

**T**RANSPORTATION  
**P**ROJECTS  
**C**OMMISSION

**December 2023**

**Information Binder**

**Prepared by**





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

**Governor Tony Evers**  
**Secretary Craig Thompson**  
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December 8, 2023

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 13th, 2023, 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 projects being recommended to the commission for approval to proceed with environmental study. Additionally, the department will discuss current efforts ongoing with Federal Grant submittals for the Blatnik Bridge, I-41 Appleton to De Pere, and other projects.

We look forward to sharing and discussing program status information with you. Should you have any questions during your review of this material, please contact Scott Schoenmann, Director of WisDOT's Bureau of State Highway Programs, (608-266-7575).

Sincerely,

A handwritten signature in blue ink, appearing to read "Craig Thompson".

Craig Thompson  
Secretary

## **Chapter 1**

# **December 2023 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 13, 2023, 11:00 AM to 12:00 PM**

- **Roll Call**
- **Governor and Secretary opening statements**
- **Approve minutes**
- **TPC Report Cost Information and Program Status Information**
  - August 2023 TPC Report Project Cost Information
  - Approval Process for Major Highway Studies & Projects
- **Study Recommendations**
- **Project and Grant updates**
- **Discussion and future meetings**
- **Adjourn**



# MEMBER DIRECTORY

December 2023

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Chairman**

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## **Chapter 2**

# **Meeting Minutes**

- **December 14, 2022 TPC meeting**





**Meeting Minutes**  
**Transportation Projects Commission (TPC) Meeting**  
**Wisconsin State Capitol**  
**Governor's Conference Room (*in-person/virtual meeting*)**  
**Wednesday, December 14, 2022**

**MEMBERS PRESENT**

Governor Tony Evers  
Senator Robert Cowles  
Senator Jerry Petrowski  
Senator Brad Pfaff  
Representative Scott Krug  
Representative John Spiros

Representative Jon Plumer  
Representative Mark Spreitzer  
Representative Daniel Riemer  
Citizen Representative Mark Servi  
Citizen Representative Allison Bussler  
Secretary Craig Thompson

**MEMBERS ABSENT**

Senator Howard Marklein  
Senator Tim Carpenter  
Citizen Representative Timothy Hanna

**DOT STAFF PRESENT**

Joe Nestler  
Jeff Gust  
Justin Shell  
Paul Hammer  
Joel Nilsesteun

Scott Schoenmann  
Lee Sensenbrenner  
Ali Misun  
Kathey Bilek  
Ned Grady

Transportation Projects Commission  
Meeting Summary  
December 14, 2022

Governor Evers welcomed the members, gave a brief update on progress towards fixing the state's roads and bridges, thanked the commission for their service, called the meeting to order, and asked that the roll be called.

He requested a motion to approve the minutes of the December 15, 2021, meeting. The motion passed unanimously.

Governor Evers provided a brief overview of the meeting.

Secretary Craig Thompson welcomed the commission members to the TPC meeting. He notified the commission there would not be any specific projects recommended to be brought forward for a vote for enumeration at this meeting.

Secretary Thompson went on to explain to the commission why WisDOT feels the commission is so important. He stated the commission is vital in decision making that helps determine if certain projects that only fit within the Major Highway Projects Program can move forward. A priority has been set to utilize funding in the State Highway Rehabilitation Program and Local Programs, but there is still a need for projects in the Majors Program and those cannot move forward without the work of the TPC.

Secretary Thompson asked the DOT to provide the Commission an update on the Major Highway Program. Detailed information relating to the presentations and other materials provided at the meeting can be found on the DOT's website by clicking on this link, <https://wisconsin.gov/Pages/about-wisdot/who-we-are/comm-couns/tpc.aspx>.

Joe Nestler provided a financial update on the Majors and SE Freeway Mega projects. Overall, costs of the Majors projects increased by \$62.3 million primarily due to inflation. Costs of the SE Freeway Mega projects decreased by \$0.6 million.

Joe also discussed why no new Major projects are being recommended for enumeration this year. The primary reason is because an environmental document is required for a project to be recommended for enumeration and none of the current Major studies have an environmental document ready. WisDOT plans to have environmental documents done for current Major studies on the I-39/90/94 corridor (Madison to Wisconsin Dells) and the USH 51 Stoughton Road corridor (Madison Beltline to WIS 19) which could then be recommended for enumeration in the fall of 2024. Joe demonstrated to the commission which fiscal years have planned expenditures in the Majors program and which years have room to accommodate newly enumerated Major projects. A question was asked by the commission how much room is available in the Majors budget in the out years. Joe answered there will be approximately \$200 million of room available in the out years, starting around state fiscal year 2028.

Jeff Gust provided updates on federal discretionary grants. Jeff notified the commission the Wisconsin River Bridges project was awarded an \$80 million INFRA grant. Two other grants have been applied for on boarder bridge projects The first request was made in the amount of \$100 million for the Lansing Bridge project. Wisconsin would receive 50% of the grant (other portion shared with Iowa). Results of this grant

Transportation Projects Commission

Meeting Summary

December 14, 2022

application are still pending. The second request was made in the amount of \$833 million for the Blatnik Bridge project. Wisconsin would receive 50% of the grant (other portion shared with Minnesota). Results of this grant application are still pending. Jeff went on to explain some of the need for and importance of the Blatnik Bridge project. Jeff notified the commission there is no need for action by the commission on the bridge projects.

Jeff Gust provided updates on projects in the Major Highway Program and Southeast Freeways Mega Program.

Senator Pfaff thanked the Governor and TPC for work on the La Crosse Corridor project.

Representative Plumer asked what is being done on the I-39 bridges project to ensure water quality is being protected and sediment is not contaminating areas downstream. Jeff Gust went through sediment control practices.

Representative Riemer expressed concern on the I-94 E/W project with respect to the process on selecting the preferred alternative and the concern the community has with that alternative.

Governor Evers asked if any others had any questions or comments.

Several Representatives and Senators thanked Secretary Thompson for his work.

Governor Evers made the motion to adjourn.

Meeting adjourned.

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

## **Chapter 3**

# **TPC Report Cost Information and Program Status Information**

- **Project cost information**
- **August 2023 TPC Report**

# August 2023 TPC Report Cost Information and Program Status Information

**Justin Shell**

Division of Transportation Investment Management,  
Administrator

Transportation Projects Commission

**December 13, 2023**



# TPC Report Summary, August 2023 - Majors

Active Major Projects	TPC Estimate Feb 2023 (Millions)	TPC Estimate Aug 2023 (Millions)	Change from Feb 2023 to Aug 2023
WIS 15, WIS 76 to New London	\$137.9	\$137.9	0.0%
WIS 23, WIS 67 to US 41	\$173.4	\$179.7	3.6%
I-39/90, US 12 to Illinois	\$1,163.8	\$1,168.9	0.4%
I-41, WIS 96 to Scheuring Road	\$1,107.0	\$1,180.0	6.6%
I-43, Silver Spring to WIS 60	\$551.1	\$551.1	0.0%
WIS 50, I-41 to 43 <sup>rd</sup> Avenue	\$120.9	\$120.9	0.0%
I-39/90/94, Bridges over Wisconsin River	\$152.9	\$160.0	4.6%
US 51, Stoughton to McFarland	\$197.5	\$207.9	5.3%
US 53, La Crosse Corridor	TBD	TBD	-
<b>Total</b>	<b>\$3,604.5</b>	<b>\$3,706.4</b>	<b>2.8%</b>



# TPC Report Summary, August 2023 - Megagas

Active Mega Projects	TPC Estimate Feb 2023 (Millions)	TPC Estimate Aug 2023 (Millions)	Change from Feb 2023 to Aug 2023
I-94, North-South Freeway	\$1,585.1	\$1,585.1	0.0%
Zoo Interchange	\$1,539.4	\$1,539.4	0.0%
<b>Total</b>	<b>\$3,124.5</b>	<b>\$3,124.5</b>	<b>0.0%</b>

## I-94 North-South

- Project Complete

## Zoo Interchange, North Leg

- All mainline project let
- Open to traffic as of Nov 2023

## I-94 East-West

- Fall 2022, Draft environmental document identifies preferred alternative
- Estimated total construction cost is \$1.465 billion (2023 \$)
- Early 2024, Anticipate Final EIS and Record of Decision



# TPC Report Summary, August 2023 - Studies

Active Major Studies	TPC Estimate Feb 2023 (Millions)	TPC Estimate Aug 2023 (Millions)	Change from Feb 2023 to Aug 2023
US 12, US 14 to County N (Madison Beltline)	\$22.5	\$22.5	0.0%
I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)	\$44.9	\$44.9	0.0%
US 51, US 12 to WIS 19 (Stoughton Road)	\$14.8	\$14.8	0.0%
<b>Total</b>	<b>\$82.2</b>	<b>\$82.2</b>	<b>0.0%</b>





# Major Construction Projects Expenditure Schedule

As shown in August 2023 TPC Report

Region	Hwy	Project Name	Enum/Appr	2024	2025	2026	2027	2028	2029	
NE	15	STH 76 to New London	2011							
NE	23	STH 67 to USH 41	1999							
SW	39/90	USH 12 to Illinois State Line	2011							
NE	41	STH 96 to Scheuring Road	2019							
SE	43	Silver Spring Drive to STH 60	2019							
SE	50	I-41 to 43rd Avenue	2014							
SW	39/90/94	Bridges over Wisconsin River	2020							
SW	51	I-39/90 to USH 12	2020							
SW	53	La Crosse Corridor	1997	TO BE DETERMINED						



Planned Expenditure



The costs will be identified in a future TPC report.



***Wisconsin  
Department of Transportation***

***Report to the***

***Transportation Projects Commission***

***on the***

***Status of Major Highway Projects***

***and***

***Southeast Wisconsin Freeway  
Megaprojects***



***August 2023***



**Wisconsin Department of Transportation**  
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July 31, 2023

Dear Members of the Transportation Projects Commission:

The August 2023 Transportation Projects Commission Report provides updates on the status of the Major Highway Development Program (Major Highway) and Southeast Wisconsin Freeway Megaprojects Program (SE Mega).

