



December 2021

Information Binder

Prepared by



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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
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December 9, 2021

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

Dear Governor Evers and TPC Members,

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


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

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

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

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

Sincerely,



Craig M. Thompson
Secretary

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

December 15, 2021

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Chapter 1

December 2021 TPC Meeting

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



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

- **Roll Call**
- **Governor and Secretary opening statements**
- **Approve minutes**
- **TPC Report Review and Study Recommendation Process**
 - August 2021 Report and Financial Status
 - Approval process for Studies in Major Highway program
- **Project updates**
- **La Crosse Corridor Update**
- **I-794 Lake Interchange, Milwaukee County**
- **Discussion and future meetings**
- **Adjourn**



MEMBER DIRECTORY

December 2021

**Governor Tony Evers,
Chairman**

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Chapter 2

Meeting Minutes

- **December 8, 2020 TPC meeting**



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

MEMBERS PRESENT

Governor Tony Evers
Senator Dave Hansen
Senator Jerry Petrowski
Senator Howard Marklein
Senator Tim Carpenter
Representative Scott Krug

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

Representative Jon Plumer

MEMBERS ABSENT

Senator Robert Cowles

Representative John Spiros
Representative Daniel Riemer

DOT STAFF PRESENT

Joe Nestler
Jeff Gust
Justin Shell
Paul Hammer
Joel Nilsesteun
Tim Mason

Michael Hoelker
Tom Buchholz
Brian Bliesner
Jim Robinette
Ned Grady

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

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

Secretary Craig Thompson welcomed the commission members to the TPC meeting. He requested a motion to approve the minutes of the December 8, 2020 meeting. The

Transportation Projects Commission
Meeting Summary
December 8, 2020

motion passed 11-0.

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

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

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

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

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

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

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

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

Transportation Projects Commission
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December 8, 2020

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

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

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

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

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

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

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

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

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

Tim Hanna asked if forecasts took into account future modes of transportation. Joe Nestler replied that WisDOT is considering this, but it is extremely difficult. Tim clarified that he was asking about modes of transportation in urban areas. Secretary Thompson was appreciative of this question and indicated his opening remarks contained allusions to this question. He indicated there are several things that WisDOT needs to look at. The impact telework will have on traffic, how Connected and Automated Vehicles (CAV) will affect travel patterns and providing more alternatives for travel besides just adding

Transportation Projects Commission
Meeting Summary
December 8, 2020

capacity. He cited the removal of three studies during the December 2019 TPC meeting and the two studies that were recommended for removal at this meeting as examples of not adding capacity. And the two projects WisDOT is requesting approval to construct in this meeting are not expanding capacity.

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

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

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

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

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

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

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

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

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Chapter 3

TPC Report Review and Study Recommendation Process


- **Financial status**
- **Study recommendation process**
- **August 2021 TPC report**

Program Update August 2021 TPC Report and Majors Program Financial Status

Joe Nestler, P.E.

Division of Transportation Investment Management,
Administrator



December 15, 2021



1

TPC Report Summary, August 2021

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

+ \$4.7 million

- \$15.1 million

- \$10.4 million

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TPC Report Summary, August 2021

Mega Projects	TPC Estimate Feb 2021 (Millions)	TPC Estimate Aug 2021 (Millions)	Change from Feb 2021 to Aug 2021
I-94, North-South Freeway	\$1,602.5	\$1,593.4	-0.6%
Zoo Interchange	\$1,539.4	\$1,539.4	0.0%
Total	\$3,141.9	\$3,132.8	-0.3%

- \$9.1 million

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



3

Major Projects Expenditure Schedule

As Shown in August 2021 TPC Report

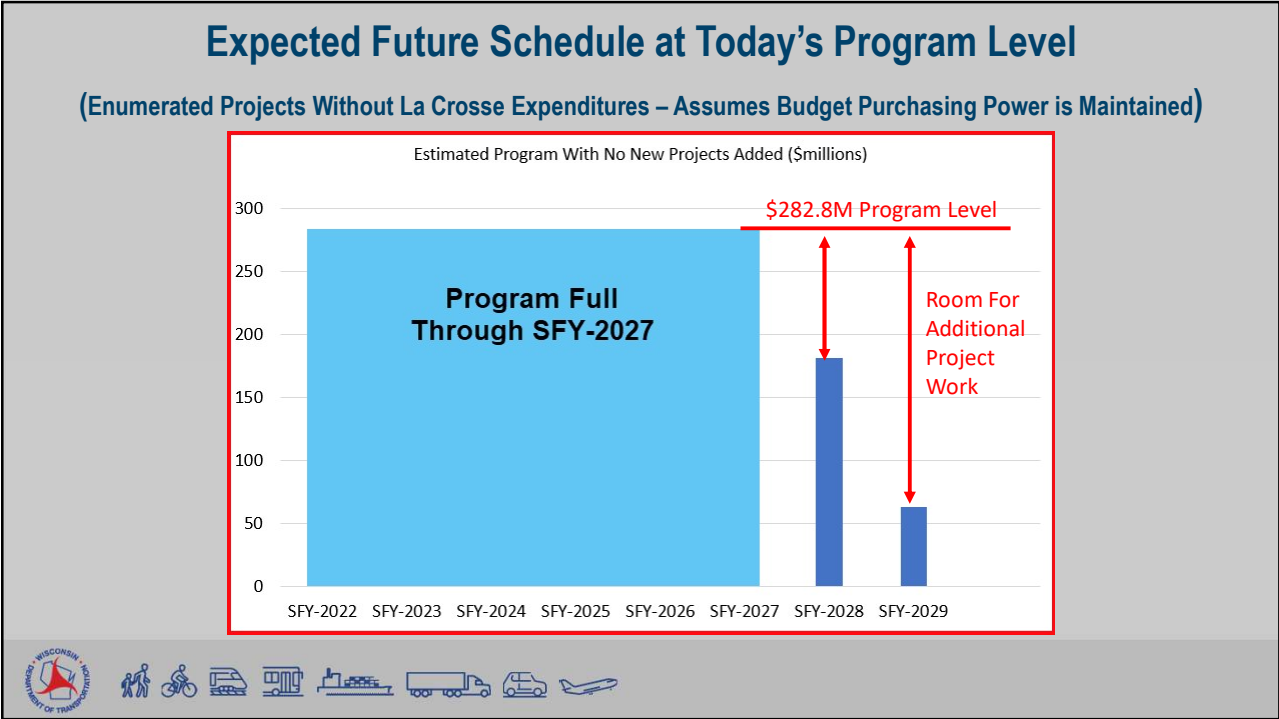
Region	Hwy	Project Name	Enum	State Fiscal Year									
				2022	2023	2024	2025	2026	2027	2028	2029		
NE	15	STH 76 to New London	2011	Planned Expenditure	Planned Expenditure	Planned Expenditure	Planned Expenditure						
NE	23	STH 67 to USH 41	1999	Planned Expenditure	Planned Expenditure								
SW	39/90	USH 12 to Illinois State Line	2011	Planned Expenditure									
NE	41	STH 96 to Scheuring Road	2019	Planned Expenditure	Planned Expenditure	Planned Expenditure	Planned Expenditure	To Be Determined					
SE	43	Silver Spring Drive to STH 60	2019	Planned Expenditure	Planned Expenditure	Planned Expenditure	Planned Expenditure						
SE	50	I-41 to 43 rd Avenue	2014	Planned Expenditure	Planned Expenditure	Planned Expenditure	Planned Expenditure						
SW	39/90/94	Bridges over Wisconsin River	2020	Planned Expenditure	Planned Expenditure	Planned Expenditure	Planned Expenditure						
SW	51	I-39/90 to USH 12	2020	Planned Expenditure	Planned Expenditure	Planned Expenditure	Planned Expenditure	To Be Determined					
SW	53	La Crosse Corridor	1997		To Be Determined								

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

US-51 (Stoughton-McFarland)
Costs and Schedule to be Presented in the Feb. 2022 TPC Report



