TRANSPORTATION PROJECTS COMMISSION

December 2024

Information Binder

Prepared by

WISCONSIN DEPARTMENT OF TRANSPORTATION

Wisconsin Department of Transportation
Office of the Secretary
4822 Madison Yards Way, S903
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Governor Tony Evers
Secretary Kristina Boardman
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November 26, 2024

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 9, 2024, Transportation Projects Commission (TPC) meeting, I am pleased to provide you with this information binder. The binder contains material that will be presented and discussed at the meeting.

The meeting will include a brief program status presentation as well as an update on active projects enumerated for construction and those approved for environmental study. The department will also present on two projects being recommended to the commission for inclusion in the Major Highway Project Program: I-39/90/94 from US 12 (Madison) to US 12 (Wisconsin Dells) and US 51 from WIS 30 to I-39/90/94 (Stoughton Road North).

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

Sincerely,

Kristina Boardman
Secretary

Chapter 1

December 2024 TPC Meeting

- Agenda
- Member directory

Meeting Agenda
Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor's Conference Room *(in-person with virtual option)*
Monday, December 9, 2024, 9:30 AM to 11:00 AM

- **Roll call**
- **Governor and Secretary opening statements**
- **Approve minutes**
- **Major Highway Program overview**
    - August 2024 TPC Report summary
    - TPC roles and responsibilities
- **Project recommendations**
    - I-39/90/94 from US 12 (Madison) to US 12 (Wisconsin Dells)
    - US 51 from WIS 30 to I-39/90/94 (Stoughton Road North)
- **Project updates**
- **Discussion and future meetings**
- **Adjourn**

TRANSPORTATION
PROJECTS
COMMISSION

MEMBER DIRECTORY

December 2024

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Chapter 2

Meeting Minutes

- **December 13, 2023 TPC meeting**

Transportation Projects Commission
Meeting Summary
December 13, 2023

Meeting Minutes

Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor's Conference Room *(in-person/virtual meeting)*
Wednesday, December 13, 2023

MEMBERS PRESENT (in person)

Governor Tony Evers	Senator Brad Pfaff
Representative Jodi Emerson	Citizen Representative Timothy Hanna
Representative Jon Plumer	Citizen Representative Allison Bussler
Representative Daniel Riemer	Secretary Craig Thompson

MEMBERS PRESENT (virtual)

Representative Scott Krug*	Senator Andre Jacque
Representative John Spiros	Senator Tim Carpenter*
Senator Robert Cowles	Senator Cory Tomczyk

*****Absent during roll-call, but on the call for all voting topics

MEMBERS ABSENT

None

DOT STAFF PRESENT

Justin Shell	Roberto Gutierrez
Angela Adams	Lee Sensenbrenner
Scott Schoenmann	Mike Denruiter
Mike Finkenbinder	Dan Arneson
Ben Rouleau	Kathey Bilek

Governor Evers welcomed everyone, recognized the newest members of the TPC (Sen. Jacque, Sen. Tomczyk, Rep. Emerson), and gave a brief update on progress towards fixing the state's roads and bridges. Governor Evers then turned the meeting to Secretary Thompson for comments.

Secretary Craig Thompson welcomed the commission members to the TPC meeting. He notified the commission the DOT would be providing program updates, project updates, and that there would be two recommended projects for study to be brought forward for a vote at this meeting. Secretary Thompson then turned the meeting over to the Meeting Secretary for roll call.

Governor Evers requested a motion to approve the minutes of the December 14, 2022, meeting. The motion passed unanimously.

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.

Justin Shell provided an overview of the purpose and function of the TPC for the new members and as a reminder for the other members. Justin provided a financial update on the Majors projects, SE Mega projects, and Major studies. Overall, costs of the Majors projects increased by $102.1 million with the majority of that increase ($73 million) coming from the I-41, WIS 96 to Scheuring Road project. Specific factors that contributed to the increase on the I-41 project were increased real estate due to final design changes, scope change to I-441 alternate route, and design/quantity adjustments due to poor soil conditions. The primary cause for the remaining cost increase on the Majors projects was due to inflation, particularly on the Wisconsin River Bridge project and the US 51, Stoughton to McFarland project. There were no cost changes to the SE Mega projects or current Major studies.

Rep. Plumer was pleased to see where costs are at for the projects given the recent high inflation amounts.

Sen Cowles asked what impacts the additional costs in the program have on the overall program balance. Justin Shell responded by saying DOT is staying within the Chapter 20 Budget for the Major program by adjusting project schedules as needed.

Justin then presented on two projects being recommended by DOT to the TPC to move forward into the Major project study phase. The first project was US 18/151, Madison to Dodgeville which includes expansion plus freeway conversion. Gov. Evers asked if the study would take into account the local business growth (Epic). Justin confirmed the future forecasted traffic volumes would be accounted for. Citizen Rep. Timothy Hanna asked if other forms of transportation that may compliment the vehicular need are considered when conducting the study. Justin confirmed that would be part of the overall study. Secretary Thompson added the City of Madison does have a relationship with Epic for transportation purposes and DOT will help facilitate as they can.

