

***Wisconsin
Department of Transportation***

Report to the

Transportation Projects Commission

on the

Status of Major Highway Projects

and

***Southeast Wisconsin Freeway
Megaprojects***



February 2024



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

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

January 31, 2024

Dear Members of the Transportation Projects Commission:

The February 2024 Transportation Projects Commission Report provides updates on the status of the Major Highway Development Program (Major) and Southeast Wisconsin Freeway Megaprojects Program (SE Mega).

The current estimate of total cost for the nine Major projects reported herein, excluding SE Mega projects, is \$3,717.4 million. This is \$11.0 million, or 0.3%, higher than the August 2023 estimate. The increase is primarily due to design/quantity refinements on the I-41 (Brown County) project and the US 51 (Dane County) project. Currently, these increases are not expected to delay scheduled project activities this fiscal year.

The Zoo North Leg opened to traffic in November 2023, which marked the completion of the Zoo Interchange project. The total cost of SE Mega projects decreased by \$6.1 million to reflect the final construction cost coming in lower than the current estimate for the Zoo Interchange project. There are still minimal expected expenditures on the project to facilitate the project close-out procedure. The Final Supplemental Environmental Impact Statement (EIS) and Record of Decision (ROD) for the I-94 East-West project is anticipated in February 2024. Final design is expected to commence after the approved ROD is issued.

Regarding Major Highway Study Projects, there is no increase to the current estimate for the studies included in this report. There were two studies approved at the December 2023 TPC meeting, US 18/151: Madison to Dodgeville and US 151: Columbus to Waupun. Work is being done to initiate these studies, and additional information will be included in the TPC report once study activities begin.

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 blue ink, appearing to read "Craig Thompson".

Craig Thompson
Secretary

Table of Contents

| | |
|--|----|
| Glossary of Terms | i |
| Major/Southeast Megaprojects Cost Information Summary | iv |
| Major Projects Cost and Schedule Summary | v |

Major Projects with Scheduled Costs

| | |
|---|---|
| STH 15: STH 76 to New London | 1 |
| STH 23: STH 67 to USH 41 | 2 |
| I 39/90: USH 12 to Illinois | 3 |
| I 41: STH 96 to Scheuring Road | 4 |
| I 43: Silver Spring Drive to STH 60..... | 5 |
| STH 50: I 41 to 43 rd Avenue..... | 6 |
| I 39/90/94: Bridges over Wisconsin River..... | 7 |
| USH 51: I 39/90 to USH 12/18 | 8 |
| USH 53: La Crosse Corridor | 9 |

Southeast Megaprojects

| | |
|---------------------------------|----|
| I 94: North-South Freeway | 10 |
| Zoo Interchange | 11 |
| I 94: East-West Freeway | 12 |

Major Projects with Mainline Open to Traffic 13

Major Highway Study Projects 14-18

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 January 8, 2024.

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 (August 2023): The estimate provided to the Transportation Projects Commission in the August 2023 report.

Current Estimate (February 2024): 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 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$17.0 | Current Year \$ | \$6.1 | \$8.6 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$17.0 | YOE \$ | \$6.1 | \$8.9 | \$0.0 | \$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 |
|-----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Inflation Rate | 2.98% | 3.04% | 3.28% | 3.39% | 3.33% | 3.21% | 3.18% | 3.32% | 3.45% |