The current estimate of total cost for the nine Major Highway projects reported herein, excluding SE Mega projects, is \$3,706.4 million. This is \$101.9 million, or 2.8%, higher than the February 2023 estimate. Most of the increase is for the I-41 (Brown County) project, which increased \$73.0 million, or 6.6%. This is primarily due to additional real estate needs, improvements to an alternate route, and general design refinements. The remainder of the increase is mainly due to inflation and design/quantity refinements on other Major Highway projects. Currently, these increases are not expected to delay scheduled project activities this fiscal year; however, the increases will likely preclude advancement of work into the current fiscal year.

The I-39/90/94 Wisconsin River Bridges project is scheduled for construction in 2024. Please recall, this project was selected to receive a 2022 federal INFRA grant. The awarded grant is for \$80 million and will fund nearly 60% of the total construction cost.

The Draft Environmental Impact Statement (EIS) for the I-94 East-West project was submitted in November 2022. A Final EIS and Record of Decision is anticipated in Fall 2023.

No estimate increases are recommended for Major Highway study projects.

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

We look forward to future collaboration with the Commission. If you have any questions or require additional information, please feel free to contact Jeff Gust, Director of the Bureau of State Highway Programs, at (608) 267-7754.

Sincerely,

A handwritten signature in black ink, appearing to read "Craig Thompson".

Craig Thompson  
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, expensed in the department's financial systems as of July 5, 2023.

**Cost to Complete:** Estimated cost, by category, remaining to complete the project at current (Fiscal Year (FY)-24) 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 2023):** The estimate provided to the Transportation Projects Commission in the February 2023 report.

**Current Estimate (August 2023):** The updated estimate provided to the Transportation Projects Commission in this report.

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

**Scope:** Estimate changes based on adjustments to the scope of the project per the approved ROD.

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

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

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

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

The Major Highway project expenditure schedules in this report are based on the Major Highway appropriation amount in the 2023-25 biennial budget (\$362.2M in FY-24 and \$229.7M in FY-25, totaling \$591.9M), in addition to the 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-25. 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 2023-25 biennial budget, in addition to the INFRA grant awarded in spring 2018 for the I-94 North-South project and bonding on both projects.

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		Remaining in 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
\$11.2	Current Year \$	\$14.8	\$25.3	\$8.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$11.2	YOE \$	\$14.8	\$26.3	\$9.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

**Current Year Dollars (Current Year \$):** Represent a schedule of future expenditures listed at current (beginning FY-24) 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-25	FY-26	FY-27	FY-28	FY-29	FY-30	FY-31	FY-32	FY-33
<b>Inflation Rate</b>	<b>5.31%</b>	<b>2.49%</b>	<b>3.02%</b>	<b>3.23%</b>	<b>3.38%</b>	<b>3.30%</b>	<b>3.19%</b>	<b>3.13%</b>	<b>3.29%</b>

**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 2023 (Millions)	TPC Estimate Aug 2023 (Millions)	Cost estimate change since last report (%)	Reason for cost change
<b>Ongoing Major Highway Projects</b>							
1	STH 15: STH 76 to New London	\$90.8	\$47.1	\$137.9	\$137.9	0.0%	
2	STH 23: STH 67 to USH 41	\$177.5	\$2.2	\$173.4	\$179.7	3.6%	Additional costs due to poor soils requiring more earthwork and subgrade improvements.
3	I 39/90: USH 12 to Illinois	\$1,157.3	\$11.6	\$1,163.8	\$1,168.9	0.4%	Adjusting to current costs as projects are closed out.
4	I 41: STH 96 to Scheuring Rd	\$30.5	\$1,149.5	\$1,107.0	\$1,180.0	6.6%	Costs adjusted due to added real estate, scope change on alternate route, and general design refinements.
5	I 43: Silver Spring to STH 60	\$189.7	\$361.4	\$551.1	\$551.1	0.0%	
6	STH 50: I 41 to 43rd Ave	\$108.5	\$12.4	\$120.9	\$120.9	0.0%	
7	I 39/90/94: Bridges over Wisconsin River	\$2.0	\$158.0	\$152.9	\$160.0	4.6%	Costs adjusted to reflect increased unit prices of construction materials.
8	USH 51: I 39/90 to USH 12/18	\$6.0	\$201.9	\$197.5	\$207.9	5.3%	Costs adjusted to reflect increased unit prices of construction materials.
9	USH 53: Lacrosse Corridor	\$0.6 <sup>9</sup>	TBD <sup>6</sup>	TBD <sup>6</sup>	TBD <sup>6</sup>	N/A	Design increase of \$0.8 million is being requested due to environmental document requirement changes.
<b>Southeast Megaprojects</b>							
10	I 94: North - South Freeway	\$1,574.9	\$10.2	\$1,585.1	\$1,585.1	0.0%	
11	Zoo Interchange	\$1,476.3	\$63.1	\$1,539.4	\$1,539.4	0.0%	
12	I 94 East-West Corridor	\$33.1	TBD <sup>6</sup>	TBD <sup>6</sup>	TBD <sup>6</sup>	N/A	
<b>Major Projects with Mainline Open to Traffic</b>							
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 41: Winnebago County	\$405.6	\$0.0	\$405.6	\$405.6	0.0%	
13	USH 10: USH 10 & USH 10/STH 441	\$375.7	\$2.3	\$378.0	\$378.0	0.0%	
13	USH 18/151: Verona Road	\$262.8	\$0.3	\$263.1	\$263.1	0.0%	

Southeast Megaprojects Summary - All Costs in \$Millions												
	Initial estimate <sup>1</sup> (YOE)	Initial estimate year	Record of Decision (ROD) <sup>2</sup> Year	Pre-ROD costs	Last let fiscal year (initial schedule)	Last let fiscal year - Aug 2022 TPC	Last let fiscal year - Feb 2023 TPC	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Current estimate - Aug 2023 (YOE)	Initial schedule comparison - can initial schedule be met? <sup>3</sup>	Would additional funding change no to yes? <sup>4</sup>
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 <sup>5</sup>	2023 <sup>5</sup>	no change	Fall 2023	\$1,539.4	no	no
I 94 East-West Corridor <sup>7</sup>	N/A	N/A	N/A	\$55.8 <sup>8</sup>	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

<sup>1</sup> Total reported project costs for SE Megaprojects include pre-Record of Decision (ROD) costs

<sup>2</sup> SE Megaprojects do not follow the Majors enumeration process. Completion of ROD is the milestone that most resembles Majors enumeration.

<sup>3</sup> 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).

<sup>4</sup> Indicates the department's opinion of whether a project that cannot meet the initial schedule could do so with additional funding.

<sup>5</sup> The let in FY-23 is landscaping only and the project will be open to traffic before completion of that project.

<sup>6</sup> This estimate is not available, we are including anticipated costs as they are identified.

<sup>7</sup> The I-94 East-West project was enumerated in July 2021 with no environmental study completed. The project estimate and schedule will be identified once the environmental process is complete.

<sup>8</sup> The pre-ROD costs include \$22.7 million for the ROD that was rescinded in October 2017.

<sup>9</sup> 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.



**Major Projects Cost and Schedule Summary**

Majors Projects Estimate Summary for Projects with Costs Scheduled in FY-24 & Beyond														
Project	Cost Summary - All Costs in \$Millions						Schedule Summary							
	Pre-enumeration costs	Initial TPC estimate (Enumeration year dollars)	TPC estimate - Aug 2023 (current year dollars)	Additional associated costs outside of Majors program <sup>1</sup>	Total cost estimate (TPC + outside Majors, current year dollars)	TPC Estimate - Aug 2023 (year of expenditure dollars)	Initial estimate (fiscal year)	Last let fiscal year (initial schedule)	Last let fiscal year (Feb 2023 TPC)	Last let fiscal year (Aug 2023 TPC)	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Initial schedule comparison - can initial schedule be met? <sup>2</sup>	Would additional funding change no to yes? <sup>3</sup>
STH 15: STH 76 to New London	\$3.3	\$125.0	\$137.9	\$0.0	\$137.9	\$138.4	2011	2018	2024	2024	none	Fall 2024	No	No
STH 23: STH 67 to USH 41	\$0.0 <sup>1</sup>	\$39.5	\$179.7	\$0.0	\$179.7	\$179.7	1999	2014 <sup>5</sup>	2022	2022	none	Fall 2022	No	No
I 39/90: USH 12 to Illinois	\$3.5	\$715.0	\$1,168.9	\$23.0	\$1,191.9	\$1,168.9	2011	2019	2020	2020	none	Fall 2021	No	No
I 41: STH 96 to Scheuring Rd	\$0.0	\$1,063.0	\$1,180.0	\$0.4	\$1,180.4	\$1,279.0	2022	2029	2029	2029	none	Fall 2029	Yes	
I 43: Silver Spring to STH 60	\$29.0 <sup>6</sup>	\$551.6	\$551.1	\$0.0	\$551.1	\$551.6	2020	2023	2024	2024	none	Fall 2024	Yes	
I 39/90/94: Bridges over Wisc River	\$1.2	\$141.2	\$160.0	\$0.0	\$160.0	\$160.4	2021	2024	2024	2024	none	Fall 2028	No	No
USH 51: I 39/90 to USH 12/18	\$2.8	\$174.1	\$207.9	\$9.0 <sup>11</sup>	\$216.9	\$225.3	2022	2029	2029	2029	none	Fall 2029	Yes	
STH 50: IH 41 to 43rd Ave	\$3.9	\$93.0	\$120.9	\$11.5	\$132.4	\$120.9	2014	2023	2021	2021	none	Spring 2023 <sup>13</sup>	No	No
USH 53: Lacrosse Corridor	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>12</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>	N/A <sup>8</sup>
<b>Totals</b>			\$3,706.4											

Majors Projects with Mainline Open to Traffic							
Project	Cost and Schedule Summary - All Costs in \$Millions						
	Pre-enumeration costs <sup>7</sup>	Initial TPC estimate (Enumeration year dollars)	Initial estimate fiscal year	TPC estimate - Aug 2023 (current year dollars)	Additional associated costs outside of Majors program <sup>1</sup>	Total cost estimate (current TPC + outside Majors)	Mainline open to traffic (calendar year)
USH 10: Marshfield to Stevens Point <sup>9</sup>		\$169.0	1998	\$249.4	\$1.3	\$250.7	August 2012
USH 10: Marshfield to Appleton <sup>10</sup>		\$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 41: Winnebago County		\$225.0	2003	\$405.6	\$0.2	\$405.8	July 2013
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

**Footnotes**

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

<sup>2</sup> 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).

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

<sup>4</sup> 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.