Rep. Riemer asked a clarifying question to confirm if the study discussion is a decision point that will be voted on during the meeting. Justin clarified that he would have an additional presentation slide with a recommended motion for the TPC to approve each project for study at this meeting. Secretary Thompson clarified the motions at this meeting are just to approve the study phase for the recommended projects. If approved, the study process would commence and once completed, a separate vote would be needed at a later meeting for enumeration.

Moving back to the US 18/151 study project, Rep. Plumer asked to confirm the majority of traffic on this corridor is from Madison to the west end of Verona. Justin showed the traffic volumes in the presentation and confirmed the majority is around the Verona area.

Sen. Jacque asked if there was any information on why the STH 441, US 10 to I-41 interchange project and the STH 172, I-41 to I-43 project that were on the potential candidate projects for study list that was sent to the TPC in October are not being recommended for study at this meeting. Justin responded that the safety needs on the STH 441 project were not at the level of the two projects being recommended at this meeting. Additionally, there is a plan to evaluate how the current I-41 Major project will impact the STH 441 project. On the STH 172 project, the plan is to try and address safety needs with lower cost options. Just also added these projects will continue to be monitored and could be recommended for study at a future meeting.

Justin turned back to the US 18/151 study project overview and continued his presentation.

The second project was US 151, Columbus to Waupun which is a freeway conversion.

Rep. Plumer asked how much speed factors into projects such as the ones being recommended for study. Justin responded that speed is factored into the engineer component of a project, but education and enforcement are also relied upon to mitigate speed issues.

Justin presented two motions for the TPC to vote on:
1. Recommend study of US 18/151, Madison to Dodgeville (Dane/Iowa County)
2. Recommend study of US 151, Columbus to Waupun (Dodge County)

Rep. Riemer noted that he communicated via text with his colleague that covers the area of the US 18/151 project and he was in favor of the project.

Gov. Evers called for vote on both motions together. All members voted in favor unanimously.

Rep. Riemer asked if there is a decision point needed at future meetings, that clarity be provided on what the decision point is and ample lead time be given to the TPC for review of materials.

Rep. Emerson asked if the initial list of 30 projects as options for study is listed

anywhere. Justin responded the initial list of 30 is more of a starting point for DOT internal discussion before being narrowed down to a final list that is provided to the TPC.

Scott Schoenmann provided updates on grants and projects in the Major Highway Program and Southeast Freeways Mega Program.

Citizen Rep. Bussler thanked the commission from the local standpoint and noted the projects are of great benefit to the local communities.

Rep. Riemer asked to clarify if the commission would be meeting again in a year. Secretary Thompson confirmed that is the plan. Rep. Riemer also reiterated his point to clarify decision points and lead time at future meetings. He also wanted to clarify decisions on even years is for enumeration. Secretary Thompson confirmed even years is to recommend projects for enumeration and odd years is to recommend projects for study. Justin Shell mentioned potential projects for enumeration at next year's meeting could be the I-39/90/94 project from Madison to Wisconsin Dells and the US 51 North project from US 30 to I-39/90.

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

Governor Evers made the motion to adjourn.

Meeting adjourned.

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

Chapter 3

Major Highway Program Overview

- TPC & WisDOT Roles
- Major Highway Program Statutes
- Major Highway Program Overview
- August 2024 TPC Report

TRANSPORTATION PROJECTS COMMISSION & WisDOT ROLES in the MAJOR HIGHWAY PROGRAM

Role of the Transportation Projects Commission (TPC)

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

WisDOT's role in major highway projects

- Highway segments that have, or that are projected to have, significant traffic congestion and motorist safety concerns are identified through engineering analysis and during the extensive public outreach process that goes into development of long-range highway plans.
- WisDOT reviews and prioritizes 84.013(1)(a)(1m) major highway project candidates utilizing a statutorily-established process (Administrative Rule Trans 210). This process considers a project's ability to: enhance economic development; relieve traffic congestion; improve safety; and achieve community objectives while minimizing environmental impacts.
- WisDOT is required to make recommendations to the TPC on major highway project candidates. Following any recommendations from the TPC, the Governor, Legislature and Joint Committee on Finance make the final decisions regarding which projects will be enumerated under 84.013(1)(a)(1m). The TPC has authority to approve 84.013(1)(a)(2m) projects for construction; the TPC approves these projects for construction and enumeration is not required.
- Under current state law, a major highway project has a total cost of more than $30 million (indexed to current year at $51.5 million) and constructs a new route of 2.5 or more miles, adds capacity to five or more miles of an existing highway, or converts an existing multi-lane divided highway of 10 or more miles to freeway standards. A major is also defined as any project more than $75 million (indexed to current year at $128.8 million), and not described in the preceding sentence.
- Once a project approved for construction by the TPC or is enumerated in the Budget, WisDOT is responsible for project development and delivery. This includes scheduling, design, project management and construction.
- Further information on the major highway projects process including a current list of Major projects can be found on the WisDOT Web site at, https://wisconsindot.gov/Pages/projects/6yr-hwy-impr/maj-hwy/default.aspx.

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Major Highway Project Statutes

The following is a list of key statutes as they relate to the major highway projects program. These statutes are not all-inclusive to the program and are only intended to be used as a reference for discussion purposes as it relates to the December 9, 2024 TPC Meeting.