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 Aug 2023 (Millions) | TPC Estimate Feb 2024 (Millions) | Cost estimate change since last report (%) | Reason for cost change |
| Ongoing Major Highway Projects | | | | | | | |
| 1 | STH 15: STH 76 to New London | \$106.2 | \$31.7 | \$137.9 | \$137.9 | 0.0% | |
| 2 | STH 23: STH 67 to USH 41 | \$178.4 | \$1.3 | \$179.7 | \$179.7 | 0.0% | |
| 3 | I 39/90: USH 12 to Illinois | \$1,159.1 | \$9.8 | \$1,168.9 | \$1,168.9 | 0.0% | |
| 4 | I 41: STH 96 to Scheuring Rd | \$43.5 | \$1,159.5 | \$1,180.0 | \$1,203.0 | 1.9% | Estimate adjustment: final design estimate, added real estate, poor median soils, noise/retaining wall updates, and general design refinements. |
| 5 | I 43: Silver Spring to STH 60 | \$338.4 | \$195.3 | \$551.1 | \$533.7 | -3.2% | Estimate reduction: final design complete, parcel acquisition complete, and final construction project awarded. |
| 6 | STH 50: I 41 to 43rd Ave | \$110.6 | \$10.0 | \$120.9 | \$120.6 | -0.2% | Estimate reduction: real estate has been completed and estimates have been reduced accordingly. |
| 7 | I 39/90/94: Bridges over Wisconsin River | \$4.5 | \$155.5 | \$160.0 | \$160.0 | 0.0% | |
| 8 | USH 51: I 39/90 to USH 12/18 | \$7.6 | \$206.0 | \$207.9 | \$213.6 | 2.7% | Estimate adjustment: concrete pavement, sidewalk, and storm sewer increase. |
| 9 | USH 53: Lacrosse Corridor | \$0.8 ⁹ | TBD ⁶ | TBD ⁶ | TBD ⁶ | 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 | \$1,503.3 | \$30.0 | \$1,539.4 | \$1,533.3 | -0.4% | Project is open to traffic and construction estimate updated accordingly. |
| 12 | I 94 East-West Corridor | \$38.2 | TBD ⁶ | TBD ⁶ | TBD ⁶ | 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 41: Winnebago County | \$405.6 | \$0.0 | \$405.6 | \$405.6 | 0.0% | |
| 13 | USH 10: USH 10 & USH 10/STH 441 | \$376.0 | \$2.0 | \$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 ¹ (YOE) | Initial estimate year | Record of Decision (ROD) ² Year | Pre-ROD costs | Last let fiscal year (initial schedule) | Last let fiscal year - Aug 2023 TPC | Last let fiscal year - Feb 2024 TPC | Schedule change introduced in this report | Anticipated mainline open to traffic (calendar year) | Current estimate - Feb 2024 (YOE) | Initial schedule comparison - can initial schedule be met? ³ | Would additional funding change no to yes? ⁴ |
| 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 ⁵ | 2023 ⁵ | no change | November 2023 | \$1,533.3 | no | no |
| I 94 East-West Corridor ⁷ | N/A | N/A | N/A | \$55.8 ⁸ | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

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

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

³ 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).

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

⁵ The let in FY-23 was landscaping only.

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

⁷ 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.

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

⁹ 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 - Feb 2024 (current year dollars) | Additional associated costs outside of Majors program ¹ | Total cost estimate (TPC + outside Majors, current year dollars) | TPC Estimate - Feb 2024 (year of expenditure dollars) | Initial estimate (fiscal year) | Last let fiscal year (initial schedule) | Last let fiscal year (Aug 2023 TPC) | Last let fiscal year (Feb 2024 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 | \$137.9 | \$0.0 | \$137.9 | \$138.2 | 2011 | 2018 | 2024 | 2024 | none | Fall 2024 | No | No |
| STH 23: STH 67 to USH 41 | \$0.0 ⁴ | \$39.5 | \$179.7 | \$0.0 | \$179.7 | \$179.7 | 1999 | 2014 ⁵ | 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 | \$1,169.0 | 2011 | 2019 | 2020 | 2020 | none | Fall 2021 | No | No |
| I 41: STH 96 to Scheuring Rd | \$0.0 | \$1,063.0 | \$1,203.0 | \$1.3 | \$1,204.3 | \$1,285.6 | 2022 | 2029 | 2029 | 2029 | none | Fall 2029 | Yes | |
| I 43: Silver Spring to STH 60 | \$29.0 ⁶ | \$551.6 | \$533.7 | \$0.0 | \$533.7 | \$534.0 | 2020 | 2023 | 2024 | 2024 | none | Summer 2025 | Yes | |
| I 39/90/94: Bridges over Wisc River | \$1.2 | \$141.2 | \$160.0 | \$0.0 | \$160.0 | \$160.3 | 2021 | 2024 | 2024 | 2024 | none | Fall 2027 | No | No |
| USH 51: I 39/90 to USH 12/18 | \$2.8 | \$174.1 | \$213.6 | \$9.0 ¹¹ | \$222.6 | \$227.9 | 2022 | 2029 | 2029 | 2029 | none | Fall 2029 | Yes | |
| STH 50: IH 41 to 43rd Ave | \$3.9 | \$93.0 | \$120.6 | \$11.5 | \$132.1 | \$120.6 | 2014 | 2023 | 2021 | 2021 | none | Summer 2023 ¹³ | No | No |
| USH 53: Lacrosse Corridor | N/A ⁷ | N/A ⁸ | N/A ⁸ | N/A ¹² | 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 | N/A ⁸ |
| Totals | | | \$3,717.4 | | | | | | | | | | | |