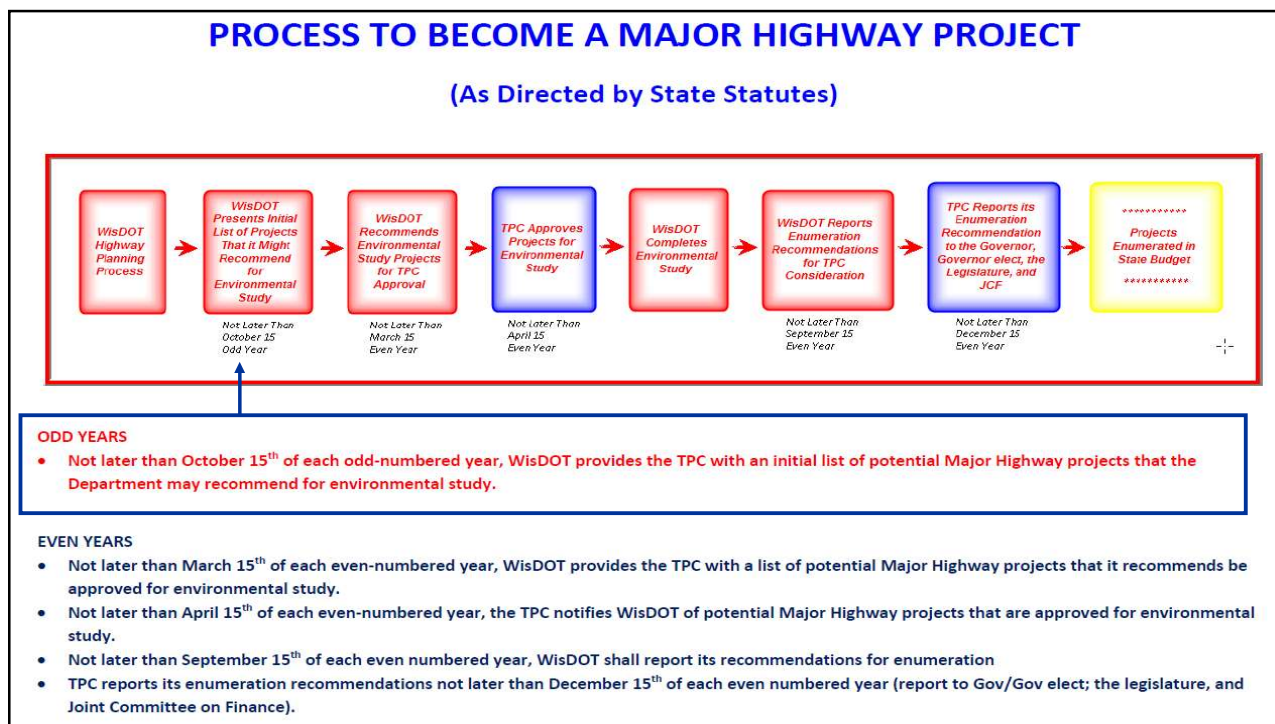
4



5

Why Aren't New Study Projects Being Recommended?

6



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Recall:

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

13.489 (4) REVIEW OF PROJECTS

(a)

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

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

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

- (b) The commission may include in the report in par. (a) its designation of highway improvement projects under s. 84.013 (6m) as major highway projects.
- (c) No project may be enumerated under s. 84.013 (3) or approved under s. 84.013 (6) unless the commission recommends approval, with or without modifications, of the project under par. (a) or, with respect to a project under s. 84.013 (6m), designates the project under par. (b).
- (d) This subsection does not apply to major highway projects described in s. 84.013 (1) (a) 2m.

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Thank You

Additional Questions?

Next: Project Updates by Jeff Gust, P.E.



***Wisconsin
Department of Transportation***

Report to the

Transportation Projects Commission

on the

Status of Major Highway Projects

and

***Southeast Wisconsin Freeway
Megaprojects***



August 2021

July 30, 2021

Dear Members of the Transportation Projects Commission (TPC):

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

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

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

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

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

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

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

Sincerely,



Craig M. Thompson
Secretary-designee

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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 Majors projects enumerated in 2011 are provided in this report.

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

High cost rehabilitation projects originated in study and design as standard rehabilitation projects. Although Majors reporting requirements were not originally anticipated, the pre-enumeration costs in this report are accurate.

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

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

Design: The cost to develop and design the project.

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

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

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

Cost to Complete: Estimated cost, by category, remaining to complete the project at current (Fiscal Year (FY)-22) market prices.

Project Cost Estimate Information: Additional information about the current cost estimates, the previous cost estimates, and reasons for changes since the last report.

Current Estimate (February 2021): The estimate provided to the Transportation Projects Commission in the February 2021 report.

Current Estimate (August 2021): The updated estimate provided to the Transportation Projects Commission in this report.

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

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

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

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

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

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

The Major Highway project expenditure schedules in this report are based on the Major Highway appropriation amount in the 2021-23 biennial budget (\$282.8M in FY-22 and \$282.8M in FY-23). For future biennia, the FY-23 appropriation amount is assumed to continue beyond FY-23. Schedules assume no purchasing power increases; i.e. project costs are assumed to rise in future years according to the IHS Markit (formerly Global Insights) projected inflation rates shown in the bottom table below, while the FY-23 budget value is assumed to continue beyond the biennium.

The expenditure schedules for SE Megaprojects are based on the Southeast Megaproject appropriation amount in the 2021-23 biennial budget, in addition to the INFRA grant awarded in spring 2018 for the I-94 North-South project and bonding on both projects.

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$49.2	Current Year \$	\$6.7	\$21.6	\$23.8	\$5.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$49.2	YOE \$	\$6.7	\$21.8	\$24.8	\$6.0	\$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-22) market prices.

Year of Expenditure Cost (YOE \$): The year of expenditure costs in this report are based on current schedules, inflated to a projected year of expenditure dollar value. To better account for the unique impacts of the pandemic on price inflation, the inflation rates applied used information from IHS Markit's November 2020 30-Year Trend Forecast, the Wisconsin Chained Fisher Construction Cost Index, and IHS Markit's February 2021 30-Year Trend Forecast. The FY-23 inflation rate matches what was used in the Governor's proposed Budget and is from IHS Markit's November 2020 Trend Forecast. Rates for FY-24 and beyond are from IHS Markit's February 2021 data. The inflation rates used to project current estimates to the fiscal year of expenditure estimates in this report are as follows:

	FY-23	FY-24	FY-25	FY-26	FY-27	FY-28	FY-29	FY-30	FY-31
Inflation Rate	0.95%	3.19%	3.12%	3.33%	3.36%	3.36%	3.42%	3.39%	3.39%

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 Majors projects will have adjacent minor road work, landscaping, or jurisdictional transfer work being completed just after the mainline work is completed. This work is typically completed within two years of mainline open to traffic.

Major/Southeast Megaprojects Cost Information Summary							
Page	Project	Cost to date (millions)	Estimated cost to complete (millions)	TPC Estimate Feb 2021 (Millions)	TPC Estimate Aug 2021 (Millions)	Cost estimate change since last report (%)	Reason for cost change
Ongoing Major Highway Projects							
1	STH 15: STH 76 to New London	\$29.5	\$106.9	\$136.4	\$136.4	0.0%	
2	USH 18/151: Verona Rd.	\$262.2	\$0.9	\$263.1	\$263.1	0.0%	
3	STH 23: STH 67 to USH 41	\$120.3	\$53.1	\$168.7	\$173.4	2.8%	Increased real estate costs, construction material cost increases and additional subgrade excavation.
4	I 39/90: USH 12 to Illinois	\$1,069.8	\$103.0	\$1,187.9	\$1,172.8	-1.3%	Project nearing completion and some costs have been less than expected. The estimate is reduced accordingly.
5	I 41: STH 96 to Scheuring Rd	\$5.7	not available ⁷	not available ⁷	not available ⁷	0.0%	A cost estimate for this project is not yet available. Therefore, we are only reporting costs incurred to date in this table.
6	I 43: Silver Spring to STH 60	\$17.9	\$533.4	\$551.3	\$551.3	0.0%	
7	STH 50: I 41 to 43rd Ave	\$29.5	\$89.6	\$119.1	\$119.1	0.0%	
8	I 39/90/94: Bridges over Wisconsin River	\$0.0	\$141.2	\$141.2	\$141.2	N/A	
9	USH 51: I 39/90 to USH 12	\$0.0	\$174.1	\$174.1	\$174.1	N/A	
10	USH 53: Lacrosse Corridor	TBD ⁷	TBD ⁷	\$143.2	TBD ⁷	N/A	The department no longer has a credible cost estimate for this corridor as other alternatives are being considered. No estimate is provided given the many unknowns associated with the project scope.
Southeast Megaprojects							
11	I 94: North - South Freeway	N/A	\$21.8	\$1,602.5	\$1,593.4	-0.6%	Project nearing completion; adjusting to anticipated final costs.
12	Zoo Interchange	N/A	\$203.5	\$1,539.4	\$1,539.4	0.0%	
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	\$41.6	\$0.2	\$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	\$970.1	\$0.2	\$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	\$375.5	\$2.5	\$378.0	\$378.0	0.0%	

Southeast Megaprojects Summary - All Costs in \$Millions												
	Initial estimate ¹ (YOE)	Initial estimate year	Record of Decision (ROD) ² Year	Pre-ROD costs	Last let fiscal year (initial schedule)	Last let fiscal year - Feb 2021 TPC	Last let fiscal year - Aug 2021 TPC	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Current estimate - Aug 2021 (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	\$1,593.4	no	no
Zoo Interchange	\$1,717.8	2007	2012	\$26.1	2017	2023 ⁵	2023 ⁵	1 month	November 2023	\$1,539.5	no	no

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

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

³ 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 is landscaping only and the project will be open to traffic before completion of that project.