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

Definition of Traditional Major Project 84.013(1)(a)1m:

> **84.013 Highway projects.**
> **(1)** In this section:
> **(a)** "Major highway project" means a project, except a project providing an approach to a bridge over a river that forms a boundary of the state, a high-cost state highway bridge project under s.84.017, or a southeast Wisconsin freeway megaproject under s. 84.0145, that satisfies any of the following:
> **1m.** The project has a total cost of more than $30,000,000, subject to adjustment under sub. (2m), and involves any of the following:
> **a.** Constructing a new highway 2.5 miles or more in length.
> **b.** Reconstructing or reconditioning an existing highway be either relocating 2.5 miles or more of the existing highway or adding one or more lanes 5 miles or more in length to the existing highway.
> **c.** Improving to freeway standards 10 miles or more of an existing divided highway having 2 or more lanes in either direction.

Definition of High-Cost Major Project 84.013(1)(a)2m:

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

Annual adjustment of cost thresholds for major projects 84.013(2m):

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

Current cost thresholds as of October 1, 2024 for major projects as adjusted in accordance with 84.013(2m) are as follows:

- $51,500,000 for subsection 1m (Traditional Major)
- $128,800,000 for subsection 2m (High-Cost Major)

WisDOT reporting new projects to the Transportation Projects Commission (TPC) 13.489(2):

13.489 Transportation projects commission.

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

TPC review of traditional major project candidates 13.489(4):

(4) REVIEW OF PROJECTS.

(a)

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

a. The commission determines that, within 6 years after the first July 1 after the date on which the commission recommends approval of the project, construction will be commenced on all projects enumerated under s. 84.013 (3) and on the project recommended for approval and the commission has been notified that a final environmental impact statement or environmental assessment for the project has been approved by the federal highway administration.

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

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

(b) The commission may include in the report in par. (a) its designation of highway improvement projects under s. 84.013 (6m) as major highway projects.

(c) No project may be enumerated under s. 84.013 (3) or approved under s. 84.013 (6) unless the commission recommends approval, with or without modifications, of the project under par. (a) or, with respect to a project under s. 84.013 (6m), designates the project under par. (b).

(d) This subsection does not apply to major highway projects described in s. 84.013 (1) (a) 2m.

Major Highway Project Statutes

TPC review of high-cost major project candidates 13.489(4m):

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

(a) Notwithstanding sub. (4), for any major highway project described in s. 84.013 (1) (a) 2m., the department of transportation shall submit a report to the commission, prior to construction of the project, which report may request the commission's approval to proceed with the project. The department may submit this request at any time following completion by the department of a draft environmental impact statement or environmental assessment for the project.

(b) After receiving a request under par. (a) for approval to proceed with a major highway project described in s. 84.013, the commission shall meet to approve, approve with modifications, or disapprove the request. The department may implement the request only as approved by the commission, including approval after modification by the commission.

(c) The department of transportation may not proceed with construction of a major highway project described in s. 84.013 (1) (a) 2m. unless the project is approved by the commission as provided in par. (b).

(d) The procedures specified in this subsection shall apply to all major highway projects described in s. 84.013 (1) (a) 2m. in lieu of the procedures described in sub. (4).

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Major Highway Program Overview

Justin Shell

Division of Transportation Investment Management

Administrator

Transportation Projects Commission

December 9, 2024

TPC Report Summary, August 2024 - Majors

Active Major Projects	TPC Estimate Feb 2024 (Millions)	TPC Estimate Aug 2024 (Millions)	Change from Feb 2024 to Aug 2024
WIS 15, WIS 76 to New London	$137.9	$132.9	-3.6%
I-39/90, US 12 to Illinois	$1,168.9	$1,165.7	-0.3%
I-41, WIS 96 to Scheuring Road	$1,203.0	$1,203.0	0.0%
I-43, Silver Spring to WIS 60	$533.7	$533.7	0.0%
WIS 50, I-41 to 43rd Avenue	$120.6	$117.1	-2.9%
I-39/90/94, Bridges over Wisconsin River	$160.0	$160.0	0.0%
US 51, Stoughton to McFarland	$213.6	$213.6	0.0%
US 53, La Crosse Corridor	TBD	TBD	-
Total	**$3,537.7**	**$3,526.0**	**-0.3%**

TPC Report Summary, August 2024 - Megas

Active Mega Projects	TPC Estimate Feb 2024 (Millions)	TPC Estimate Aug 2024 (Millions)	Change from Feb 2024 to Aug 2024
I-94, North-South Freeway	$1,585.1	$1,585.1	0.0%
Zoo Interchange	$1,533.3	$1,530.3	-0.2%
Total	**$3,118.4**	**$3,115.4**	**-0.1%**

I-94 East-West

- Fall 2022, draft environmental document identifies preferred alternative
- Estimated total construction cost is $1.465 billion (2023 $)
- March 2024, signed Record of Decision (ROD)

TPC Report Summary, August 2024 - Studies

Active Major Studies	TPC Estimate Feb 2024 (Millions)	TPC Estimate Aug 2024 (Millions)	Change from Feb 2024 to Aug 2024
US 12, US 14 to County N (Madison Beltline)	$22.5	$22.5	0.0%
I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)	$44.9	$44.9	0.0%
US 51, US 12 to WIS 19 (Stoughton Road)	$14.8	$16.3	10.1%
US 18/151, County PD (Madison) to US 18 (Dodgeville)	TBD	TBD	-
US 151, STH 73 (Columbus) to STH 49 (Waupun)	TBD	TBD	-
Total	**$82.2**	**$83.7**	**1.8%**