| Majors Projects with Mainline Open to Traffic | | | | | | | |
|--|---|---|------------------------------|--|--|--|--|
| Project | Cost and Schedule Summary - All Costs in \$Millions | | | | | | |
| | Pre-enumeration costs ⁷ | Initial TPC estimate (Enumeration year dollars) | Initial estimate fiscal year | TPC estimate - Feb 2024 (current year dollars) | Additional associated costs outside of Majors program ¹ | Total cost estimate (current TPC + outside Majors) | Mainline open to traffic (calendar year) |
| USH 10: Marshfield to Stevens Point ⁹ | | \$169.0 | 1998 | \$249.4 | \$1.3 | \$250.7 | August 2012 |
| USH 10: Marshfield to Appleton ¹⁰ | | \$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

- ¹ Additional costs outside of program include costs not born by the Major project but needed for the project. Costs are funded via the local program or State Highway Rehabilitation program.
- ² Indicates the department's opinion of whether the initial schedule will be met based on the budget assumptions on page ii of this report (under the Cost to Complete and Expenditure Schedule heading).
- ³ Indicates the department's opinion of whether a project that cannot meet the initial schedule could do so with additional funding.
- ⁴ 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.
- ⁵ At the time of enumeration in 1999, the legislation did not identify a construction start date. In 2004, through progress in the environmental study and preliminary engineering, the department identified a schedule with final lets in FY-2014.
- ⁶ 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.
- 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 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.
- ¹⁰ 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.
- ¹¹ 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.
- ¹² 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.
- ¹³ 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
February 2024**

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 |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | |
| Design | \$7.9 | \$0.6 | \$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 | \$74.7 | \$29.7 | \$104.4 | \$104.4 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |
| Totals | \$106.2 | \$31.7 | \$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 | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$17.0 | Current Year \$ | \$6.1 | \$8.6 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$17.0 | YOE \$ | \$6.1 | \$8.9 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$138.2 million** (see Pages i-ii for budget and inflation assumptions).

**Major Project Status Report
February 2024**

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

Project Description: This project will be moved to the Major Projects with Mainline Open to Traffic section in the August 2024 report as there are no future scheduled costs.
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 | |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | | Percent |
| Design | \$15.8 | \$0.0 | \$15.8 | \$15.8 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |
| Real Estate | \$37.1 | \$0.1 | \$37.0 | \$37.2 | \$0.0 | \$0.2 | \$0.0 | 0.5% | The estimate increase is associated with real estate litigation. |
| Construction ¹ | \$125.5 | \$1.2 | \$126.9 | \$126.7 | \$0.0 | -\$0.2 | \$0.0 | -0.2% | Construction projects closing at less than estimated total costs. |
| Totals | \$178.4 | \$1.3 | \$179.7 | \$179.7 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Encumbered or Committed, not yet Expensed | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$1.3 | Current Year \$ | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$1.3 | 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).

¹ Mainline open to traffic December 9, 2022.

**Major Project Status Report
February 2024**

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 |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | |
| Design | \$136.0 | \$0.2 | \$136.1 | \$136.2 | \$0.0 | \$0.1 | \$0.0 | 0.1% | Design costs increase to facilitate sale of field office. |
| Real Estate | \$39.1 | \$2.0 | \$41.1 | \$41.1 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |
| Construction ¹ | \$984.0 | \$7.6 | \$991.7 | \$991.6 | \$0.0 | -\$0.1 | \$0.0 | 0.0% | Construction cost refinements. |
| Totals | \$1,159.1 | \$9.8 | \$1,168.9 | \$1,168.9 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Encumbered or Committed, not yet Expended | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$2.7 | Current Year \$ | \$2.8 | \$4.2 | \$0.1 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$2.7 | YOE \$ | \$2.8 | \$4.3 | \$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 **\$1,169.0 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
February 2024**

