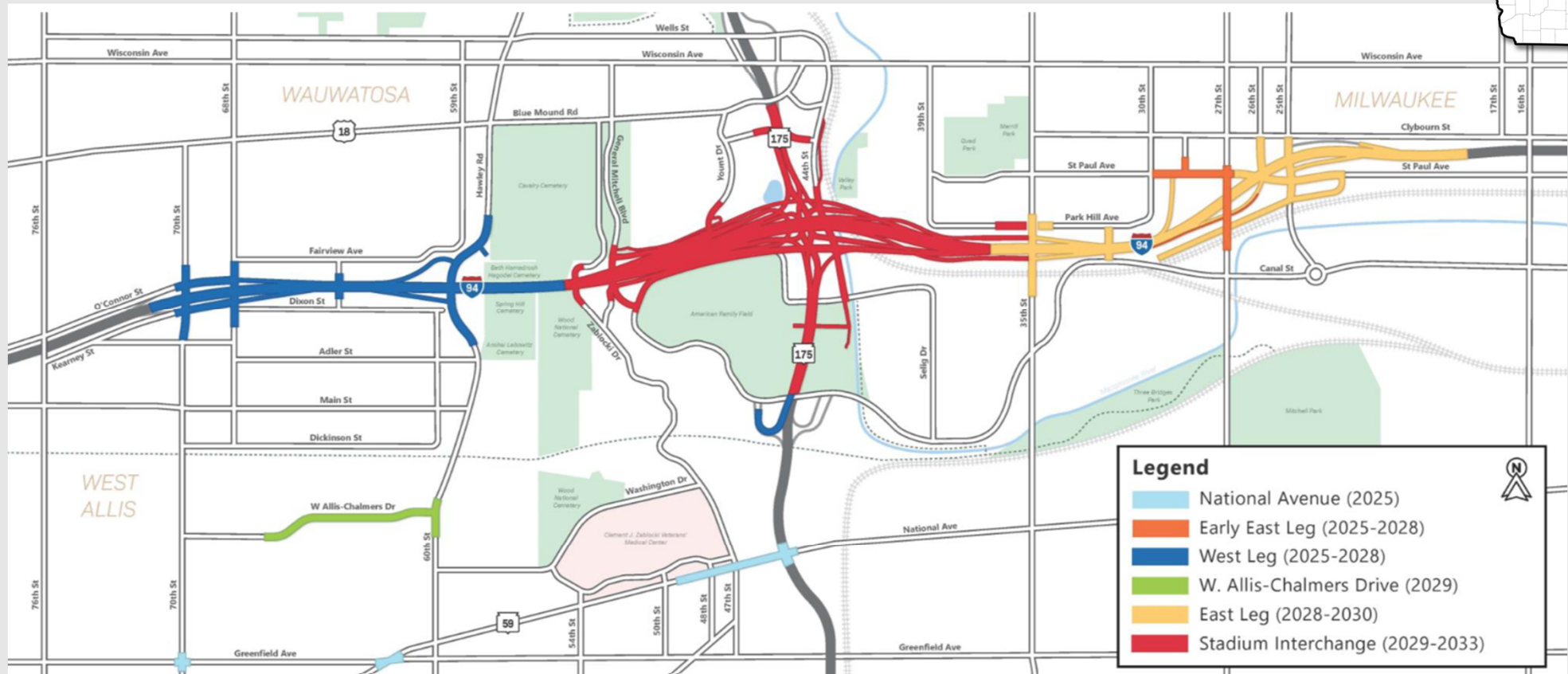


- Mainline open to traffic in July



Section 4:		Section 5:	
Selection process	Recommended studies	August report	Ongoing project updates

I-94: East-West



Section 4:

Selection process

Recommended studies

Section 5:

August report

Ongoing project updates

Southwest Region

Ongoing Major projects:

- I-39/90/94: bridges over Wisconsin River
- US 51: I-39/90 to US 12/18
- US 51: WIS 30 to I-39/90/94
- US 53: La Crosse Corridor
- *I-39/90/94: Madison to Wisconsin Dells*



Section 4:		Section 5:	
Selection process	Recommended studies	August report	Ongoing project updates

I-39/90/94: bridges over Wisconsin River



- Replacing the I-39/90/94 bridges over the Wisconsin River (originally constructed in 1961)
- Construction started early 2024; completion anticipated in 2028
- Off-peak lane and shoulder closures reduce traffic impacts
- New bridges will be wide enough to accommodate future expansion

Northbound river bridge



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US 51: I-39/90 to US 12/18 (Stoughton to McFarland)