Major Construction Projects Expenditure Schedule

MAJOR PROJECTS EXPENDITURE SCHEDULE

Data from August 2024 TPC Report

Region	Hwy	Project Name	Enum/Appr	2025	2026	2027	2028	2029	2030
NE	15	STH 76 to New London	2011						
SW	39/90	USH 12 to Illinois State Line	2011						
NE	41	STH 96 to Scheuring Road	2019						
SE	43	Silver Spring Drive to STH 60	2019						
SE	50	I-41 to 43rd Avenue	2014						
SW	39/90/94	Bridges over Wisconsin River	2020						
SW	51	I-39/90 to USH 12	2020						
SW	53	La Crosse Corridor	1997						

Planned Expenditure (Let scheduled this year)

Planned Expenditure (No let scheduled this year)

The costs will be identified in a future TPC report.

TPC Report Updates

- The following projects are fully complete and are in the process of being removed from state statute:
  - 84.013(3)(ab) – STH 11 Burlington Bypass
  - 84.013(3)(ag) – STH 57 Sturgeon Bay to Dyckesville
  - 84.013(3)(re) – USH 12 Middleton to Sauk City
  - 84.013(3)(zp) – USH 41 Winnebago County
- The STH 23: STH 67 to USH 41 in Fond du Lac and Sheboygan counties does not have any future scheduled costs and was moved to the mainline open to traffic section in the August 2024 TPC report.

Transportation Projects Commission Roles and Responsibilities

Role of the Transportation Projects Commission

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

The Definition of a Major Highway Project 84.013(1)

84.013(1)(a)1m: Costs more than $30 million and *$51.5 million

- ✓Relocates or builds a new highway at least 2.5 miles long
- ✓Adds lanes to an existing highway for 5 miles or more
- ✓Converts at least 10 miles of divided highway to a freeway