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 |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | |
| Design¹ | \$40.8 | \$60.7 | \$126.5 | \$101.5 | \$0.0 | -\$25.0 | \$0.0 | -19.8% | Updated estimates for final design costs. |
| Real Estate | \$2.5 | \$45.5 | \$41.0 | \$48.0 | \$1.0 | \$5.0 | \$1.0 | 17.1% | Added complex parcels, updated parcel acreage and valuation. |
| Construction | \$0.2 | \$1,053.3 | \$1,012.5 | \$1,053.5 | \$19.0 | \$22.0 | \$0.0 | 4.0% | Scope change - additional noise walls, revised retaining wall extents, staging changes, additional pavement. Design/Quantity - poor median soils, SWEF estimate, revised structure lengths. |
| Totals | \$43.5 | \$1,159.5 | \$1,180.0 | \$1,203.0 | \$20.0 | \$2.0 | \$1.0 | 1.9% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|-------------------|---------|---------|---------|---------|--------|-------|-------|-------|-------|-------|
| Encumbered or Committed, not yet Expensed | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$33.2 | Current Year \$ | \$84.9 | \$238.5 | \$302.7 | \$311.3 | \$138.2 | \$50.7 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$33.2 | YOE \$ | \$84.9 | \$245.6 | \$321.2 | \$341.2 | \$156.6 | \$59.4 | \$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 **\$1,285.6 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
February 2024**

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 |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | |
| Design ¹ | \$23.5 | \$0.2 | \$25.4 | \$23.7 | \$0.0 | -\$1.7 | \$0.0 | -6.7% | The design component of the project is complete and the costs have come in less than anticipated. The estimate is reduced accordingly. |
| Real Estate | \$13.2 | \$1.6 | \$16.9 | \$14.8 | \$0.0 | -\$2.1 | \$0.0 | -12.4% | Real estate acquisition complete and the project estimates have been reduced accordingly. |
| Construction | \$301.7 | \$193.5 | \$508.8 | \$495.2 | \$0.0 | -\$13.6 | \$0.0 | -2.7% | All construction projects have been awarded and cost estimates have been reduced accordingly. |
| Totals | \$338.4 | \$195.3 | \$551.1 | \$533.7 | \$0.0 | -\$17.4 | \$0.0 | -3.2% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|--------|-------------------|---------|-----------------|--------|--------|-------|-------|-------|-------|-------|-------|
| Encumbered or Committed, not yet Expended | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| | | | \$167.2 | Current Year \$ | \$16.6 | \$11.5 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$167.2 | YOE \$ | \$16.6 | \$11.8 | \$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 **\$534 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
February 2024**

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

| Current Status | | | PROJECT COST ESTIMATE INFORMATION | | | | | | |
|---------------------------|-------------------------|---------------------------------------|-----------------------------------|--------------------------|--------------------------|--|----------------------|---------|---|
| Cost Category | Cost to Date (Millions) | Estimated Cost to Complete (Millions) | Current Estimate | | Change Since Last Report | | | | Reason for Change in Cost Estimate |
| | | | August 2023 (Millions) | February 2024 (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 | \$0.2 | \$14.8 | \$14.5 | \$0.0 | -\$0.3 | \$0.0 | -2.0% | Real estate has been completed and estimates have been reduced accordingly. |
| Construction ¹ | \$96.0 | \$9.8 | \$105.8 | \$105.8 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |
| Totals | \$110.6 | \$10.0 | \$120.9 | \$120.6 | \$0.0 | -\$0.3 | \$0.0 | -0.2% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Encumbered or Committed, not yet Expended | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$4.5 | Current Year \$ | \$5.5 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$4.5 | YOE \$ | \$5.5 | \$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 **\$120.6 million** (see Pages i-ii for budget and inflation assumptions).

¹ STH 50 mainline open to traffic in July 2023.