<sup>5</sup> At the time of enumeration in 1999, the legislation did not identify a construction start date. In 2004, through progress in the environmental study and preliminary engineering, the department identified a schedule with final lets in FY-2014.

<sup>6</sup> 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.

<sup>7</sup> 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.

<sup>8</sup> 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.

<sup>9</sup> 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.

<sup>10</sup> 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.

<sup>11</sup> 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.

<sup>12</sup> 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. Costs associated with work outside of the Major Highway Program prior to the new approach was \$1.8 million.

<sup>13</sup> The 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.

## Major Project Status Report August 2023

**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			Reason for Change in Cost Estimate	
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)		Percent
Design	\$8.5	\$0.0	\$8.5	\$8.5	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$23.6	\$1.4	\$25.0	\$25.0	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$58.7	\$45.7	\$104.4	\$104.4	\$0.0	\$0.0	\$0.0	0.0%	
<b>Totals</b>	\$90.8	\$47.1	\$137.9	\$137.9	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$13.2	Current Year \$	\$25.3	\$8.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$13.2	YOE \$	\$25.3	\$9.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$138.4 million** (see Pages i-ii for budget and inflation assumptions).

**Major Project Status Report  
August 2023**

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

**Project Description:** The ultimate facility type design for this project converts the existing two-lane STH 23 roadway between the cities of Fond du Lac and Plymouth to a four-lane, median divided expressway with at-grade intersections. The existing highway at each end of this project is already a four-lane facility. This last remaining two-lane section of STH 23 between Fond du Lac and Sheboygan is approximately 19 miles in length. The expressway improvements typically will provide for two new lanes alongside the existing roadway while flattening hills and curves and replacing old pavement.

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$15.8	\$0.0	\$15.8	\$15.8	\$0.0	\$0.0	\$0.0	0.0%	
<b>Real Estate</b>	\$37.0	\$0.0	\$35.6	\$37.0	\$1.4	\$0.0	\$0.0	3.9%	The estimate increase is associated with real estate litigation.
<b>Construction<sup>1</sup></b>	\$124.7	\$2.2	\$122.0	\$126.9	\$0.0	\$4.9	\$0.0	4.0%	Additional costs due to poor soils requiring more earthwork and subgrade improvements.
<b>Totals</b>	\$177.5	\$2.2	\$173.4	\$179.7	\$1.4	\$4.9	\$0.0	3.6%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$2.2	Current Year \$	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$2.2	YOE \$	\$0.0	\$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 **\$179.7 million** (see Pages i-ii for budget and inflation assumptions).

<sup>1</sup> Mainline open to traffic December 9, 2022.

**Major Project Status Report  
August 2023**

**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 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b>	\$136.0	\$0.1	\$136.6	\$136.1	\$0.0	-\$0.5	\$0.0	-0.4%	The design component of the project is complete and costs have come in less than anticipated. The estimate is reduced accordingly.
<b>Real Estate</b>	\$39.1	\$2.0	\$41.1	\$41.1	\$0.0	\$0.0	\$0.0	0.0%	
<b>Construction<sup>1</sup></b>	\$982.2	\$9.5	\$986.1	\$991.7	\$0.4	\$4.8	\$0.4	0.6%	Increases are due to utility close-out costs and additional restoration work.
<b>Totals</b>	\$1,157.3	\$11.6	\$1,163.8	\$1,168.9	\$0.4	\$4.3	\$0.4	0.4%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expended		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
		\$4.4	Current Year \$	\$6.5	\$0.6	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$4.4	YOE \$	\$6.5	\$0.6	\$0.1	\$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 **\$1,168.9 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.

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

**Major Project Status Report  
August 2023**

**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			Reason for Change in Cost Estimate	
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)		Percent
<b>Design<sup>1</sup></b>	\$28.7	\$97.8	\$126.5	\$126.5	\$0.0	\$0.0	\$0.0	0.0%	
<b>Real Estate</b>	\$1.7	\$39.3	\$21.0	\$41.0	\$0.0	\$17.0	\$3.0	95.2%	Real Estate increase reflects additional parcel acquisitions needed as design is finalized.
<b>Construction</b>	\$0.1	\$1,012.4	\$959.5	\$1,012.5	\$8.0	\$35.4	\$9.6	5.5%	Scope change added improvements to 441 alternate route. Design/Qty adjustments due to poor soils at 441 interchange, noise walls, and 6-inch pavement marking.
<b>Totals</b>	\$30.5	\$1,149.5	\$1,107.0	\$1,180.0	\$8.0	\$52.4	\$12.6	6.6%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expended		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$43.3	Current Year \$	\$72.0	\$254.6	\$296.0	\$311.3	\$127.9	\$44.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$43.3	YOE \$	\$72.0	\$268.1	\$319.5	\$346.1	\$146.8	\$52.7	\$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 **\$1,279.0 million** (see Pages i-ii for budget and inflation assumptions).

<sup>1</sup> 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 2023**

**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 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design <sup>1</sup>	\$23.3	\$2.1	\$25.4	\$25.4	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$13.0	\$3.9	\$16.9	\$16.9	\$0.0	\$0.0	\$0.0	0.0%	
Construction <sup>2</sup>	\$153.4	\$355.4	\$508.8	\$508.8	\$0.0	\$0.0	\$0.0	0.0%	
<b>Totals</b>	\$189.7	\$361.4	\$551.1	\$551.1	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expended		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$266.2	Current Year \$	\$86.0	\$9.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$266.2	YOE \$	\$86.0	\$9.7	\$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 **\$551.6 million** (see Pages i-ii for budget and inflation assumptions).

<sup>1</sup> 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.

<sup>2</sup> The total cost for construction was reduced in the February 2022 TPC report by \$20.0 million because of let savings. The \$19.8 million net increase brings the project close to the total cost presented in the August 2021 TPC report (\$551.3M).

**Major Project Status Report  
August 2023**

**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<sup>th</sup> Avenue the corridor will be widened from 4 to 6 lanes. East of 57<sup>th</sup> 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				Reason for Change in Cost Estimate
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.3	\$0.0	\$0.3	\$0.3	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$14.3	\$0.5	\$14.8	\$14.8	\$0.0	\$0.0	\$0.0	0.0%	
Construction <sup>1</sup>	\$93.9	\$11.9	\$105.8	\$105.8	\$0.0	\$0.0	\$0.0	0.0%	
<b>Totals</b>	\$108.5	\$12.4	\$120.9	\$120.9	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$11.9	Current Year \$	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$11.9	YOE \$	\$0.5	\$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.

All construction packages have been let.

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

<sup>1</sup> The cost increase to construction includes \$0.5 million of local costs. Local government requested these funds be added to state plans. The local agency will reimburse the department for these costs.

**Major Project Status Report  
August 2023**

**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				Reason for Change in Cost Estimate
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$2.0	\$5.3	\$6.5	\$7.3	\$0.8	\$0.0	\$0.0	12.3%	Scope increase due to additional survey and plat work.
Real Estate	\$0.0	\$1.1	\$1.0	\$1.1	\$0.0	\$0.0	\$0.1	10.0%	
Construction	\$0.0	\$151.6	\$145.4	\$151.6	\$0.0	\$0.0	\$6.2	4.3%	
<b>Totals</b>	\$2.0	\$158.0	\$152.9	\$160.0	\$0.8	\$0.0	\$6.3	4.6%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expended		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$3.2	Current Year \$	\$148.8	\$3.6	\$1.3	\$1.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$3.2	YOE \$	\$148.8	\$3.8	\$1.4	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$160.4 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 2023**

**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				Reason for Change in Cost Estimate
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$5.5	\$9.6	\$15.1	\$15.1	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$0.5	\$11.4	\$11.9	\$11.9	\$0.0	\$0.0	\$0.0	0.0%	
Construction <sup>1</sup>	\$0.0	\$180.9	\$170.5	\$180.9	\$0.5	\$3.0	\$6.9	6.1%	Scope change due to added construction items 100% funded by the Village of McFarland.  Design/Qty change reflects adjustments to construction quantities for earthwork, drainage, and pavement.
<b>Totals</b>	\$6.0	\$201.9	\$197.5	\$207.9	\$0.5	\$3.0	\$6.9	5.3%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$3.9	Current Year \$	\$13.3	\$44.2	\$68.1	\$37.8	\$23.8	\$10.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$3.9	YOE \$	\$13.3	\$46.5	\$73.5	\$42.0	\$27.3	\$12.8	\$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 **\$225.3 million** (see Pages i-ii for budget and inflation assumptions).

<sup>1</sup> The Construction cost increase includes \$2.9 million of local costs. Local governments requested these funds be added to state plans. The local governments will reimburse the department for these costs.

**Major Project Status Report  
August 2023**

**Project:** USH 53 LA CROSSE CORRIDOR

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

**Project Description<sup>3</sup>:** 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 <sup>4</sup> (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design <sup>1</sup>	\$0.6	\$4.3	\$4.1	\$4.9	\$0.8	\$0.0	\$0.0	19.5%	The environmental document type changed.
Real Estate	\$0.0	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	\$0.0	\$0.0	\$0.0	TBD <sup>2</sup>	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.
Construction	\$0.0	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	\$0.0	\$0.0	\$0.0	TBD <sup>2</sup>	
<b>Totals</b>	\$0.6	\$4.3	\$4.1	\$4.9	\$0.8	\$0.0	\$0.0	19.5%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$0.2	Current Year \$	\$4.1	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>
\$0.2	YOE \$	\$4.1	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>	TBD <sup>2</sup>

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.

<sup>1</sup> Costs in the Design category are for completing the environmental study.

<sup>2</sup> The La Crosse project does not have a complete environmental document. The project cost estimate and schedule will be identified in a future TPC report.

<sup>3</sup> 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).

<sup>4</sup> 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.

**Southeast Megaproject Status Report  
August 2023**

**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				Reason for Change in Cost Estimate
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
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 <sup>1</sup>	\$1,370.6	\$10.2	\$1,380.8	\$1,380.8	\$0.0	\$0.0	\$0.0	0.0%	
<b>Totals</b>	\$1,574.9	\$10.2	\$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		2024 <sup>2</sup>	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$1.1	Current Year \$	\$9.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$1.1	YOE \$	\$9.1	\$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 **\$1,585.1 million** (see Pages i-ii for budget and inflation assumptions).

<sup>1</sup> I-94 mainline was opened to traffic May 2020. The WIS 20 Crossroads project (Racine County) was opened to traffic in November 2020.