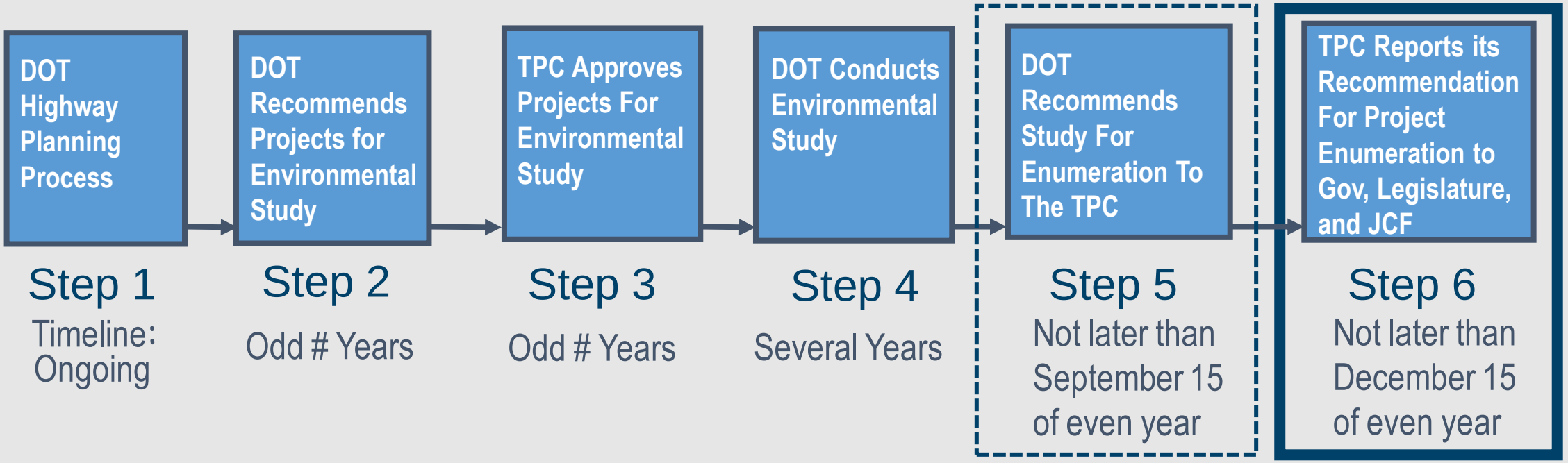
or……

84.013(1)(a)2m: Costs more than $75 million *$128.8 million

*Indexed to inflation using WisDOT's Construction Cost Index

The Process to Become a Major Highway Project

Traditional Major Projects 84.013(1)(a)1m



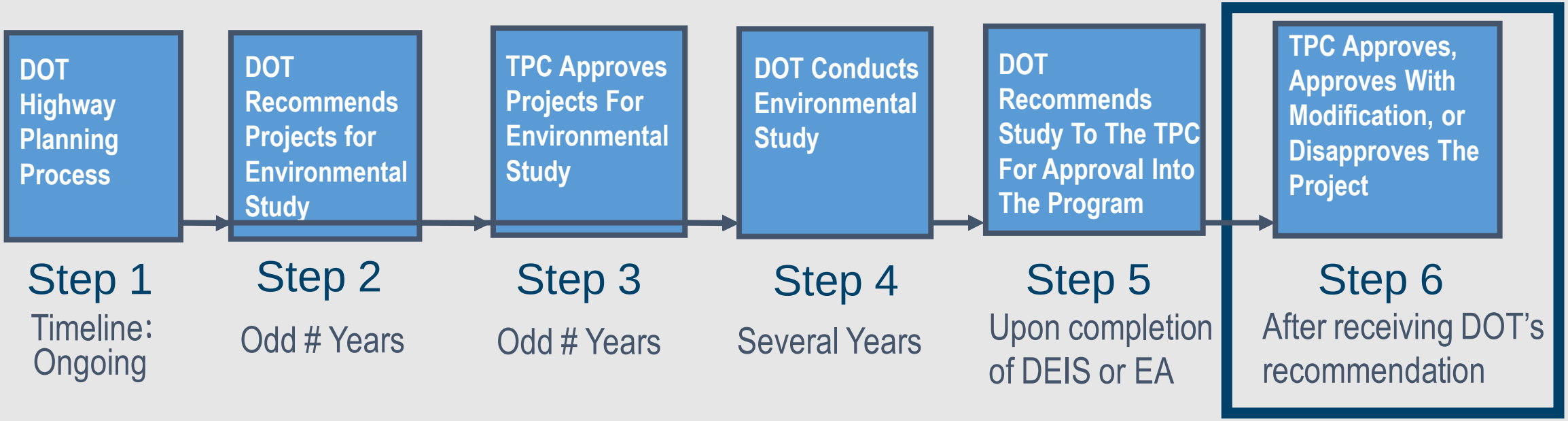
§13.489(4): The commission shall report its recommendations concerning major highway projects to the governor, the Legislature, and the Joint Committee on Finance no later than **December 15** of each even-numbered.

For TPC recommendation, project must:

- Have an FEIS approved by FHWA
- Be able to start construction within 6 years of the start of the next biennium (for 2024 TPC, by July 1, 2031)

The Process to Become a Major Highway Project

High-Cost Major Projects 84.013(1)(a)2m

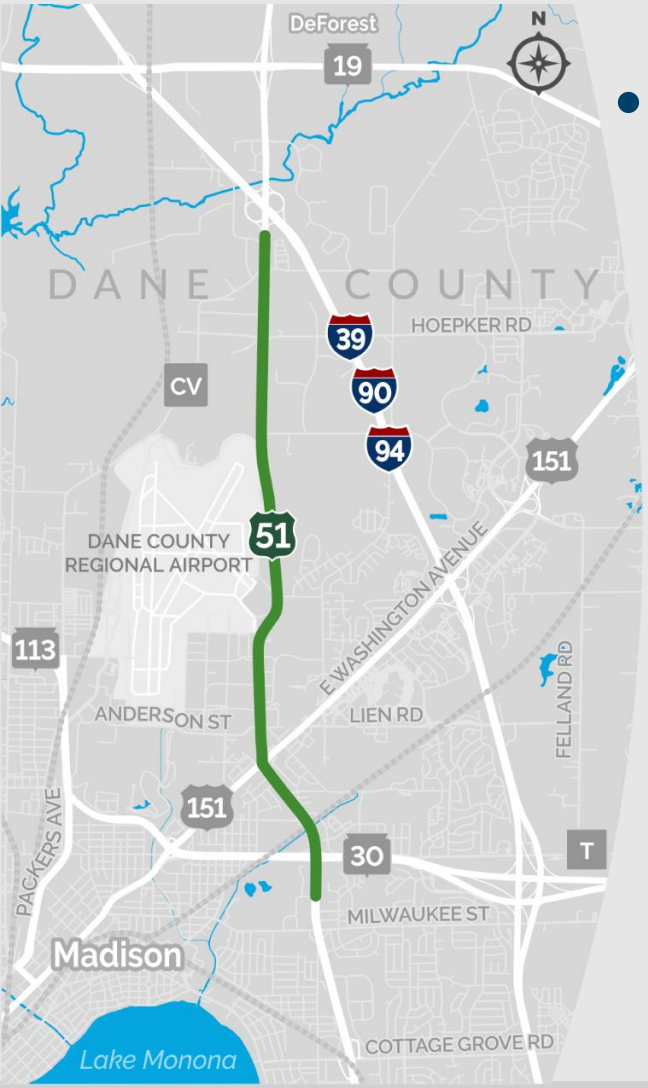


§13.489(4m)(a): The department shall submit a report to the commission, prior to construction of the project, a request for approval to proceed with the project. The department shall submit this request at **any time** following the completion of a **draft** environmental impact statement or environmental assessment for the project.