**Major Project Status Report
February 2024**

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 |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | |
| Design | \$4.2 | \$1.9 | \$7.3 | \$6.1 | \$0.0 | -\$1.2 | \$0.0 | -16.4% | Updated final design estimate. |
| Real Estate | \$0.3 | \$0.8 | \$1.1 | \$1.1 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |
| Construction | \$0.0 | \$152.8 | \$151.6 | \$152.8 | \$1.2 | \$0.0 | \$0.0 | 0.8% | Scope change - piling type change to drilled shafts. |
| Totals | \$4.5 | \$155.5 | \$160.0 | \$160.0 | \$1.2 | -\$1.2 | \$0.0 | 0.0% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Encumbered or Committed, not yet Expensed | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$1.3 | Current Year \$ | \$148.2 | \$3.6 | \$1.3 | \$1.1 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$1.3 | YOE \$ | \$148.2 | \$3.7 | \$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 **\$160.3 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
February 2024**

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 |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | |
| Design | \$6.8 | \$8.3 | \$15.1 | \$15.1 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |
| Real Estate | \$0.8 | \$11.1 | \$11.9 | \$11.9 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |
| Construction | \$0.0 | \$186.6 | \$180.9 | \$186.6 | \$0.0 | \$5.7 | \$0.0 | 3.2% | Estimate refinement - concrete pavement, sidewalk, and storm sewer increased. |
| Totals | \$7.6 | \$206.0 | \$207.9 | \$213.6 | \$0.0 | \$5.7 | \$0.0 | 2.7% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|-------------------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|
| Encumbered or Committed, not yet Expensed | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$5.7 | Current Year \$ | \$16.0 | \$41.5 | \$67.5 | \$40.1 | \$21.9 | \$13.3 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$5.7 | YOE \$ | \$16.0 | \$42.7 | \$71.6 | \$43.9 | \$24.8 | \$15.6 | \$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 **\$227.9 million** (see Pages i-ii for budget and inflation assumptions).

**Major Project Status Report
February 2024**

Project: USH 53 LA CROSSE CORRIDOR

Enumeration Year: 1997 **Region:** SW

Project Description³: 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 ⁴ (Millions) | Estimated Cost to Complete (Millions) | Current Estimate | | Change Since Last Report | | | | Reason for Change in Cost Estimate |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | |
| Design ¹ | \$0.8 | \$4.3 | \$4.9 | \$5.1 | \$0.2 | \$0.0 | \$0.0 | 4.1% | Additional traffic modeling needed to study design alternatives. |
| Real Estate | \$0.0 | TBD ² | TBD ² | TBD ² | \$0.0 | \$0.0 | \$0.0 | TBD ² | The TPC approved WisDOT's request to study new alternatives. 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 ² | TBD ² | TBD ² | \$0.0 | \$0.0 | \$0.0 | TBD ² | |
| Totals | \$0.8 | \$4.3 | \$4.9 | \$5.1 | \$0.2 | \$0.0 | \$0.0 | 4.1% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|-------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Encumbered or Committed, not yet Expensed | | Remaining in 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$2.3 | Current Year \$ | \$2.0 | TBD ² |
| \$2.3 | YOE \$ | \$2.0 | 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 Costs in the Design category are for completing the environmental study.

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

³ 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).

⁴ 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
February 2024**

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 |
| | | | August 2023 (Millions) | February 2024 (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 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 | | Remaining in 2024 ² | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$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, such as construction change orders, contract amendments, and real estate litigation.

**Southeast Megaproject Status Report
February 2024**

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 up to 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 |
| | | | August 2023 (Millions) | February 2024 (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 | \$1,269.7 | \$29.1 | \$1,304.9 | \$1,298.8 | \$0.0 | -\$6.1 | \$0.0 | -0.5% | Project is open to traffic and construction estimate updated accordingly. |
| Totals | \$1,503.3 | \$30.0 | \$1,539.4 | \$1,533.3 | \$0.0 | -\$6.1 | \$0.0 | -0.4% | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|--------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Encumbered or Committed, not yet Expended | | Remaining in 2024 ¹ | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| \$18.7 | Current Year \$ | \$11.3 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| \$18.7 | YOE \$ | \$11.3 | \$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 **\$1,533.3 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, such as construction change orders, contract amendments, and real estate litigation.