<sup>2</sup> There are no remaining lets for this project. Remaining funds are for potential unprogrammed costs, such as construction change orders, contract amendments, and real estate litigation.

**Southeast Megaproject Status Report  
August 2023**

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

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$138.5	\$0.8	\$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	\$1,242.8	\$62.1	\$1,304.9	\$1,304.9	\$0.0	\$0.0	\$0.0	0.0%	
<b>Totals</b>	\$1,476.3	\$63.1	\$1,539.4	\$1,539.4	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expended		2024 <sup>1</sup>	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
\$45.9	Current Year \$	\$17.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$45.9	YOE \$	\$17.2	\$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.

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$1,539.4 million** (see Pages i and ii for budget and inflation assumptions).

<sup>1</sup> There are no remaining lets for this project. Remaining funds are for potential unprogrammed costs, such as construction change orders, contract amendments, and real estate litigation.

**Southeast Megaproject Status Report  
August 2023**

**Project:** I 94 East-West Freeway Project

**Enumeration Year:** 2021 **Region:** SE

**Project Description:** In July 2021, the state budget included the enumeration of the I-94 East-West Corridor. Before any construction can begin, WisDOT is completing a Supplemental Environmental Impact Statement (SEIS) to allow more time for public input and study the alternatives that will include a full evaluation of both a 6-lane and an 8-lane modernization alternative.

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 2023 (Millions)	August 2023 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
<b>Design</b> <sup>1,2</sup>	\$33.1	\$25.3	\$16.7	\$58.4 <sup>3</sup>	N/A	N/A	N/A	N/A	This project was enumerated without a preferred alternative. Therefore, a current year estimate of total project cost is not included in this table.  The total estimated cost for the preferred alternative being considered in the Supplemental Environmental Impact Statement (SEIS) is \$1.465 billion (current year).  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.
<b>Real Estate</b> <sup>1</sup>	\$0.0	TBD	TBD	TBD	N/A	N/A	N/A	N/A	
<b>Construction</b> <sup>1</sup>	\$0.0	TBD	TBD	TBD	N/A	N/A	N/A	N/A	
<b>Totals</b>	\$33.1	TBD	TBD	TBD	N/A	N/A	N/A	N/A	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expended		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
TBD	Current Year \$	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
TBD	YOE \$	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

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

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

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

<sup>1</sup> This project was enumerated in July 2021 pursuant to 2021 Act 58. It did not have an approved environmental document. Total costs in the Design category now reflects costs through completion of the NEPA process. The total costs for real estate and construction will be identified in a future TPC report once the preferred alternative is obtained. A schedule of expenditures will also be provided at that time.

<sup>2</sup> The Design cost does not include \$22.7 million for the ROD that was rescinded in October 2017.

<sup>3</sup> Preliminary design costs for this project are budgeted at \$58.4 million.

**Majors Projects with Mainline Open to Traffic Status Report  
August 2023**

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.

Project	Enumeration Year (Calendar Year)	Mainline Opened to Traffic	Current Status		Project Cost Estimate Information									Remaining Items to be Completed
			Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Cost Category Totals			Current Estimate		Change Since Last Report				
					Design (Millions)	Real Estate (Millions)	Construction (Millions)	February 2023 (Millions)	August 2023 (Millions)	Design (Millions)	Real Estate (Millions)	Construction (Millions)	Percent	
USH 10, Marshfield to Stevens Point <sup>1</sup>	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 <sup>4</sup>
USH 10, Marshfield to Appleton <sup>2</sup>	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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>4</sup>
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 <sup>3</sup>
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 <sup>4</sup>
USH 41, Winnebago County	2003	October 2013	\$405.6	\$0.0	\$53.8	\$31.5	\$320.3	\$405.6	\$405.6	\$0.0	\$0.0	\$0.0	0.0%	See note <sup>4</sup>
USH 10: USH 10 and USH 10/STH 441	2011	November 2019	\$375.7	\$2.3	\$48.9	\$20.2	\$306.6	\$378.0	\$378.0	\$0.0	\$0.0	\$0.0	0.0%	
USH 18/151: Verona Road	2011	November 2019	\$262.8	\$0.3	\$25.4	\$26.7	\$210.7	\$263.1	\$263.1	\$0.0	\$0.0	\$0.0	0.0%	
<b>Totals</b>					\$359.4	\$333.5	\$2,722.4	\$3,418.6	\$3,418.6	\$0.0	\$0.0	\$0.0	0.0%	

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> The remaining costs are to reimburse utility companies for providing materials that satisfied "Buy America" requirements.

<sup>4</sup> The project is closed to new charges. Financial closeout activities are underway and the project will be removed from the reporting list once closure is complete.

## Major Highway Study Projects and Southeast Freeway Mega Study Projects



Number Key to Map	Hwy	Termini	Status	Page
<b>Major Highway Study Projects</b>				
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

# 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 7/05/2023). 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 2024 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 2023							
Project: <b>Sample Study Project</b>							
Region:							
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Aug 2022)	Total Study Cost Estimate (Feb 2023)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	1.0	2.0	3.0	3.0	0.0		

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

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.



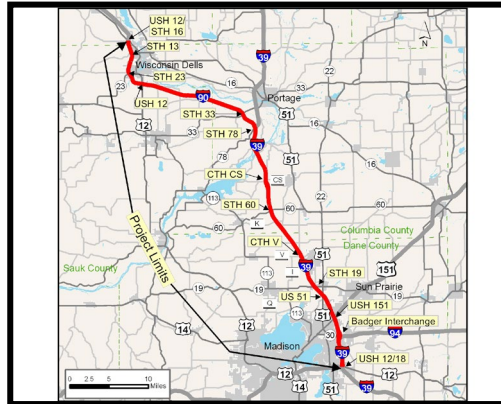
## US 12, US 14 to County N (Madison Beltline) In Progress



<b>Study Project Cost Status Table – August 2023</b>							
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 2023)	Total Study Cost Estimate (Aug 2023)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$12.5	\$10.0	\$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 Environmental 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 is in the process of developing a range of strategy packages and identifying possible future NEPA staging sections. WisDOT anticipates completing the PEL phase in the Fall 2023. Following completion of the PEL phase, WisDOT anticipates beginning the NEPA phase of the study for sections of the corridor.  
  
The Flex Lane was opened to traffic in July 2022. The early data indicates the project is meeting its goals and objectives of reducing congestion on the Beltline between Verona Road and I-39. The department is reviewing the Flex Lane traffic data and will use it to inform the alternatives presented in the PEL.

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



Study Project Cost Status Table – August 2023							
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 2023)	Total Study Cost Estimate (Aug 2023)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$23.1	\$21.8	\$44.9	\$44.9	\$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: In 2022, the study collected corridor data, developed the project purpose and need, developed an existing conditions hydraulic model, preliminary alternatives and held the first public involvement meeting. In 2023, alternative development and environmental analysis will be conducted, with ongoing public involvement activities. The Final EIS/Record of Decision (ROD) is anticipated in fall 2024.

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



Study Project Cost Status Table – August 2023							
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 2023)	Total Study Cost Estimate (Aug 2023)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$9.6	\$5.2	\$14.8	\$14.8	\$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: For the northern section (WIS 30 to WIS 19), initial data collection has been completed and the preliminary study purpose and need is under development. The first public involvement meeting was held in October 2022 and the second public involvement meeting will be held in fall 2023. Initial alternatives development is beginning. For the southern section (Voges Road to WIS 30), data collection is ongoing, and the study purpose and need is being developed. Public outreach is expected to begin in fall 2023.

Environmental analysis is anticipated to be completed in fall 2024 for the north section and fall 2026 for the south section.

## **Chapter 4**

### **Study Recommendations**

- **Major Highway Project approval process**
- **Major Highway Study recommendations**

# The Definition of a Major Highway Project 84.013(1)

1. Costs more than \$30 million and **\*\$54.4 million**
  - ✓ Relocates or builds a new highway at least 2.5 miles long
  - ✓ Adds lanes to an existing highway for 5 miles or more
  - ✓ Converts at least 10 miles of divided highway to a freeway or.....
2. Costs more than \$75 million **\*\$136.6 million**

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



# The Process to Become a Major Highway Project

## Traditional Major Projects



# Major Project Study Candidate Selection

- WisDOT conducts a statewide analysis every 2 years to identify potential Major Projects to be recommended for study
- Statewide analysis considers improvement benefits: safety, travel time and delay, business benefits, route connectivity
- More than 30 corridors evaluated—8 identified for detailed analysis
- 2 corridors recommended for study due to significant safety and operational benefits



# Major Project Study Candidates

Two candidate Major Projects are recommended for study:

- US 18/151, Madison to Dodgeville (Dane/Iowa County)
  - Expansion of 5+ miles (84.013(1)(a)1m.b.)
  - Freeway Conversion of 10+ miles (84.013(1)(a)1m.c.)
- US 151, Columbus to Waupun (Dodge County)
  - Freeway Conversion of 10+ miles (84.013(1)(a)1m.c.)