⁶ A corridor improvement plan to strategically sequence the corridor projects is being developed. The plan will maximize the benefit of construction funds through strategic packaging of projects and will be included in a future TPC report.

⁷ This estimate is not available, we are including anticipated costs as they are identified.

Major Projects Cost and Schedule Summary

Majors Projects Estimate Summary for Projects with Costs Scheduled in FY-22 & Beyond														
Project	Cost Summary - All Costs in \$Millions						Schedule Summary							
	Pre-enumeration costs	Initial TPC estimate (Enumeration year dollars)	TPC estimate - Aug 2021 (current year dollars)	Additional associated costs outside of Majors program ¹	Total cost estimate (TPC + outside Majors, current year dollars)	TPC Estimate - Aug 2021 (year of expenditure dollars)	Initial estimate fiscal year	Last let fiscal year (initial schedule)	Last let fiscal year (Feb 2021 TPC)	Last let fiscal year (Aug 2021 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	\$136.4	\$0.0	\$136.4	\$138.0	2011	2018	2024	2024	none	November 2024	no	no
USH 18/151: Verona Rd.	\$25.2 ⁴	\$150.0	\$263.1	\$2.2	\$265.3	\$263.1	2011	2019	2019	2019	none	November 2019	yes	
STH 23: STH 67 to USH 41	\$0.0 ⁵	\$39.5	\$173.4	\$0.0	\$173.4	\$173.4	1999	2014 ⁶	2021	2022	none	November 2022	no	no
I 39/90: USH12 to Illinois	\$3.5	\$715.0	\$1,172.8	\$5.1	\$1,177.9	\$1,172.8	2011	2019	2020	2020	none	November 2021	no	no
I 41: STH 96 to Scheuring Rd	\$0.0	N/A ⁷	TBD	N/A ⁷	N/A ⁷	N/A ⁷	N/A ⁷	N/A ⁷	N/A ⁷	N/A ⁷	N/A	N/A ⁷	N/A	
I 43: Silver Spring to STH 60	\$29.0 ⁸	\$551.6	\$551.3	\$0.0	\$551.3	\$556.0	2020	2023	2023	2024	none	May 2025	yes	
I 39/90/94: Bridges over Wisc River	\$1.2	\$141.2	\$141.2	\$0.0	\$141.2	\$146.6	2021	N/A	2024	2024	N/A	December 2026	yes	
USH 51: I 39/90 to US 12	\$2.8	\$174.1	\$174.1	\$9.0 ¹⁴	\$183.1	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A ¹³	N/A	N/A ¹³	N/A	
STH 50: IH 41 to 43rd Ave	\$3.9	\$93.0	\$119.1	\$11.5	\$130.6	\$119.1	2014	2023	2021	2021	none	May 2023	yes	
USH 53: Lacrosse Corridor	N/A ⁹	\$67.1	N/A ¹⁰	\$1.8	N/A ¹⁰	N/A ¹⁰	1997	N/A ¹⁰	N/A ¹⁰	N/A ¹⁰	N/A ¹⁰	N/A ¹⁰	N/A	
Totals			\$2,731.4											

Majors Projects with Mainline Open to Traffic							
Project	Cost and Schedule Summary - All Costs in \$Millions						
	Pre-enumeration costs ⁹	Initial TPC estimate (Enumeration year dollars)	Initial estimate fiscal year	TPC estimate - Aug 2021 (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 ¹¹		\$169.0	1998	\$252.3	\$1.3	\$253.6	August 2012
USH 10: Marshfield to Appleton ¹²		\$125.0	1988	\$501.6	\$1.3	\$502.9	August 2012
USH 12: Lake Delton to Sauk City		\$50.0	1997	\$183.3	\$0.0	\$183.3	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	\$970.6	\$0.0	\$970.6	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

Footnotes

- ¹ Additional costs outside of program include costs not born by the Major project but needed for the project. Costs are funded via the local program or State Highway Rehabilitation program.
- ² Indicates the department's opinion of whether the initial schedule will be met based on the budget assumptions on page ii of this report (under the Cost to Complete and Expenditure Schedule heading).
- ³ Indicates the department's opinion of whether a project that cannot meet the initial schedule could do so with additional funding.
- ⁴ The USH 18/151 Verona Road project pre-enumeration costs include design and real estate encumbered in the State Highway Rehabilitation (SHR) program before enumeration.
- ⁵ STH 23 was enumerated by 1999 Wisconsin Act 9 and was not recommended by either WisDOT or the Transportation Projects Commission and, as a result has no pre-enumeration costs.
- ⁶ At the time of enumeration in 1999, the legislation did not identify a construction start date. In 2004, through progress in the environmental study and preliminary engineering, the department identified a schedule with final lets in FY-2014.
- ⁷ The I-41 project was enumerated in July 2019 with no environmental study completed. The project cost estimate and schedule will be identified in a future TPC report.
- ⁸ 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.
- ⁹ 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.
- ¹⁰ 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.
- ¹¹ 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.
- ¹² 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
- ¹³ The project cost estimate and schedule will be identified in a later TPC report.
- ¹⁴ 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

Major Project Status Report

August 2021

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.
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Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report				Reason for Change in Cost Estimate
			February 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$7.5	\$1.0	\$8.5	\$8.5	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$21.5	\$3.5	\$25.0	\$25.0	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$0.5	\$102.4	\$102.9	\$102.9	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$29.5	\$106.9	\$136.4	\$136.4	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$49.2	Current Year \$	\$6.7	\$21.6	\$23.8	\$5.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$49.2	YOE \$	\$6.7	\$21.8	\$24.8	\$6.0	\$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 **\$138.0 million** (see Pages i-ii for budget and inflation assumptions).

Major Project Status Report

August 2021

Project: USH 18/151 VERONA ROAD

Approval Year: 2011 **Region:** SW

Project Description: Stage I of the project will reconstruct the Verona Road/Beltline interchange to a single-point urban interchange and increase the Beltline section west through Whitney Way to six lanes, including improvements to the Whitney Way interchange ramps. It will add a Summit Road jug-handle and a Carling Drive extension. Seminole Highway bridge will be replaced. Stage II of the project will include adding an interchange at CTH PD and Verona Road and will add an additional lane in both directions on Verona Road from County PD interchange to the Raymond Rd. intersection.

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 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$25.4	\$0.3	\$25.7	\$25.7	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$26.7	\$0.0	\$26.7	\$26.7	\$0.0	\$0.0	\$0.0	0.0%	
Construction ¹	\$210.1	\$0.6	\$210.7	\$210.7	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$262.2	\$0.9	\$263.1	\$263.1	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$0.9	Current Year \$	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$0.9	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 **\$263.1 million** (see Pages i-ii for budget and inflation assumptions).

¹ USH 18/151 mainline opened to traffic November 15, 2019. CTH PD (McKee Road) opened to traffic October 30, 2020.

Major Project Status Report

August 2021

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 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)		Percent
Design	\$15.5	\$0.0	\$15.5	\$15.5	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$33.3	\$2.3	\$32.3	\$35.6	\$0.0	\$1.7	\$1.6	10.2%	Real estate acquisition, relocation costs and estimated litigation costs are higher than anticipated. A contributing factor is 2017 Wis. Act 243, which made changes to Wisconsin relocation law that removed cost caps and created new categories of available payments; these changes resulted in additional relocation costs.
Construction ¹	\$71.5	\$50.8	\$120.9	\$122.3	\$0.0	\$0.4	\$1.0	1.2%	Higher steel prices and asphalt prices affected utility and construction costs. Additional subgrade improvement increased earthwork and roadbed quantities.
Totals	\$120.3	\$53.1	\$168.7	\$173.4	\$0.0	\$2.1	\$2.6	2.8%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expended		2022	2023	2024	2025	2026	2027	2028	2029	2030	2032	2032
\$45.3	Current Year \$	\$8.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$45.3	YOE \$	\$8.4	\$0.4	\$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 **\$173.4 million** (see Pages i-ii for budget and inflation assumptions).