Major Highway Project Program Candidates

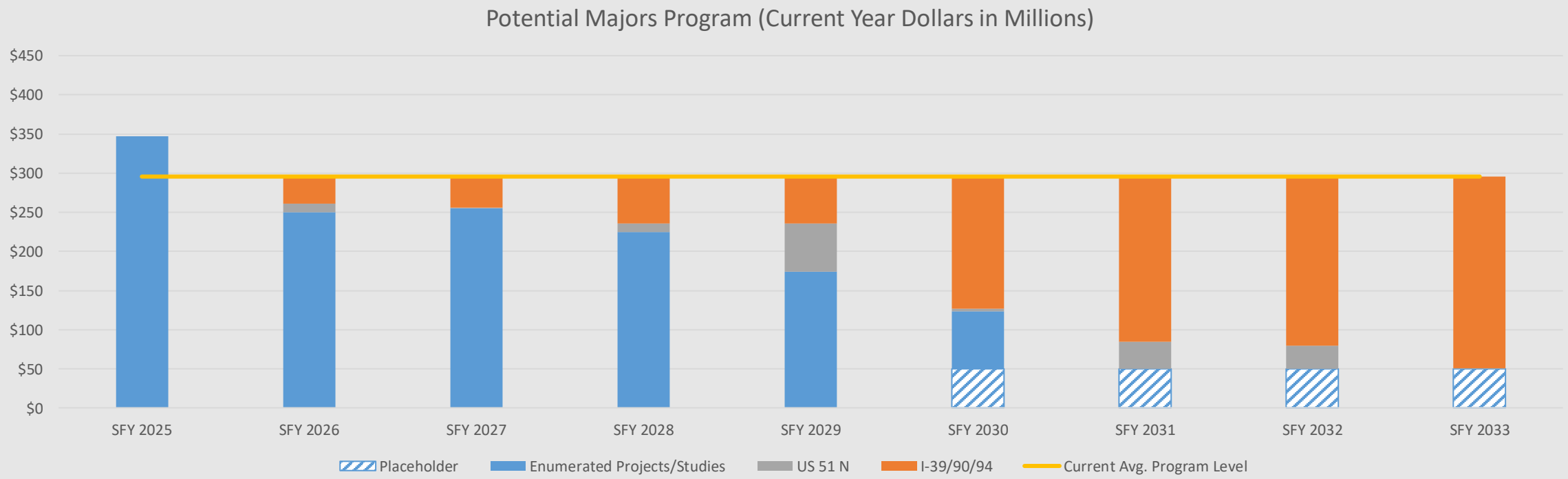
- I-39/90/94: US 12 (Madison) to US 12 (Wisconsin Dells)
  - Qualifies for the Major Highway Projects program under 84.013(1)(a)1m (traditional major: 5+ miles of expansion)
  - Address future traffic demands, safety issues, aging/outdated infrastructure, and resiliency along the 67-mile corridor
  - Current estimate:
    - $3.7B current year costs with an anticipated 2051 completion date
  - A two-year delay to enumeration would add approximately $392M to the total project cost.

Major Highway Project Program Candidates



- US 51 North: Stoughton Road
  - Qualifies for the Major Highway Projects program under 84.013(1)(a)2m (high-cost major)
  - Accommodate existing and future travel demand with a focus on safety issues that affect travel along the 5.5-mile corridor.
  - Current estimate:
    - $174M current year costs with an anticipated 2033 completion date
  - A one-year delay to enumeration would add approximately $8M to the total project costs.

Majors Programming Status: Including I-39/90/94 and US 51 N



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Wisconsin Department of Transportation

Reports to the

Transportation Projects Commission

on the

Status of Major Highway Projects

and

Southeast Wisconsin Freeway Megaprojects

August 2024

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

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
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Email: sec.exec@dot.wi.gov

August 1, 2024

Dear Members of the Transportation Projects Commission:

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

The current estimate of total cost for the eight major projects reported herein, excluding SE Mega projects, is $3,526.0 million. This is $11.7 million, or 0.3%, lower when compared to the same eight major projects from the February 2024 estimate. The February 2024 TPC report included nine major projects, however the STH 23: STH 67 to USH 41 project was moved into the mainline open to traffic section for this report and is therefore not included in the total cost reported above. The decrease in total cost reported herein is primarily due to cost refinements during the project closeout procedures for the following projects:

- STH 15: STH 76 to New London
- I 39/90: USH 12 to Illinois
- STH 50: I 41 to 43rd Avenue

The I-39/90/94 Bridges over the Wisconsin River project was awarded in April 2024. The contract was in line with estimates despite continuing elevated construction costs for structures. The cost and schedule for the new bridges, expected to open in late 2027, have not changed.

The total cost of SE Mega projects reported in the February 2024 report decreased by $3.0 million to reflect the final construction costs of the Zoo Interchange project being less than estimated. There are still minimal expected expenditures on the project to facilitate the project closeout procedure. The Final Supplemental Environmental Impact Statement (EIS) and Record of Decision (ROD) for the I-94 East-West project was signed by FWHA on March 8, 2024.

Regarding Major Highway Study Projects, there were two studies approved at the December 2023 TPC meeting, US 18/151: Madison to Dodgeville and US 151: Columbus to Waupun. Work has begun to initiate these studies, and additional information is now included in this report. Since the February 2024 report there was a cost increase of $1.5 million on the US 51, Stoughton Road study to fund the next phase of the study and complete the NEPA process.

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

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

Sincerely,

Craig Thompson
Secretary

Table of Contents

Major/Southeast Megaproject Status Report

Glossary of Terms

Project: Route number and statutory limits of a project.

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

Enumeration Year: Calendar year in which the traditional major project was enumerated in the statutes.