- Construction continuing: 2024-2029
 - Two construction projects finished in 2024
 - Two ongoing construction projects
 - Three new projects in winter 2025/2026
- Addressing safety and operational concerns along the corridor
- Focus on local and community engagement

Siggelkow interchange



Section 4:

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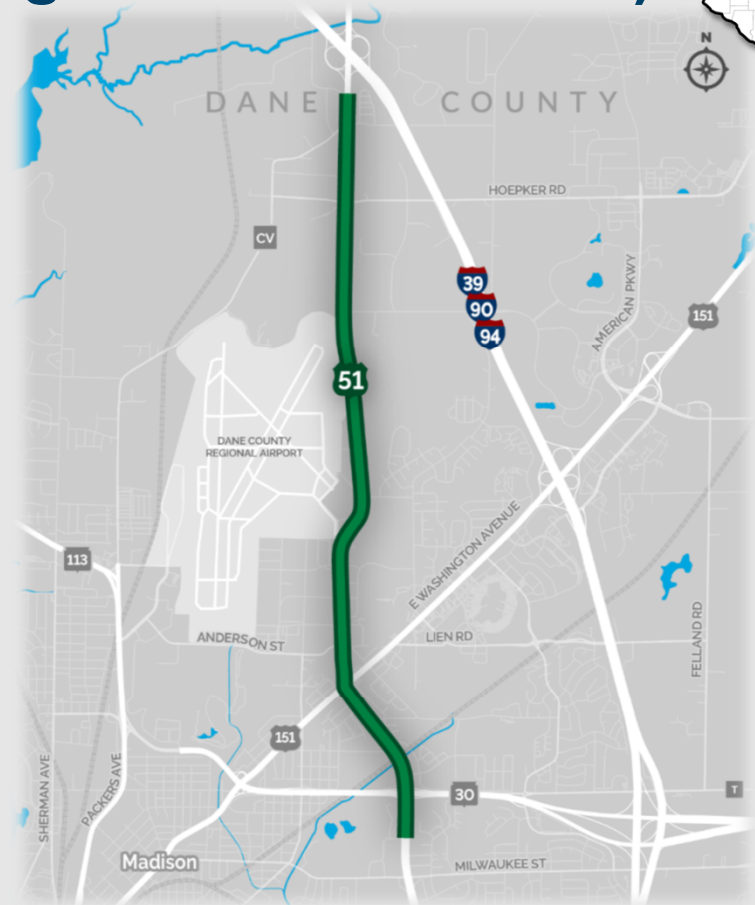
August report

Ongoing project updates

US 51: WIS 30 to I-39/90/94 (Stoughton Road North)



- Approved at the 2024 TPC meeting
- 5.5 miles of US 51 in Dane County
 - Project limits: WIS 30 to I-39/90/94
- Design in progress
- Construction anticipated from 2030 to 2034



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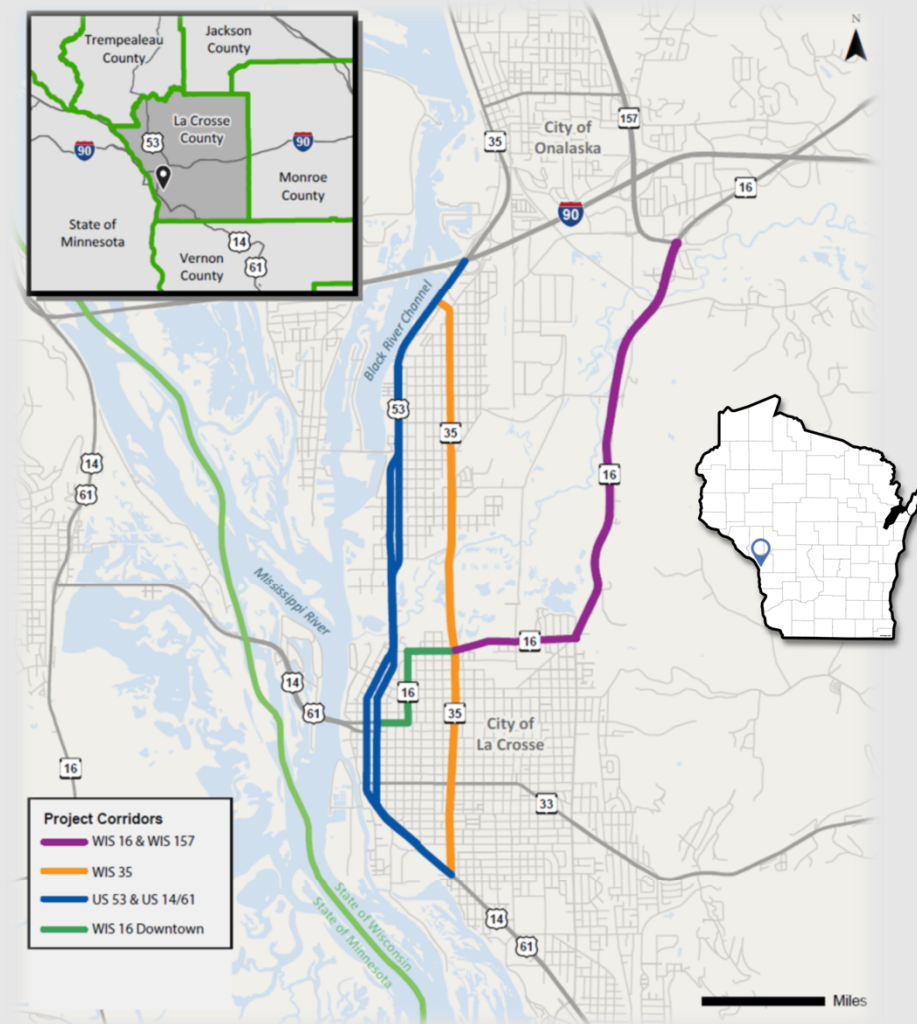
Section 5:

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updates

US 53: La Crosse Corridor

- Three environmental studies + one design project:
 - **WIS 16 Downtown** – Design started, construction in 2029
 - **WIS 35** – Environmental document with FHWA for approval
 - **WIS 53** – Selected a preferred design
 - **WIS 16** – Determined alternatives for further analysis



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Selection process	Recommended studies	August report	Ongoing project updates

I-39/90/94 Madison to Wisconsin Dells

- Enumerated in July 2025
- 67 miles of I-39/90/94
 - Dane, Columbia, Sauk and Juneau counties
- Design in progress
- Construction could begin as early as 2029
- Does **not** include:
 - Wisconsin river bridges



Potential Construction Segments



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Recommended studies

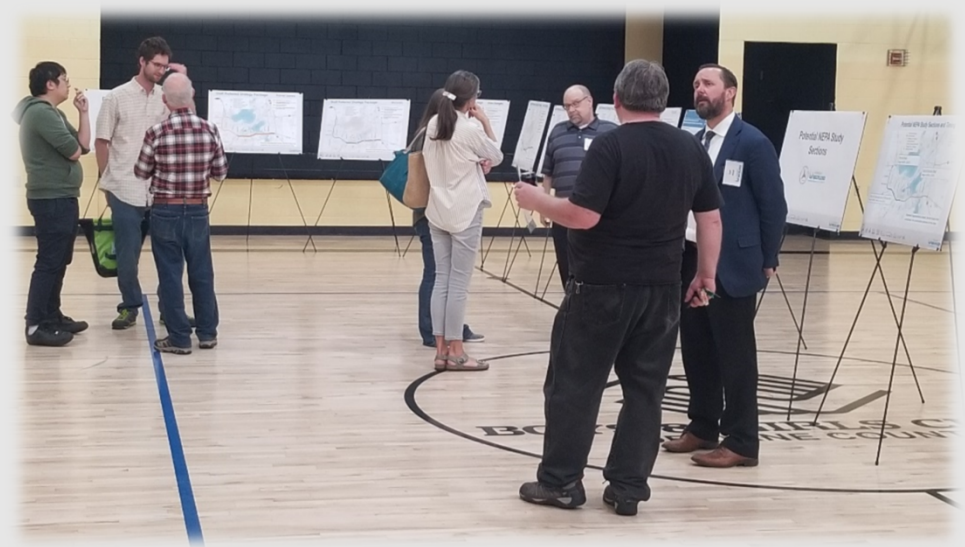
Section 5:

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Ongoing project updates

Ongoing environmental studies

- Madison Beltline
 - Broad concepts being evaluated in a Planning and Environmental Linkages (PEL) study
 - Anticipate report in early 2026
- US 51 (Stoughton Road South) Study
 - Currently developing range of detailed alternatives
 - Anticipate completion in 2027
- US 18/151: Madison to Dodgeville
 - Held initial public meetings in Fall 2025
 - Anticipate completion in 2028
- US 151: Columbus to Waupun
 - Currently completing field surveys
 - Anticipate completion in 2028



Section 4:		Section 5:	
Selection process	Recommended studies	August report	Ongoing project updates