¹ The Construction cost includes \$1.8 million of local costs. Local governments requested these funds be added to state plans. The local governments will reimburse the department for these costs.

Major Project Status Report

August 2021

Project: I 39/90 USH 12 to ILLINOIS

Enumeration Year: 2011 **Region:** SW

Project Description:	This project will reconstruct 45 miles of I 39/90 from USH 12/18 in Dane County to the Illinois state line in Rock County to provide additional capacity. The project expands the current four-lane divided highway to a six-lane divided highway, and reconstructs multiple interchanges. Bridge widening and use of permanent and temporary roadway to enable four lanes of traffic to operate safely on one side of the interstate, while the other is being reconstructed, will minimize user delay.
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Current Status			PROJECT COST ESTIMATE INFORMATION						
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate*		Change Since Last Report				Reason for Change in Cost Estimate
			February 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$145.8	\$1.8	\$149.6	\$147.6	\$0.0	-\$2.0	\$0.0	-1.3%	Project nearing completion and some costs have been less than expected. The estimate is reduced accordingly.
Real Estate	\$36.9	\$2.9	\$39.8	\$39.8	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$887.1	\$98.3	\$998.5	\$985.4	\$0.0	-\$13.1	\$0.0	-1.3%	Project nearing completion and some costs have been less than expected. The estimate is reduced accordingly.
Totals	\$1,069.8	\$103.0	\$1,187.9	\$1,172.8	\$0.0	-\$15.1	\$0.0	-1.3%	

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

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

**Major Project Status Report
August 2021**

Project: I 41 STH 96 to Scheuring Road **Enumeration Year:** 2019 **Region:** NE

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

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 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design ¹	\$5.7	TBD	\$50.0	\$66.5	N/A	N/A	N/A	0.0%	This project was enumerated without a preferred alternative. Therefore, no project estimate exists at this time. Costs supplied in the current estimate categories represent only known costs at this time and are not intended to reflect the anticipated total cost for that category. These costs will be populated with the official estimates once a preferred alternative has been established and a cost estimate has been completed.
Real Estate ¹	\$0.0	TBD	\$0.0	\$3.5	N/A	N/A	N/A	0.0%	
Construction ¹	\$0.0	TBD	\$0.0	\$0.0	N/A	N/A	N/A	0.0%	
Totals	\$5.7	TBD	TBD	TBD	N/A	N/A	N/A	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$2.3	Current Year \$	\$22.0	\$40.0	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
\$2.3	YOE \$	\$22.0	\$40.4	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 2019 pursuant to 2019 Act 9, Section 1078. It did not have an approved environmental document. Total costs in the Design category now reflects costs through final design. The total costs for real esate 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.

**Major Project Status Report
August 2021**

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 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design ¹	\$13.0	\$19.5	\$32.5	\$32.5	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$4.9	\$21.1	\$26.0	\$26.0	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$0.0	\$492.8	\$492.8	\$492.8	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$17.9	\$533.4	\$551.3	\$551.3	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expended		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$17.7	Current Year \$	\$254.6	\$194.8	\$64.9	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$17.7	YOE \$	\$254.6	\$196.7	\$67.6	\$1.5	\$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 **\$556.0 million** (see Pages i-ii for budget and inflation assumptions).

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

Major Project Status Report

August 2021

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
			February 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.1	\$0.1	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$13.9	\$0.9	\$14.8	\$14.8	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$15.5	\$88.6	\$104.1	\$104.1	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$29.5	\$89.6	\$119.1	\$119.1	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expended		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
		\$81.2	Current Year \$	\$8.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$81.2	YOE \$	\$8.4	\$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 **\$119.1 million** (see Pages i-ii for budget and inflation assumptions).

Major Project Status Report

August 2021

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 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.0	\$6.5	\$6.5	\$6.5	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$0.0	\$1.0	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	0.0%	
Construction	\$0.0	\$133.7	\$133.7	\$133.7	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$0.0	\$141.2	\$141.2	\$141.2	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2030	2031
		\$2.4	Current Year \$	\$6.1	\$4.0	\$128.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$2.4	YOE \$	\$6.1	\$4.0	\$134.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$146.6 million** (see Pages i-ii for budget and inflation assumptions).

Major Project Status Report

August 2021

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

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

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 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$0.0	\$15.1	\$15.1	\$15.1	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$0.0	\$7.6	\$7.6	\$7.6	\$0.0	\$0.0	\$0.0	0.0%	
Construction¹	\$0.0	\$151.4	\$151.4	\$151.4	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$0.0	\$174.1	\$174.1	\$174.1	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year) ^{1, 2}												
Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$2.5	Current Year \$	\$6.4	\$3.9	\$10.9	\$32.1	TBD	TBD	TBD	TBD	TBD	TBD	TBD
\$2.5	YOE \$	\$6.4	\$3.9	\$11.4	\$34.5	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 (inflated) for this project is yet to be determined. The YOE cost will be provided in a future TPC report.

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

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

Major Project Status Report

August 2021

Project: USH 53 LA CROSSE CORRIDOR

Enumeration Year: 1997 **Region:** SW

Project Description: The USH 53, La Crosse Corridor project was enumerated in 1998, and at that time there was a preferred alternative and an approved Environmental Impact Statement (EIS). Due to numerous factors associated with local support, a solution for this corridor remains undefined.
WisDOT is conducting an operations and safety review to help instruct decision-making on the future of this corridor as a Major project.

Current Status			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 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$2.4 ¹	TBD ²	\$7.4	\$7.4	N/A	N/A	N/A	0.0%	The placeholder estimate of \$143.2 million is based on the approved corridor alignment from 1999. The department no longer has a credible cost estimate for this corridor as other alternatives are being considered due to the time that has passed and the need to update the environmental documentation. Consequently, no estimate is provided given the many unknowns associated with the project scope. Additionally, the scheduling of project activities has been updated to "TBD" (To Be Determined).
Real Estate	TBD ²	TBD ²	\$13.7	TBD ²	N/A	N/A	N/A	0.0%	
Construction	TBD ²	TBD ²	\$122.1	TBD ²	N/A	N/A	N/A	0.0%	
Totals	TBD ²	TBD ²	\$143.2	TBD ²	N/A	N/A	N/A	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2030	2031
\$0.4	Current Year \$	\$0.0	TBD ²	TBD ²	TBD ²	TBD ²	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$0.4	YOE \$	\$0.0	TBD ²	TBD ²	TBD ²	TBD ²	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is yet to be determined.

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

² The La Crosse project does not have a complete environmental document. The project cost estimate and schedule will be identified in a future TPC report, once the preferred alternative has been selected.

**Southeast Megaproject Status Report
August 2021**

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 2021 (Millions)	August 2021 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	
Design	\$137.2	\$0.1	\$137.3	\$137.3	\$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	\$1,367.2	\$21.7	\$1,398.0	\$1,388.9	\$0.0	-\$9.1	\$0.0	-0.7%	Project nearing completion; adjusting to anticipated final cost.
Totals	\$1,571.6	\$21.8	\$1,602.5	\$1,593.4	\$0.0	-\$9.1	\$0.0	-0.6%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$6.8	Current Year \$	\$15.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$6.8	YOE \$	\$15.0	\$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 **\$1,593.4 million** (see Pages i-ii for budget and inflation assumptions).

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

**Southeast Megaproject Status Report
August 2021**

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

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
\$175.5	Current Year \$	\$20.6	\$6.9	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$175.5	YOE \$	\$20.6	\$7.0	\$0.5	\$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 **\$1,539.5 million** (see Pages i and ii for budget and inflation assumptions).