# US 18/151: Madison to Dodgeville

- US 18/151: Verona Bypass—7 miles of 4-lane, 65 MPH freeway
  - Current traffic: 25K-42K/day; 2042 Forecasted traffic: 31K-56K/day
  - High AM and PM peak traffic volumes
  - 74% of the Verona Bypass has an above-average crash rate
  - Expansion to 6 lanes will reduce existing and future congestion



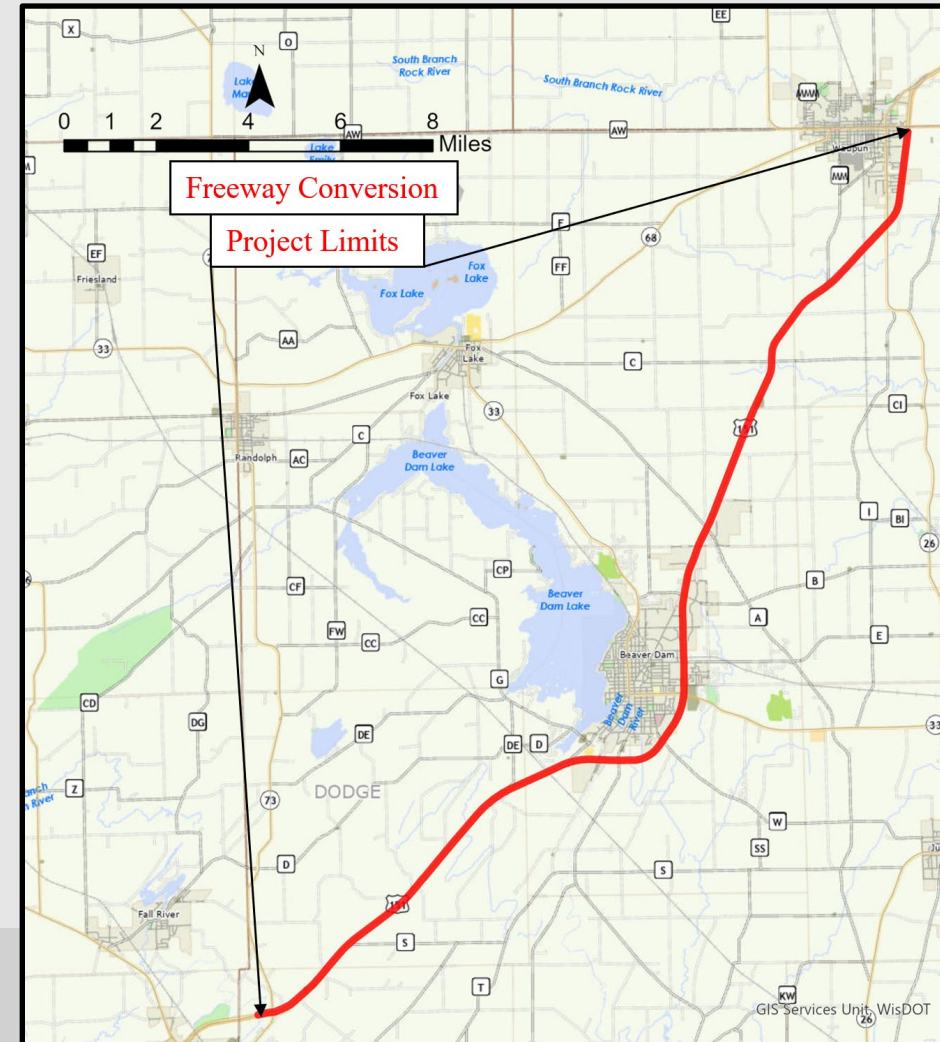
# US 18/151: Madison to Dodgeville

- US 18/151: Verona to Dodgeville
  - 28-mile expressway (at-grade intersection and driveway access)
  - Existing 5-mile Mount Horeb freeway bypass
  - Poor safety performance; 3 fatal crashes in 2023 (to-date)
  - Current traffic: 15K-23K/day; 2042 Forecasted traffic: 17K-29K/day



# US 151: Columbus to Waupun

- 26-mile 65 MPH expressway corridor
  - 2022 traffic: 18K-24K/day
  - 2042 Forecasted traffic: 21K-28K/day
- Poor safety performance
  - 54% has above-average crash or severe crash rates (28% has significantly above average)
  - 5 fatalities in the corridor in 2023 (to date)



## **Chapter 5**

### **Project Updates**

- **Project update presentation**

# Major and Southeast Freeway Mega Project and Study Updates

**Scott Schoenmann, P.E.**

Bureau of State Highway Programs, Director

Transportation Projects Commission

**December 13, 2023**



# Federal Grant Awards

- I-39/90/94 Wisconsin River Bridges in Columbia County
  - MPDG '22 - \$80.0M
  - Construction Let SFY '24
- I-41 – Burleigh Street to Silver Spring Drive in Milwaukee County
  - RAISE '23 - \$15M
  - Construction Let SFY '25



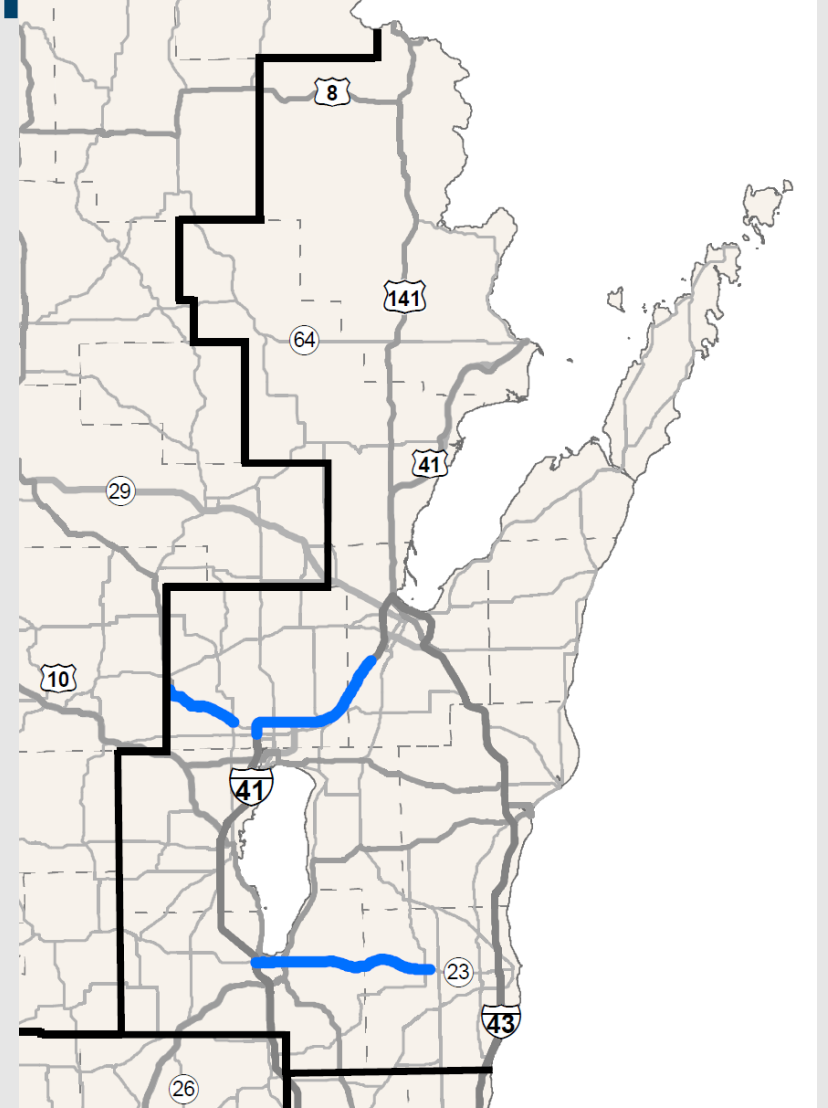
# 2023 Multimodal Project Discretionary Grant

- Blatnik Bridge (with MnDOT)
  - \$1.078 Billion request
  - Construction beginning as early as 2025
- I-41 Appleton to De Pere
  - \$150.0 Million request
  - Construction Let SFY '24
- I-90 Sparta Safety Rest Area & Truck Parking Expansion
  - \$8.0 Million request
  - Construction Let SFY '24



# Majors Updates – Northeast Region

- STH 15: STH 76 to New London
  - Anticipated Open to traffic – Fall '24
- I-41: STH 96 to Scheuring Road
  - Beginning construction in 2024





# Majors Updates – Northeast Region

- **STH 15: STH 76 to New London**
  - **Anticipated Open to traffic – Fall '24**
- **I-41: STH 96 to Scheuring Road**
  - **Beginning construction in 2024**



STH 15 - East RAB (looking south)










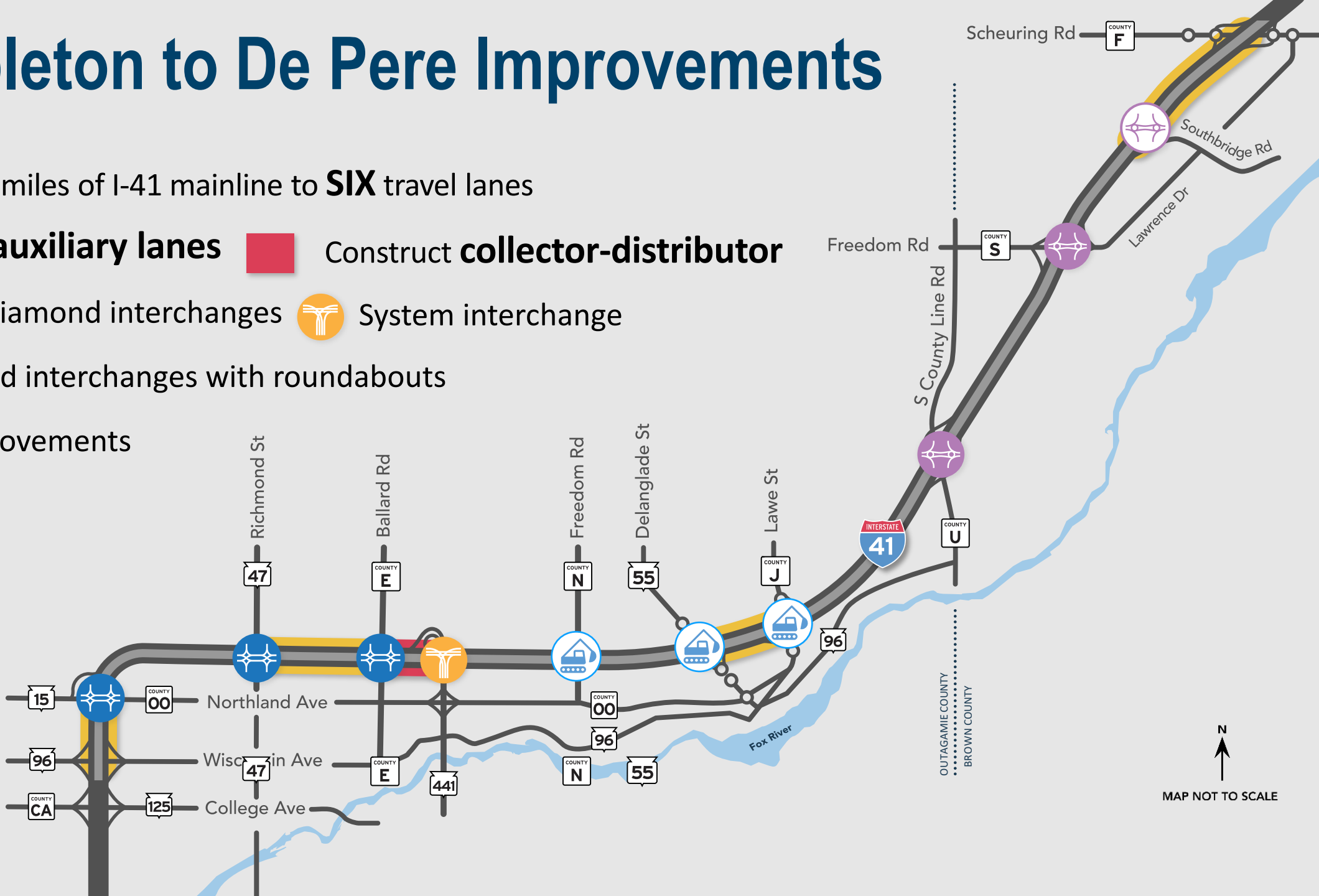
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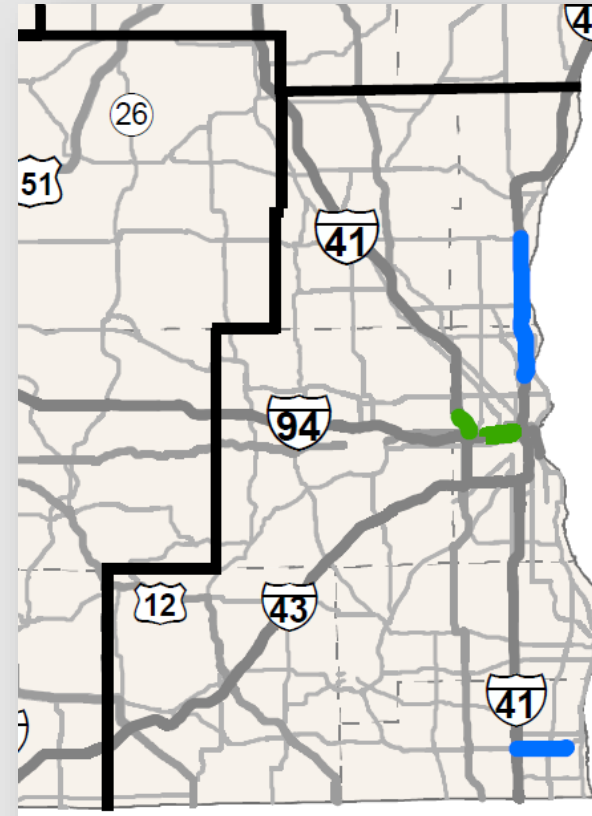
# I-41 Appleton to De Pere Improvements