Region: Wisconsin Department of Transportation (WisDOT) region in which the project is primarily located.

Pre-enumeration Study Cost: Environmental study and preliminary engineering costs for work to develop Record of Decision (ROD) or Finding of No Significant Impact (FONSI).

Wisconsin Act 217 (2003) introduced the requirement of a completed federal environmental ROD for projects brought by the department to the Transportation Projects Commission (TPC) for enumeration recommendation. The 2011 enumerations were the first enumerations after Act 217 was enacted. Pre-enumeration costs for expansion type Major projects enumerated in 2011 are provided in this report.

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

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

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

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

Design: The cost to develop and design the project.

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

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

Cost to Date: The cost, by category, expensed in the department's financial systems as of July 1, 2024.

Cost to Complete: Estimated cost, by category, remaining to complete the project at current (Fiscal Year (FY)-25) 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 2024): The estimate provided to the Transportation Projects Commission in the February 2024 report.

Current Estimate (August 2024): The updated estimate provided to the Transportation Projects Commission in this report.

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

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

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

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

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

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

The Major Highway project expenditure schedules in this report are based on the Major Highway appropriation amount in the 2023-25 biennial budget ($362.2M in FY-24 and $229.7M in FY-25, totaling $591.9M), in addition to the $80.0M INFRA grant awarded in spring 2023 for the Wisconsin River Bridge project. For future biennia, the total budget amount is assumed to continue at the biennial levels beyond FY-25. Schedules assume no purchasing power increases; i.e. project costs are assumed to rise in future years according to the IHS Markit projected inflation rates shown in the bottom table below.

The expenditure schedules for SE Megaprojects are based on the Southeast Megaproject appropriation amount in the 2023-25 biennial budget, in addition to the INFRA grant awarded in spring 2018 for the I-94 North-South project and bonding on both projects.

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$9.5	Current Year $	$40.5	$67.5	$46.1	$24.9	$14.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$9.5	YOE $	$40.5	$69.8	$49.3	$27.5	$16.7	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

Current Year Dollars (Current Year $): Represent a schedule of future expenditures listed at current (beginning FY-25) market prices.

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

	FY-25	FY-26	FY-27	FY-28	FY-29	FY-30	FY-31	FY-32	FY-33
Inflation Rate	**2.93%**	**3.36%**	**3.40%**	**3.40%**	**3.30%**	**3.28%**	**3.39%**	**3.47%**	**3.48%**

Reporting Duration: Projects are included in this report until open to traffic, all contract work is complete, all charges have been paid (including audits and litigation), and there have been no charges for at least 18 months. Once a project has met these criteria it will be reported a final time. The report cover letter will include a note indicating the project will not be included in future reports. This extended reporting duration after project completion ensures all project costs are reported.

Typical Major/Mega Project Milestone Durations After Final Project Lettings

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

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

Major/Southeast Megaprojects Cost Information Summary							
Page	Project	Cost to date (millions)	Estimated cost to complete (millions)	TPC Estimate Feb 2024 (Millions)	TPC Estimate Aug 2024 (Millions)	Cost estimate change since last report (%)	Reason for cost change
	Ongoing Major Highway Projects						
1	STH 15: STH 76 to New London	$109.8	$23.1	$137.9	$132.9	-3.6%	Estimate reduction: design/real estate/construction cost refinements as project nears completion.
2	I 39/90: USH 12 to Illinois	$1,159.7	$6.0	$1,168.9	$1,165.7	-0.3%	Estimate reduction: construction has been completed and estimates have been reduced accordingly.
3	I 41: STH 96 to Scheuring Rd	$64.3	$1,138.7	$1,203.0	$1,203.0	0.0%	
4	I 43: Silver Spring to STH 60	$385.7	$148.0	$533.7	$533.7	0.0%	
5	STH 50: I 41 to 43rd Ave	$111.2	$5.9	$120.6	$117.1	-2.9%	Estimate reduction: construction has been completed and estimates have been reduced accordingly.
6	I 39/90/94: Bridges over Wisconsin River	$6.8	$153.2	$160.0	$160.0	0.0%	
7	USH 51: I 39/90 to USH 12/18	$10.8	$202.8	$213.6	$213.6	0.0%	
8	USH 53: Lacrosse Corridor	$1.3[9]	TBD[6]	TBD[6]	TBD[6]	N/A	
	Southeast Megaprojects						
9	I 94: North - South Freeway	$1,575.0	$10.1	$1,585.1	$1,585.1	0.0%	
10	Zoo Interchange	$1,511.2	$19.1	$1,533.3	$1,530.3	-0.2%	Project is open to traffic and construction estimate updated accordingly.
11	I 94 East-West Corridor	$21.7	TBD[6]	TBD[6]	TBD[6]	N/A	
	Major Projects with Mainline Open to Traffic						
12	USH 10: Marshfield to Stevens Point	$249.4	$0.0	$249.4	$249.4	0.0%	
12	USH 10: Marshfield to Appleton	$498.7	$0.0	$498.7	$498.7	0.0%	
12	USH 12: Lake Delton to Sauk City	$181.8	$0.2	$182.0	$182.0	0.0%	
12	USH 18: Prairie du Chien to STH 60	$41.7	$0.1	$41.8	$41.8	0.0%	
12	STH 26: Janesville to Watertown	$429.7	$0.0	$429.7	$429.7	0.0%	
12	USH 41: Brown County	$969.9	$0.4	$970.3	$970.3	0.0%	
12	USH 41: Winnebago County	$405.6	$0.0	$405.6	$405.6	0.0%	All project charges have been paid. This project appears in this report for the last time.
12	USH 10: USH 10 & USH 10/STH 441	$376.3	$1.7	$378.0	$378.0	0.0%	
12	USH 18/151: Verona Road	$262.7	$0.4	$263.1	$263.1	0.0%	
12	STH 23: STH 67 to USH 41	$178.5	$1.2	$179.7	$179.7	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 2024 TPC	Last let fiscal year - Aug 2024 TPC	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Current estimate - Aug 2024 (YOE)	Initial schedule comparison - can initial schedule be met?[3]	Would additional funding change no to yes?[4]
I 94: North - South Freeway	$1,912.0	2007	2008	$27.0	2015	2020	2020	no change	Memorial Day 2020	$1,585.1	no	no
Zoo Interchange	$1,717.8	2007	2012	$26.1	2017	2023[5]	2023[5]	no change	November 2023	$1,530.3	no	no
I 94 East-West Corridor[7]	N/A	N/A	N/A	$54.7[8]	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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