**Majors Projects with Mainline Open to Traffic Status Report
August 2021**

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

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 2021 (Millions)	August 2021 (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	\$41.6	\$0.2	\$5.2	\$7.1	\$29.5	\$41.8	\$41.8	\$0.0	\$0.0	\$0.0	0.0%	See note ³	
STH 26, Janesville to Watertown	2001	November 2015	\$429.7	\$0.0	\$28.5	\$73.3	\$327.9	\$429.7	\$429.7	\$0.0	\$0.0	\$0.0	0.0%	See note ⁴	
USH 41, Brown County	2003	October 2016	\$970.1	\$0.2	\$138.0	\$52.5	\$779.6	\$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	\$53.9	\$31.5	\$320.2	\$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	\$375.5	\$2.5	\$48.9	\$20.2	\$306.4	\$378.0	\$378.0	\$0.0	\$0.0	\$0.0	0.0%		
Totals					\$334.3	\$306.8	\$2,511.5	\$3,155.5	\$3,155.5	\$0.0	\$0.0	\$0.0	0.0%		

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

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

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

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

Major Highway Study Projects and Southeast Freeway Mega Study Projects



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)	Re-initiating EA	17
3	US 51	US 12 to WIS 19 (Stoughton Road)	In Progress	18
Southeast Freeway Mega Study Projects				
4	I-94	70 th Street to 16 th Street	In Progress	19

General Information

This report provides information regarding the Major Highway and Southeast Mega Study Projects. The status report for each project includes a project location map, as well as general information such as:

- Project length
- Existing AADT
- Need for study
- Possible concept
- Study status

Also provided is a Cost Status Table that lists cost information related to the environmental studies. The Cost Status Table provides estimates of Total Study Cost and Cost to Complete, as well as Cost to Date information. A sample cost table and definition of terms are as follows:

Total Study Cost Estimate: an estimate of the total cost required to conduct the environmental study through Record of Decision (ROD) or Finding of No Significant Impact (FONSI).

Please note that it is often difficult to predict how much work (cost) or how long it will take to conduct environmental studies. The sensitive environmental, social, economic, and political issues associated with most major studies involve unique circumstances that must be addressed through an evolving study process. These unique project characteristics make it difficult to develop study cost estimates with pinpoint precision.

Cost to Date: is the dollar amount expended on the study to date (as of 6/30/2021). This information was obtained through the department's financial systems.

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

Study Project Cost Status Table August 2021							
Project: Sample Study Project							
Region:							
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2021)	Total Study Cost Estimate (Aug 2021)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	1.0	2.0	3.0	3.0	0.0		

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

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

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

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

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



Study Project Cost Status Table – August 2021							
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 2021)	Total Study Cost Estimate (Aug 2021)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$11.0	\$11.5	\$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, through coordination with FHWA, has resumed the Madison Beltline Planning and Environmental Linkages (PEL) phase to further develop and refine strategies for potential future improvement concepts that could address the goals and objectives of this study. WisDOT is conducting public involvement activities in 2021 and anticipates completing the PEL phase in late 2022/early 2023.

Following completion of the PEL phase, WisDOT anticipates beginning the National Environmental Policy Act (NEPA) phase of the project. The NEPA phase may include one or more environmental documents that could raise to the level of an Environmental Assessment (EA) or Environmental Impact Statement (EIS), depending on the potential impacts of the improvement concepts identified in the PEL phase.

I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)
 Re-Initiating Environmental Assessment



Study Project Cost Status Table – August 2021							
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 2021)	Total Study Cost Estimate (Aug 2021)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$8.8	\$13.2	\$22.0	\$22.0	\$0.0	0.0%	

Length: 56.3 miles in Dane/Columbia/Sauk Counties

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

Need for study: The corridor is an important route for recreational travelers and for moving freight, both within the state and to destinations outside of Wisconsin. If no improvements are made, the majority of the corridor will have significant problems from reductions in travel speeds and recurring breakdowns in traffic flow. There have been flooding occurrences on I-39/90 and I-39 that have significantly affected the operations of this important corridor. Need to find ways to ensure the corridor remains safe and effective as it has national, state, and regional importance.

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

Study status: During the December 8, 2020 TPC meeting, WisDOT informed the TPC that it was re-initiating the I-39/90 study.

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

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



Study Project Cost Status Table – August 2021							
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 2021)	Total Study Cost Estimate (Aug 2021)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$7.0	\$3.6	\$10.6	\$10.6	\$0.0	0.0%	

Length: 11 miles in Dane County

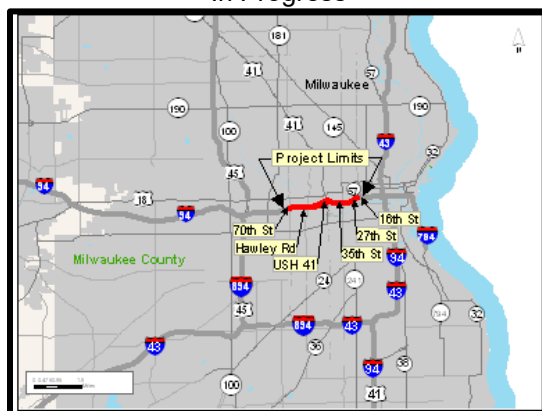
Existing AADT: 19,100 – 49,600 vehicles per day

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

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

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

I-94, 70th Street to 16th Street In Progress



Study Project Cost Status Table – August 2021							
Project: I-94, 70 th Street to 16 th Street							
Region: SE							
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete ¹	Total Study Cost Estimate (Feb 2021)	Total Study Cost Estimate ¹ (Aug 2021)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$24.0	To Be Determined	To Be Determined	To Be Determined	\$0.0	0.0%	

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

Length: 3.5 miles in Milwaukee County

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

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

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

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

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

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Chapter 4

Project Updates

- **Project update presentation**

Major and SE Mega Project Updates

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

December 15, 2021



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Project updates – Northeast region

- WIS 15 (Outagamie County)
- WIS 23 (Fond du Lac and Sheboygan counties)
- I-41 (Outagamie and Brown counties)

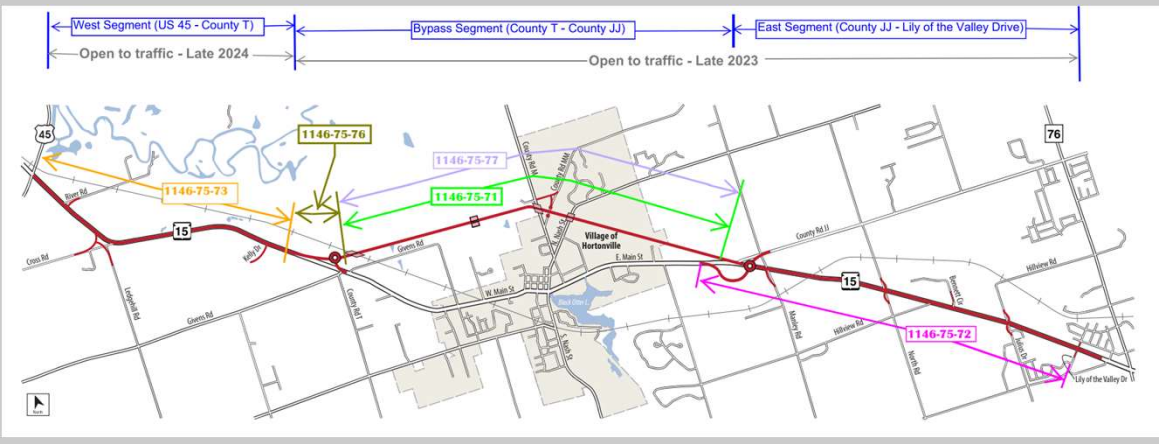


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WIS 15, WIS 76 to New London



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WIS 15, east of Mud Creek (looking west)

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

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WIS 23, WIS 67 to I-41



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

7



WIS 23, east of new County G interchange (looking west)

8

8

I-41, WIS 96 to Scheuring Road

- 2019-21 Biennial budget – Project enumerated
- November 18, 2021 - Finding of No Significant Impact (FONSI) signed by FHWA
- January 2022 – Begin final design
- Anticipate construction to begin in 2025 or 2026
- Estimated total project cost: \$1,063 million (2021\$) and \$1,255 million (YOE)