-  Expand 23 miles of I-41 mainline to **SIX** travel lanes
-  Construct **auxiliary lanes**
-  Construct **collector-distributor**
-  Diverging diamond interchanges
-  System interchange
-  Diamond interchanges with roundabouts
-  Select improvements



# Majors and SE Mega updates – Southeast region

- STH 50: I41 to 43rd Avenue
  - Opened to Traffic July '23
- I-43: Silver Spring Drive to STH 60
  - Anticipated open to traffic Summer 2025
- Zoo Interchange: North Leg
  - Opened to Traffic Nov '23
- I-94: East-West Freeway
  - Construction as early as 2025



**Blue** indicates enumerated/approved **Major** project

**Green** indicates approved **SE Mega** project



# Majors and SE Mega updates – Southeast region

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STH 50 / 31 Intersection - Kenosha, October 2023



# Majors and SE Mega updates – Southeast region

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I-43, Port Washington Road Interchange, October 2023



# Majors and SE Mega updates – Southeast region

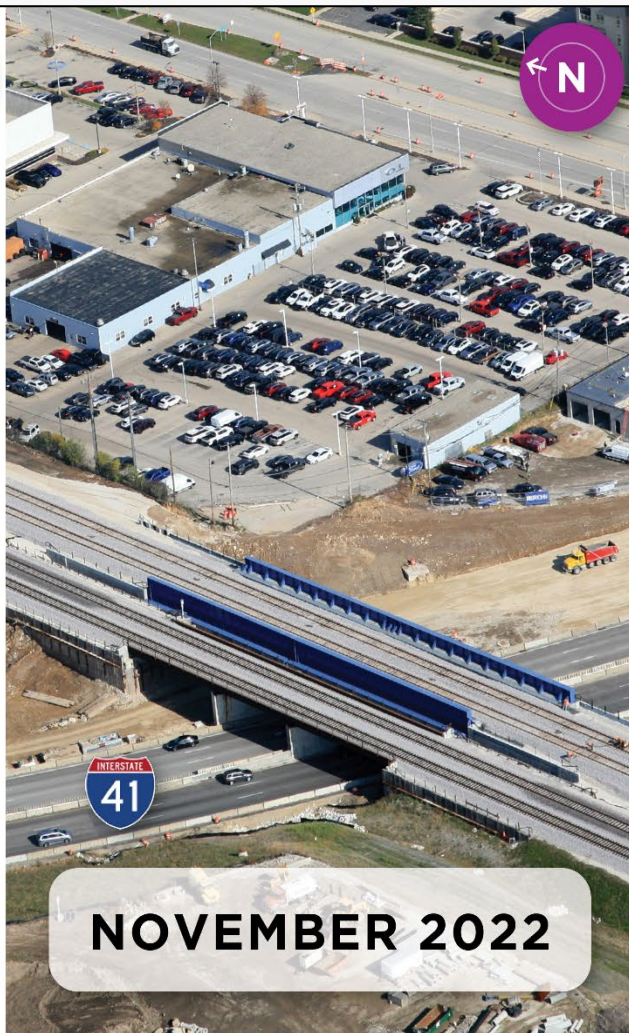
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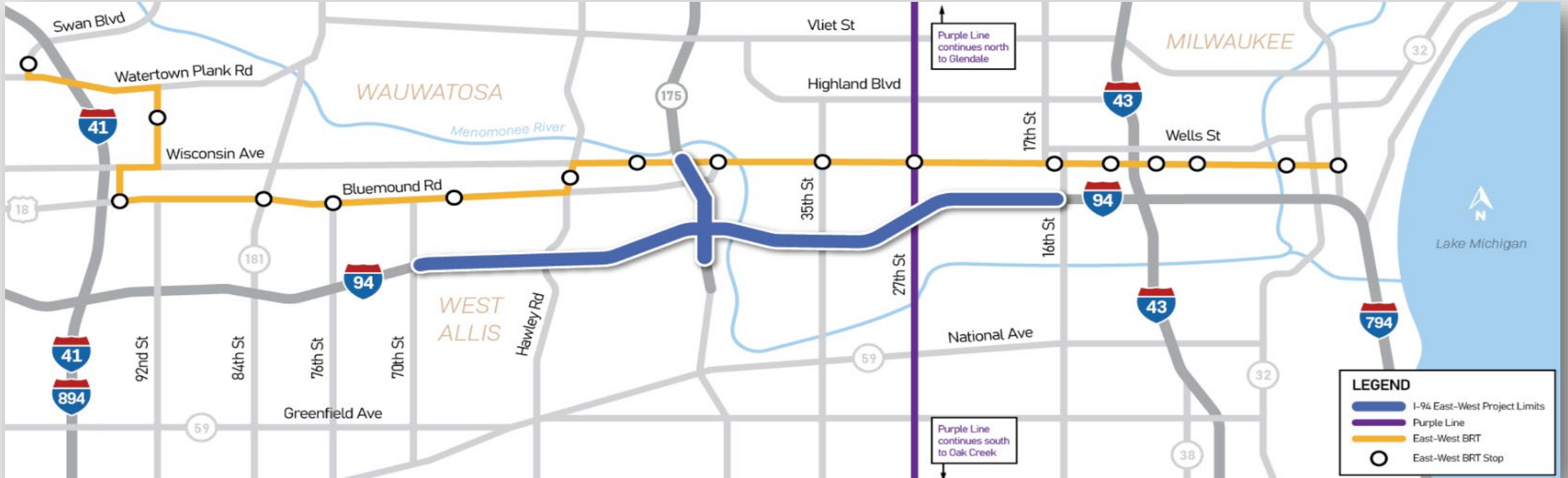