**Southeast Megaproject Status Report
February 2024**

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 |
| | | | August 2023 (Millions) | February 2024 (Millions) | Scope (Millions) | Design & Quantity Refinements (Millions) | Inflation (Millions) | Percent | |
| Design^{1,2} | \$38.2 | \$20.2 | \$58.4 ³ | \$58.4 ³ | 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. |
| Real Estate¹ | \$0.0 | TBD | TBD | TBD | N/A | N/A | N/A | N/A | |
| Construction¹ | \$0.0 | TBD | TBD | TBD | N/A | N/A | N/A | N/A | |
| Totals | \$38.2 | TBD | TBD | TBD | N/A | N/A | N/A | N/A | |

| Cost to Complete Expenditure Schedule (Fiscal Year) | | | | | | | | | | | | |
|---|-----------------|-------------------|------|------|------|------|------|------|------|------|------|------|
| Encumbered or Committed, not yet Expended | | Remaining in 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).

¹ 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

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

³ Preliminary design costs for this project are budgeted at \$58.4 million.

**Majors Projects with Mainline Open to Traffic Status Report
February 2024**

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) | August 2023 (Millions) | February 2024 (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 ⁴ |
| 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 ⁴ |
| 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 ⁴ |
| 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 ⁴ |
| 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 ³ |
| 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 ⁴ |
| 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 ⁴ |
| USH 10: USH 10 and USH 10/STH 441 | 2011 | November 2019 | \$376.0 | \$2.0 | \$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% | |
| Totals | | | | | \$359.4 | \$333.5 | \$2,722.4 | \$3,418.6 | \$3,418.6 | \$0.0 | \$0.0 | \$0.0 | 0.0% | |

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

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

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

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

Major Highway Study Projects and Southeast Freeway Mega Study Projects



| Number Key to Map | Hwy | Termini | Status | Page |
|-------------------------------------|------------|--------------------------------------|---------------|-------------|
| Major Highway Study Projects | | | | |
| 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 February 2024 | | | | | | | |
|---|--------------|----------------------------|--------------------------------------|--------------------------------------|-------------------------------|----------------|-------------------|
| Project: Sample Study Project | | | | | | | |
| 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**



| Study Project Cost Status Table – February 2024 | | | | | | | |
|--|--------------|----------------------------|--------------------------------------|--------------------------------------|-------------------------------|----------------|-------------------|
| 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 (Aug 2023) | Total Study Cost Estimate (Feb 2024) | Change in Total Cost Estimate | Percent Change | Reason for Change |
| Environmental Study | \$12.8 | \$9.7 | \$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. The study team has identified a preferred strategy and possible future NEPA staging sections when the PEL phase is complete in summer 2024. Following completion of the PEL phase, WisDOT anticipates beginning the NEPA phase of the study for sections of the corridor.

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



| Study Project Cost Status Table – February 2024 | | | | | | | |
|--|--------------|----------------------------|--------------------------------------|--------------------------------------|-------------------------------|----------------|-------------------|
| 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 (Aug 2023) | Total Study Cost Estimate (Feb 2024) | Change in Total Cost Estimate | Percent Change | Reason for Change |
| Environmental Study | \$27.3 | \$17.6 | \$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: Study alternatives have been developed and environmental analysis has begun. Public outreach activities have continued, gathering feedback on alternatives with extensive outreach at interchanges. Alternatives screening will now be conducted, leading to selection of a preferred alternative in summer 2024. Study completion anticipated for fall 2024, with earliest anticipated construction late 2020's.

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



| Study Project Cost Status Table – February 2024 | | | | | | | |
|--|--------------|----------------------------|--------------------------------------|--------------------------------------|-------------------------------|----------------|-------------------|
| 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 | \$10.8 | \$4.0 | \$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: 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: Study purpose and need has been developed as well as alternative concepts at interchanges and intersections. The second public involvement meeting was conducted fall 2023. Development of detailed alternatives is ongoing.

US 51 South: Initial data collection is complete, and the existing conditions on the corridor are being documented. The preliminary proposed and need is under development. High-level corridor concepts have been developed and will be further refined. The first public involvement meeting was held in July 2023.

Environmental analysis is anticipated to be complete in fall 2024 for the north section and fall 2026 for the south section. Earliest anticipated construction is the late 2020's.