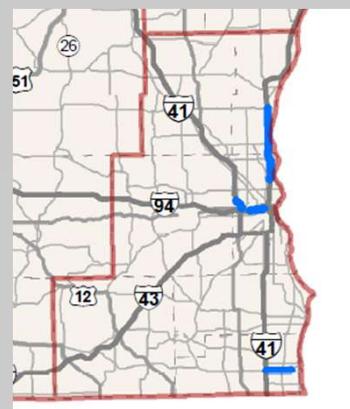


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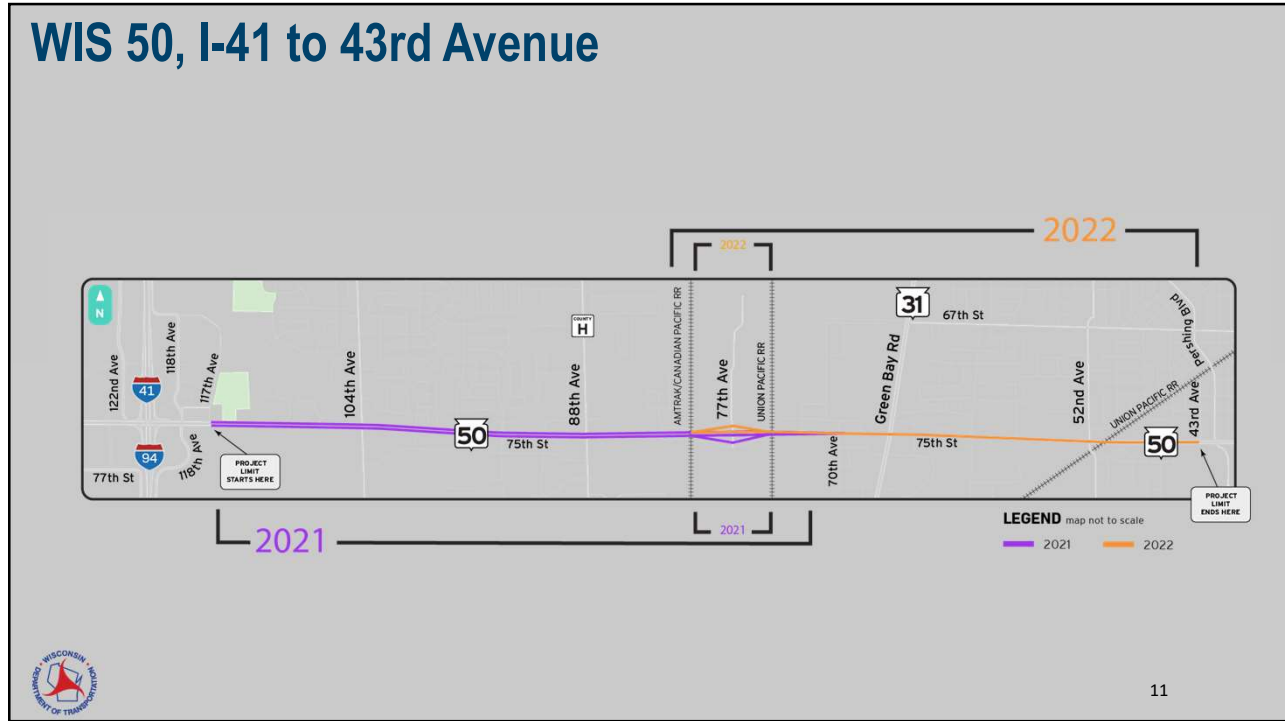
Project updates – Southeast region

- WIS 50 (Kenosha County)
- I-43 (Milwaukee and Ozaukee counties)
- Zoo Interchange (Milwaukee County)
- I-94 East-West (Milwaukee County)

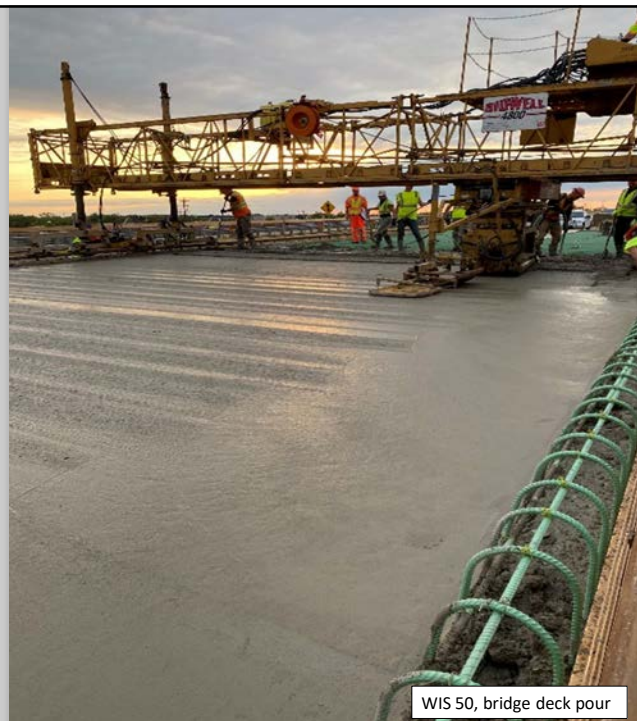


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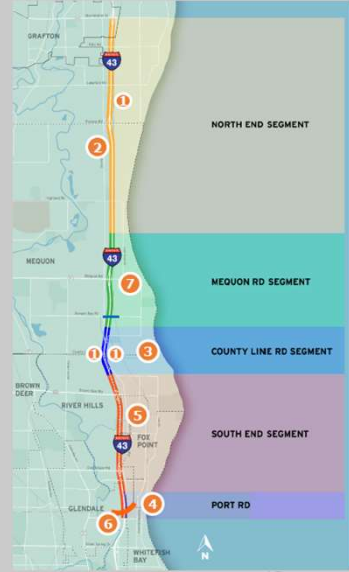
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I-43, Silver Spring Drive to WIS 60

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



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I-43, Port Washington Road south of railroad overpass (looking north)

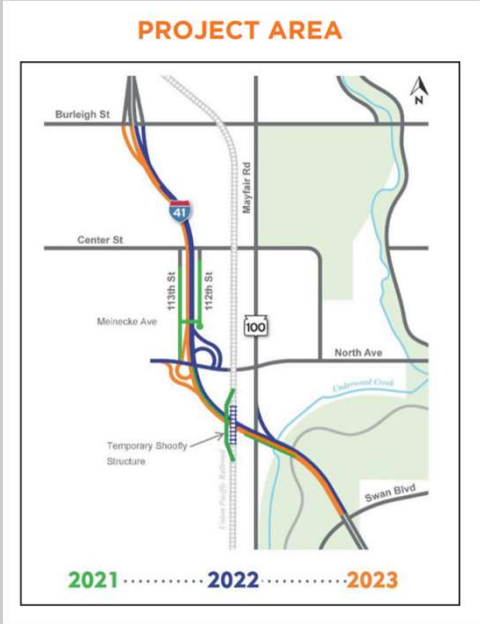
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I-43, northbound lanes just south of Good Hope Road interchange