# Majors and SE Mega updates – Southeast region

Zoo Interchange: North Leg, Railroad Bridge



# Majors and SE Mega updates – Southeast region

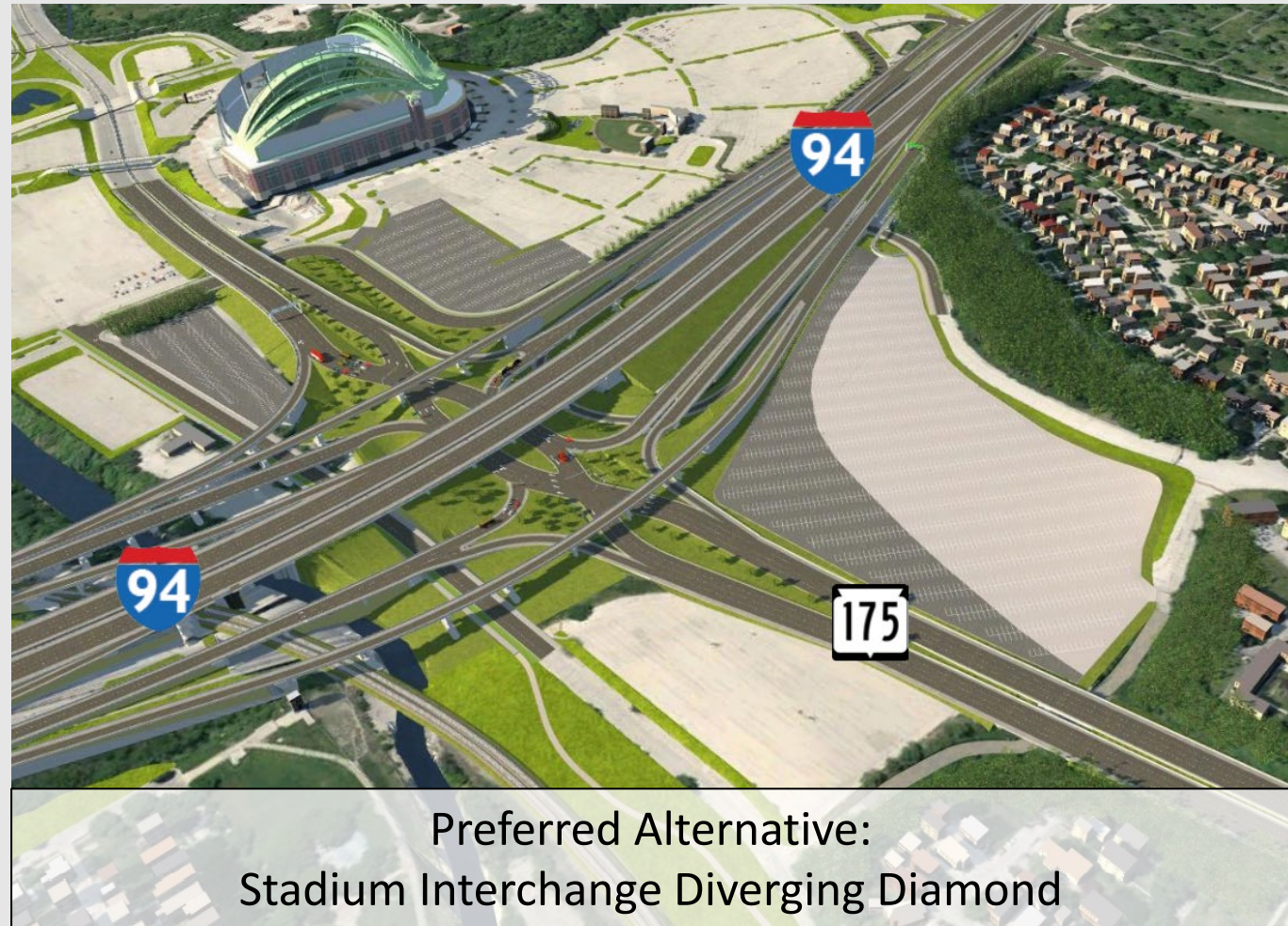


- I-94: East-West Freeway
  - Construction as early as 2025



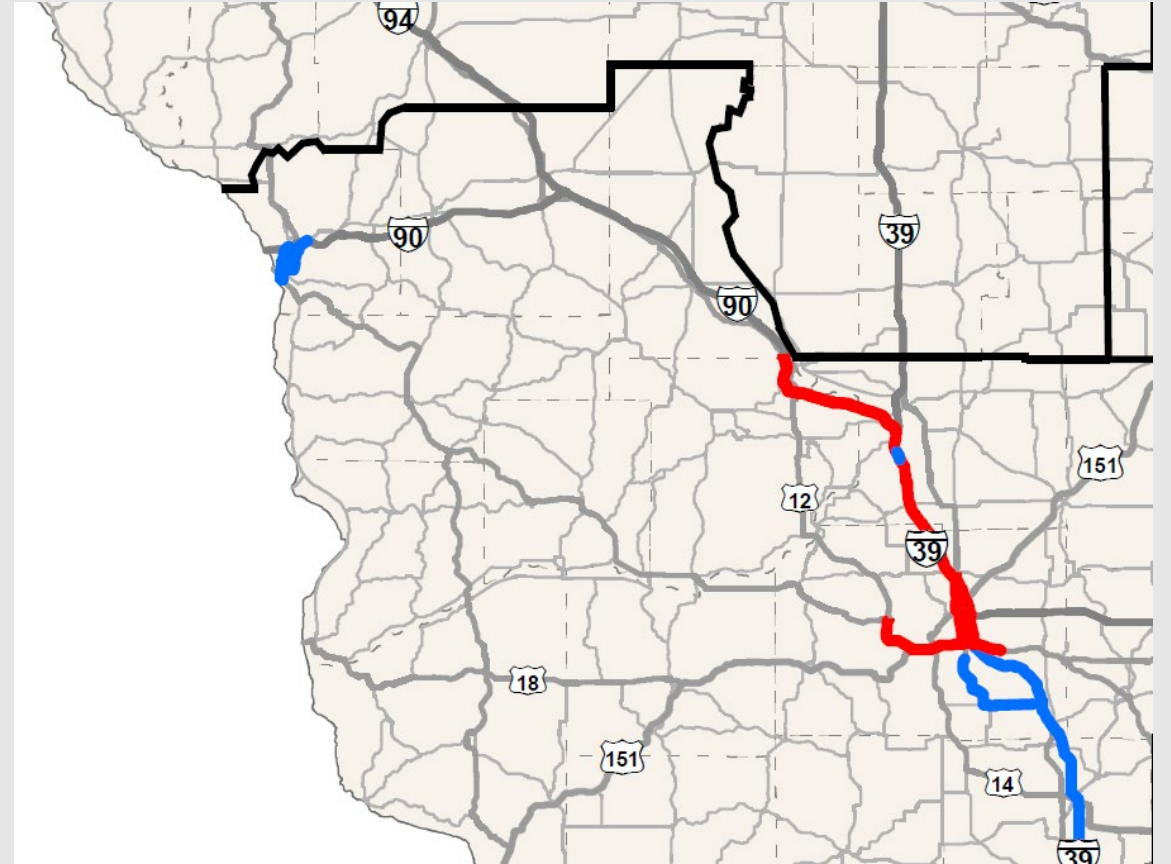
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  - Project let in April '24
- USH 51: I-39/90 to USH 12/18
  - First project let November '23
- USH 53: La Crosse Corridor
  - Ongoing environmental study activities
- I-39/90: US 12 (Madison) to US 12 (Wisconsin Dells)
  - Ongoing environmental study activities
- US 51: US 12 to WIS 19 (Stoughton Road)
  - Ongoing environmental study activities