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Zoo Interchange

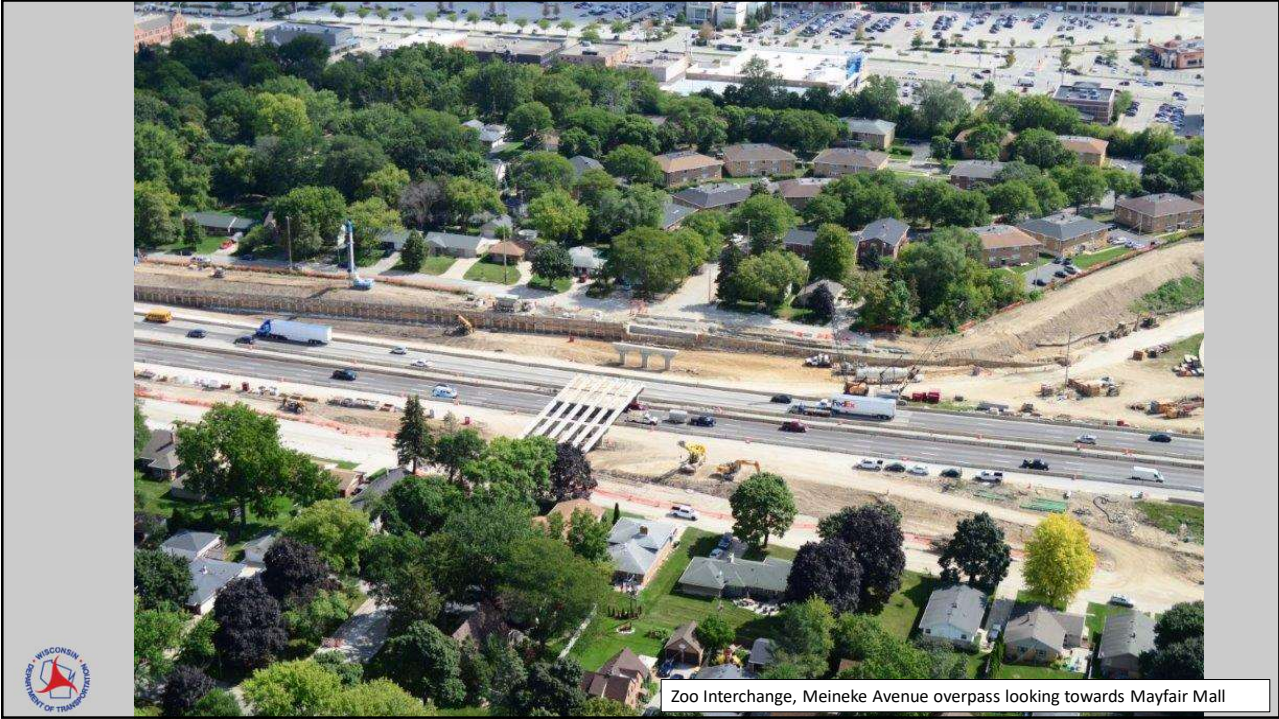


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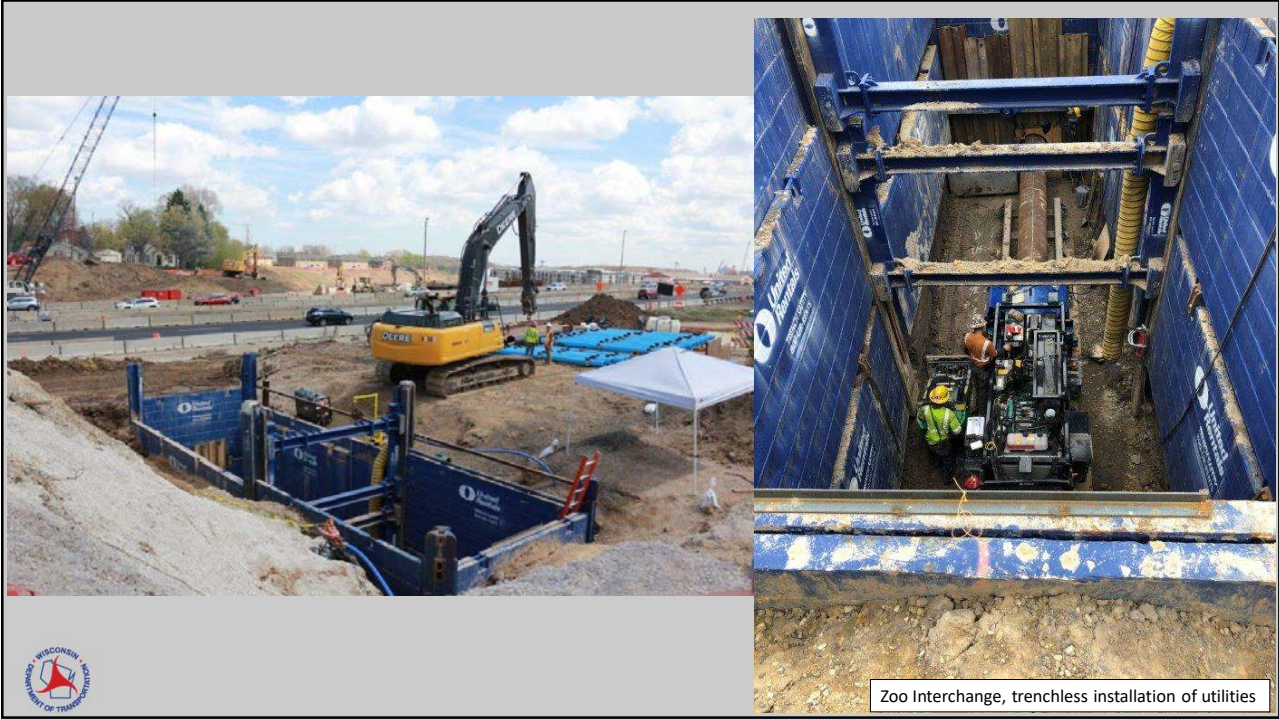
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I-94 East-West, 70th Street to 16th Street

Zoo Interchange (West Limit)



Marquette Interchange (East limit)

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



Project updates – Southwest region

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



US 51, Stoughton to McFarland

Project status

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



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

Project status

- December 8, 2020 – TPC approves project as High-cost Major
- 2024 – Begin construction



I-39/90, US 12 to Illinois

Open to traffic from state line to Madison

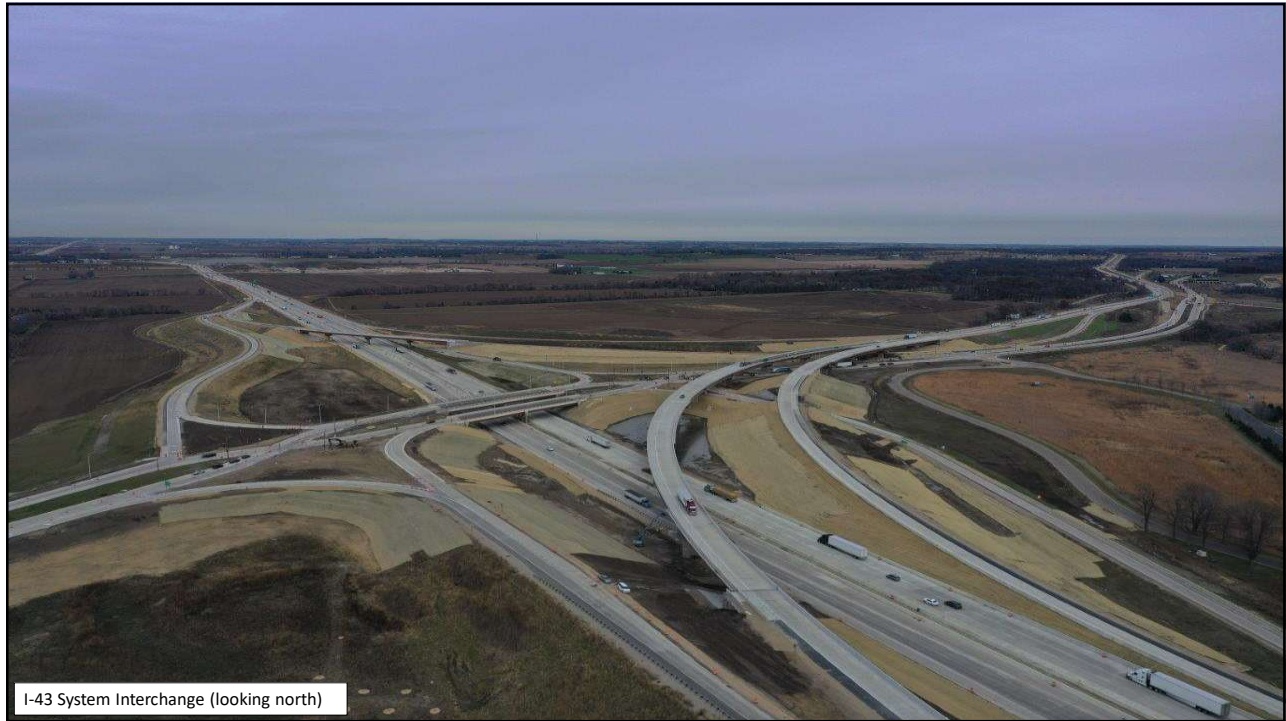


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Thank You
Additional Questions?

Next: La Crosse corridor updates, by Justin Shell



31

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Chapter 5

La Crosse Corridor Update

- **US 53 presentation**



La Crosse Corridor

Major Highway Program Project—US 53, WIS 35, WIS 16

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

December 15, 2021

1

A New Approach

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



2

Project Enumeration Process

- Today
 - TPC approval to study:
 - WisDOT approved to evaluate and begin preliminary design, which may result in an approved final environmental document.
 - WisDOT and TPC recommend enumeration:
 - Enumeration in state budget; WisDOT may begin final design and construction.
- 1997
 - WisDOT and TPC recommend enumeration:
 - Enumeration in state budget; WisDOT approved to complete preliminary design, final design, and construction.
 - An approved final environmental document was not necessary for enumeration.



3

Approved Study Area (1997)

USH 53 La Crosse River Valley La Crosse County

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

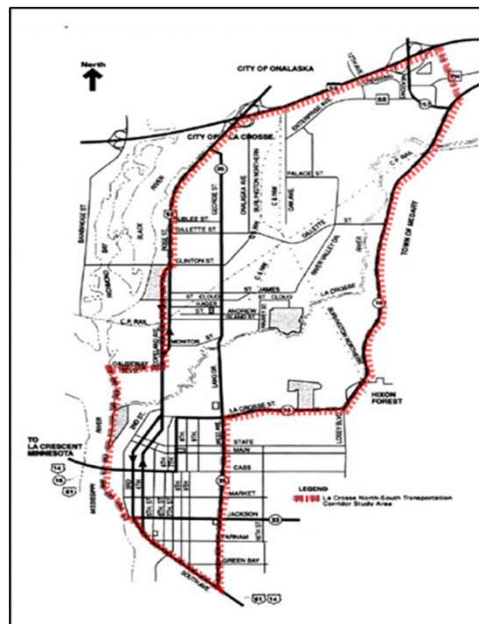
Average Daily Traffic (ADT):	USH 53 - 33,400	Estimated Cost: \$50 Million
	STH 35 - 25,600	
	STH 16 - 35,500	

Project Limits: IH 90 to downtown La Crosse, South Avenue (USH 14/61) near 7th Street. A distance of 6.2 miles.

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

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

Maintain a State of Good Repair



4

Final EIS (1998)

Location

The study area for the *La Crosse North-South Transportation Corridor Study* is located in the City of La Crosse, in the southwestern portion of La Crosse County (see location map inside front cover). The study area is bordered by IH-90 on the north, USH 53 on the west, STH 16 on the east (north of La Crosse Street), STH 35/West Avenue on the east (south of La Crosse Street), and USH 14/61 (South Avenue) on the south.

Proposed Action

The proposed action evaluates alternatives for providing additional north-south transportation capacity between IH-90 and downtown La Crosse to meet long-range travel demand and forecast traffic increases in year 2020.

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

- The Final EIS was signed on January 7, 1998
- Record of Decision signed on May 22, 1998
- Alternative 5B-1 was selected

5

1997 to Present Day

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

6

A New Approach

Consistent with intent of original enumeration:

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

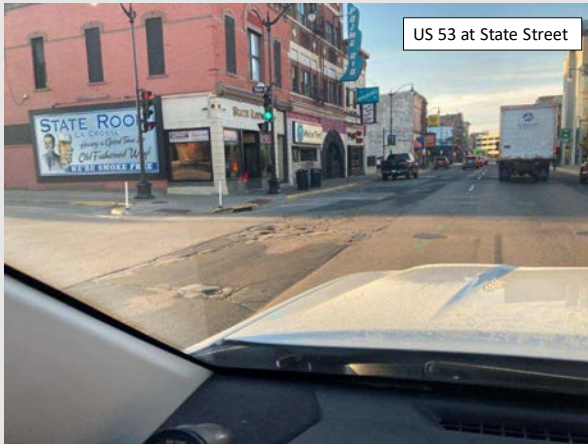
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Capital Improvement Needs

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

8

Capital Improvement Needs



US 53 at State Street



US 53 near Wall Street



9

Operational Analysis

Evaluation of intersection operations

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





10

Corridor Safety Needs

Corridor and intersection crash statistics (2014-2018)

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






11

Corridor Safety Needs

Corridor and intersection crash statistics (2014-2018)

- 79** Bicycle crashes
- 46%** Bicycle crashes with right turning vehicles
- 179** Pedestrian crashes that occurred
- 88%** Pedestrian crashes that occurred at intersections

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Corridor Safety Needs

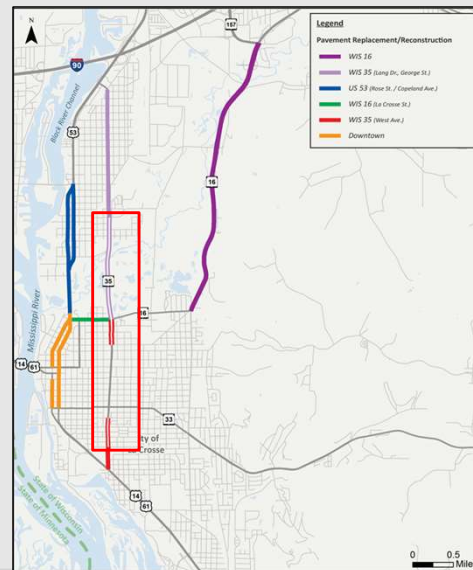
Community of active bicyclists and pedestrians



13

A New Approach

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



14



Questions?

Justin Shell
Deputy Administrator

Division of Transportation Investment Management

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Chapter 6

I-794 Lake Interchange Update

- **Lake Interchange presentation**

I-794, Lake Interchange Milwaukee County

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

December 15, 2021



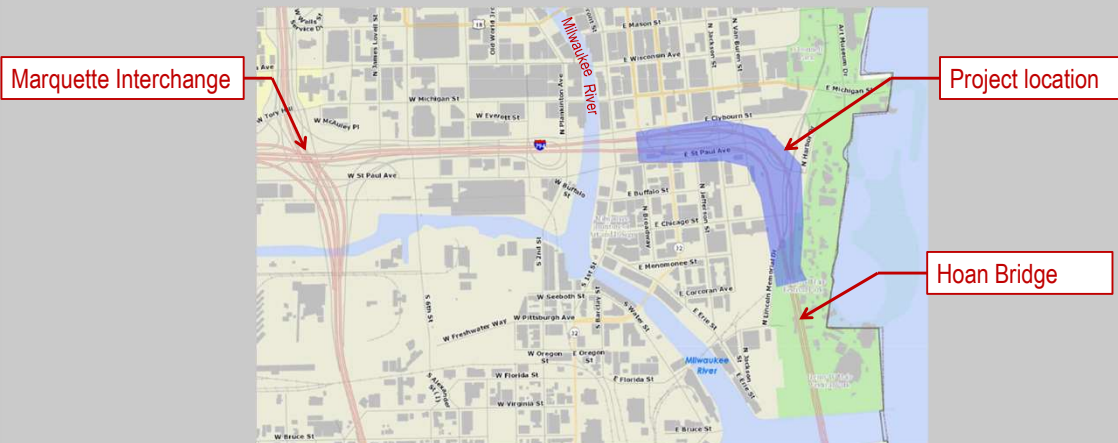
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Project location

I-794 Lake Interchange

Project limits: Milwaukee River to the Hoan Bridge

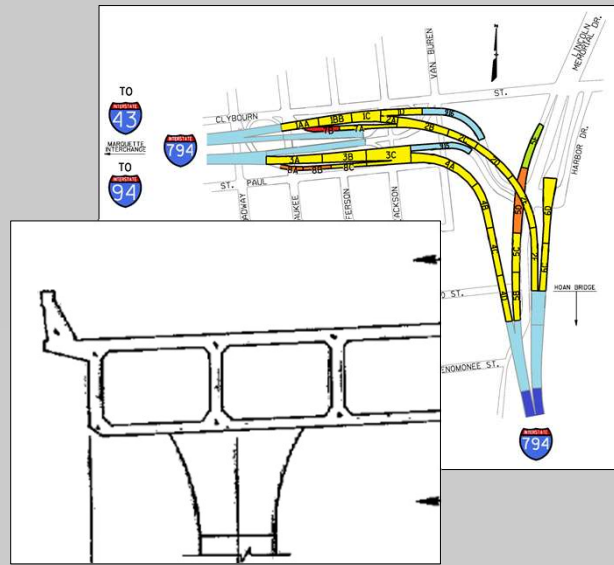


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Background

Structure overview

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



Cross section box girder type bridge



3

Structure condition

Shi lap joint deterioration



4

Structure condition

Structure deterioration



Deterioration at shiplap joint



Deteriorating concrete box girder



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Structure condition

Structure deterioration



Bearing in shiplap joint no longer aligned with pad



Exposed rebar in underside of slab



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Structure condition

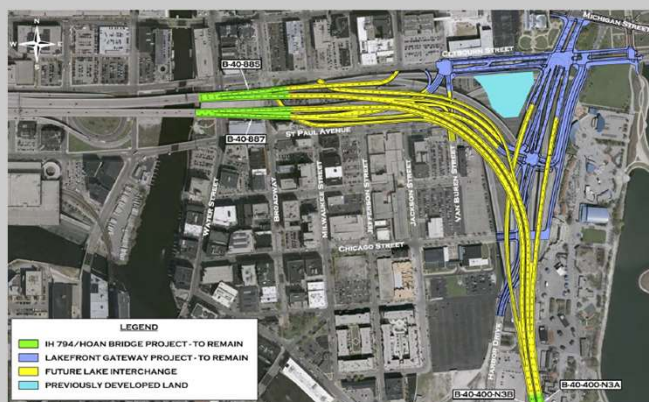
Condition summary and next steps

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



Next steps

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



WisDOT/City of Milwaukee Lakefront Gateway 2014 compatibility memo Alternative 1 (example)



Summary

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