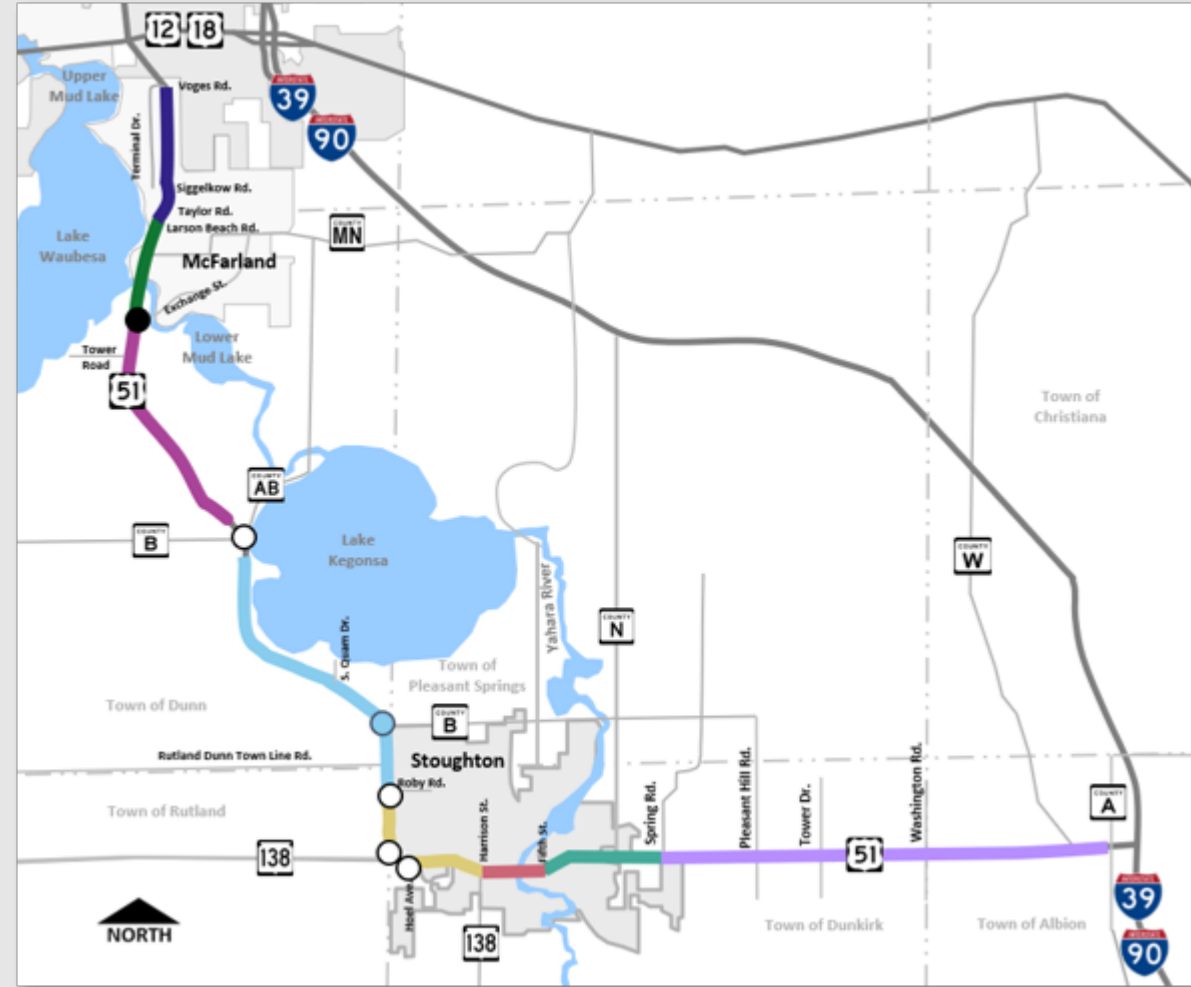
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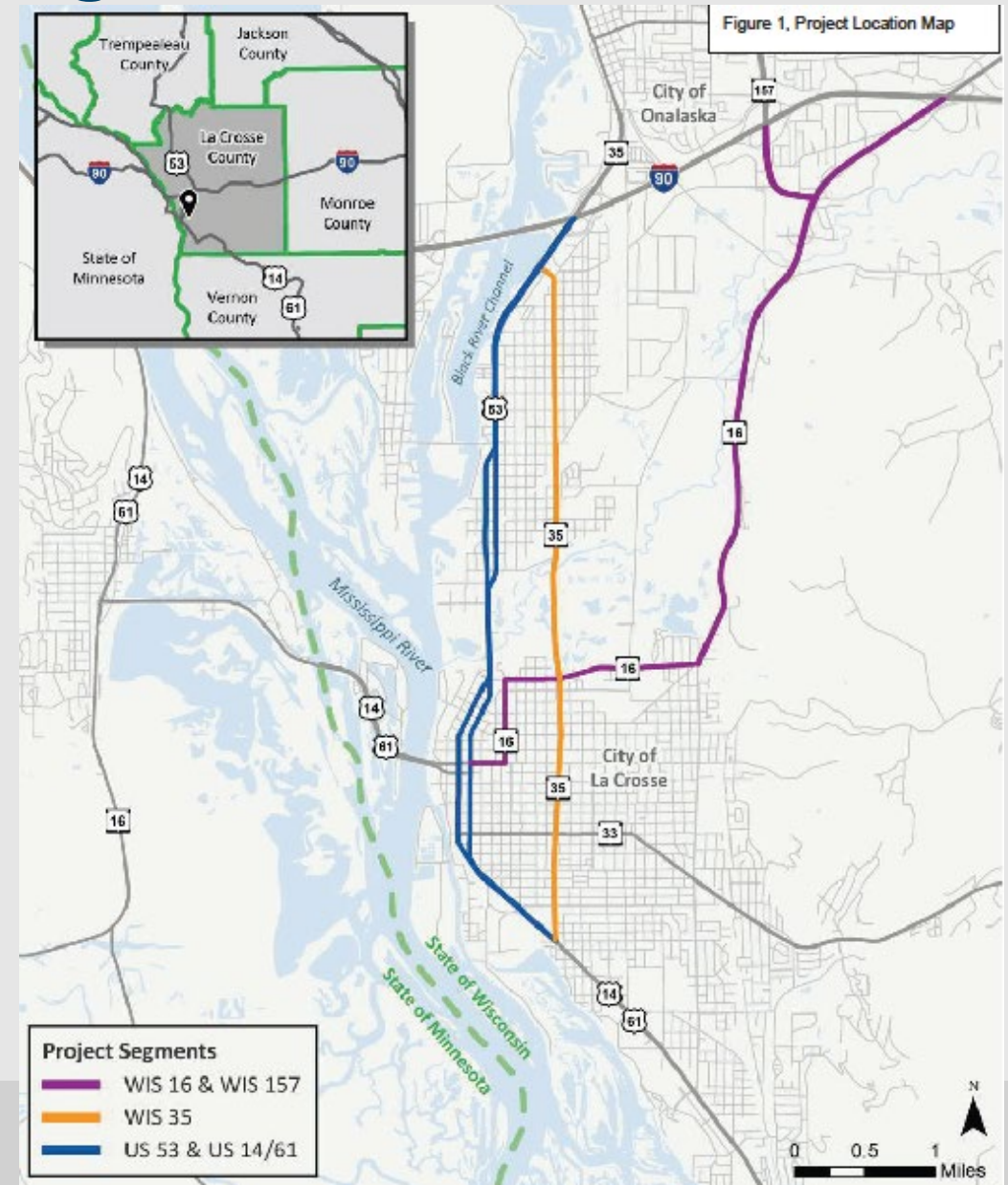
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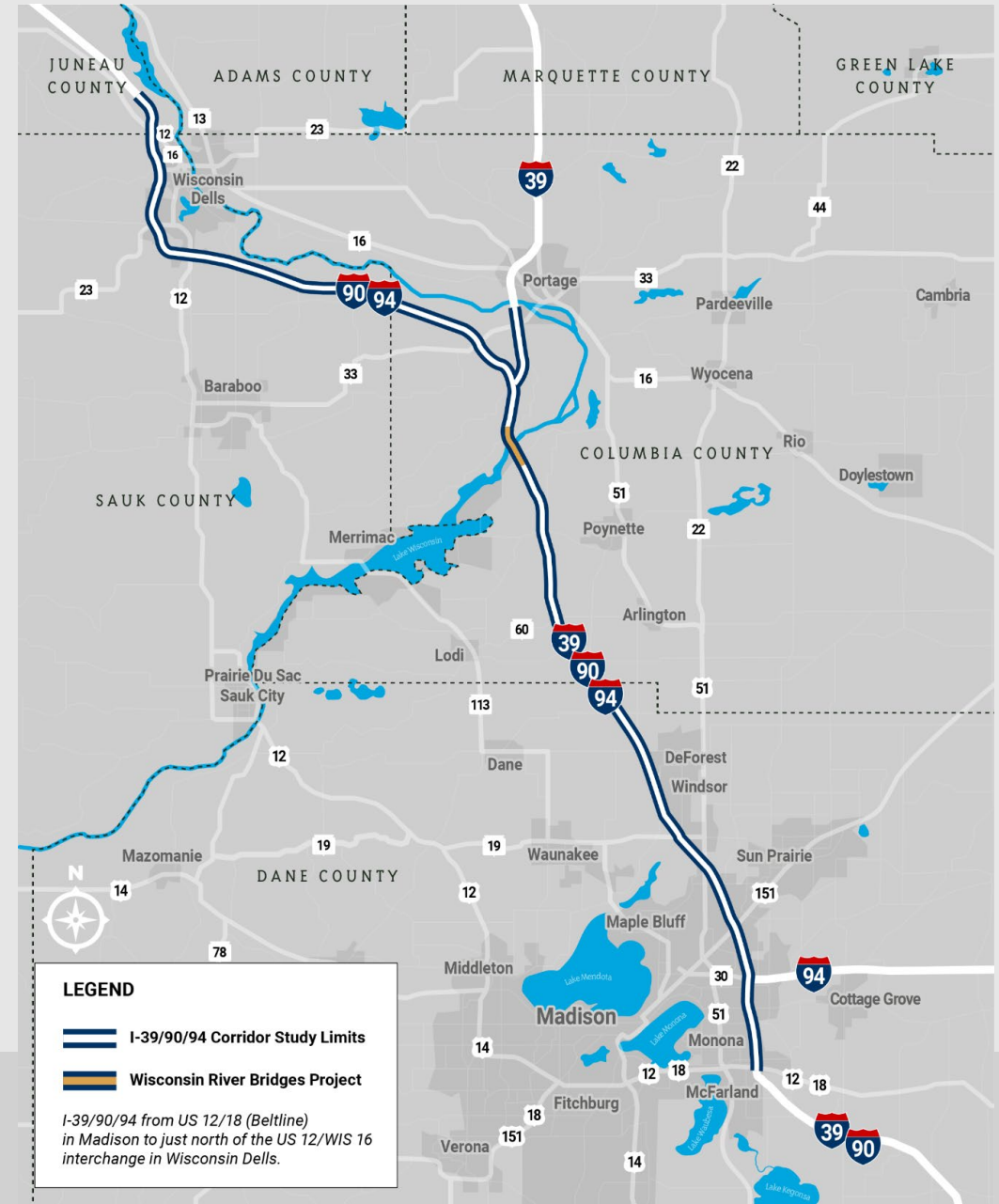
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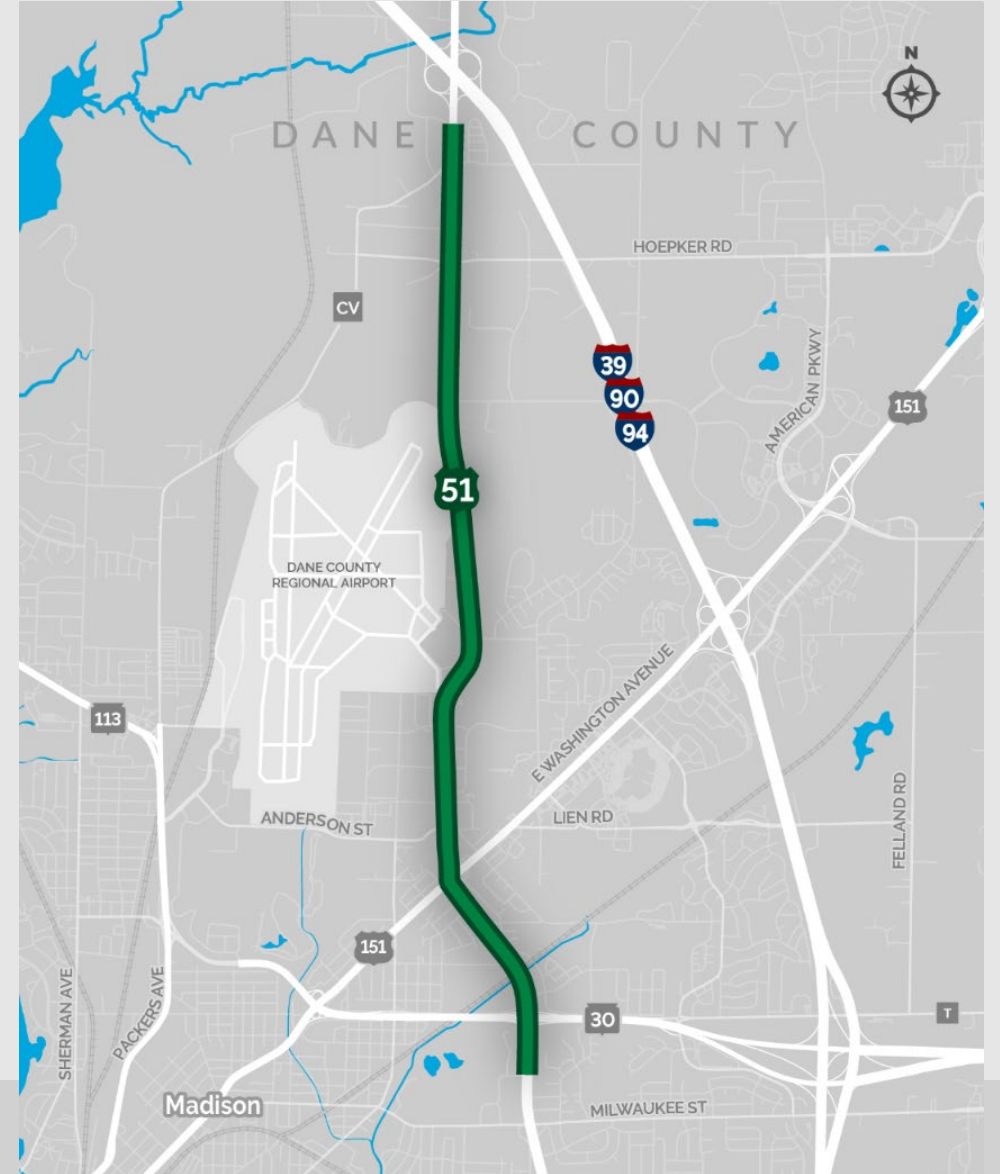
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# Majors updates – Southwest region

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- I-39/90: US 12 (Madison) to US 12 (Wisconsin Dells)
  - Ongoing environmental study activities
- **US 51: US 12 to WIS 19 (Stoughton Road) - South**
  - Ongoing environmental study activities



# Thank You

## Additional Questions?