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

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

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

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

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

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

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

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

Major Projects Cost and Schedule Summary

Majors Projects Estimate Summary for Projects with Costs Scheduled in FY-25 & Beyond															
	Cost Summary - All Costs in $Millions						Schedule Summary								
Project	Pre-enumeration costs	Initial TPC estimate (Enumeration year dollars)	TPC estimate - Aug 2024 (current year dollars)	Additional associated costs outside of Majors program[1]	Total cost estimate (TPC + outside Majors, current year dollars)	TPC Estimate - Aug 2024 (year of expenditure dollars)	Initial estimate (fiscal year)	Last let fiscal year (initial schedule)	Last let fiscal year (Feb 2024 TPC)	Last let fiscal year (Aug 2024 TPC)	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Initial schedule comparison - can initial schedule be met? [2]	Would additional funding change no to yes? [3]
STH 15: STH 76 to New London	$3.3	$125.0	$132.9	$0.2	$133.1	$132.9	2011	2018	2024	2024	none	Fall 2024	No	No
I 39/90: USH 12 to Illinois	$3.5	$715.0	$1,165.7	$23.0	$1,188.7	$1,165.7	2011	2019	2020	2020	none	Fall 2021	No	No
I 41: STH 96 to Scheuring Rd	$0.0	$1,063.0	$1,203.0	$2.4	$1,205.4	$1,259.9	2022	2029	2029	2029	none	Fall 2029	Yes	
I 43: Silver Spring to STH 60	$29.0[6]	$551.6	$533.7	$0.0	$533.7	$533.8	2020	2023	2024	2024	none	Summer 2025	Yes	
STH 50: IH 41 to 43rd Ave	$3.9	$93.0	$117.1	$15.4	$132.5	$117.1	2014	2023	2021	2021	none	Summer 2023[13]	No	No
I 39/90/94: Bridges over Wisc River	$1.5	$141.2	$160.0	$0.0	$160.0	$160.3	2021	2024	2024	2024	none	Fall 2027	No	No
USH 51: I 39/90 to USH 12/18	$8.8	$174.1	$213.6	$0.5[11]	$214.1	$223.8	2022	2029	2029	2029	none	Fall 2029	Yes	
USH 53: Lacrosse Corridor	N/A[7]	N/A[8]	N/A[8]	N/A[12]	N/A[8]	N/A[8]	N/A[8]	N/A[8]	N/A[8]	N/A[8]	N/A[8]	N/A[8]	N/A[8]	
Totals	$3,526.0													

Majors Projects with Mainline Open to Traffic							
	Cost and Schedule Summary - All Costs in $Millions						
Project	Pre-enumeration costs[7]	Initial TPC estimate (Enumeration year dollars)	Initial estimate fiscal year	TPC estimate - Feb 2024 (current year dollars)	Additional associated costs outside of Majors program [1]	Total cost estimate (current TPC + outside Majors)	Mainline open to traffic (calendar year)
USH 10: Marshfield to Stevens Point[9]		$169.0	1998	$249.4	$1.3	$250.7	August 2012
USH 10: Marshfield to Appleton[10]		$125.0	1988	$498.7	$1.3	$500.0	August 2012
USH 12: Lake Delton to Sauk City		$50.0	1997	$182.0	$0.0	$182.0	October 2017
USH 18: Prairie du Chien to STH 60		$29.2	2003	$41.8	$0.0	$41.8	May 2017
STH 26: Janesville to Watertown		$187.0	2001	$429.7	$0.0	$429.7	November 2015
USH 41: Brown County		$205.0	2003	$970.3	$0.0	$970.3	October 2016
USH 41: Winnebago County[14]		$225.0	2003	$405.6	$0.2	$405.8	July 2013
USH 10: USH 10 and USH 10/STH 441	$2.6	$390.0	2011	$378.0	$0.0	$378.0	November 2019
USH 18/151: Verona Road	$25.2	$150.0	2011	$263.1	$2.2	$265.3	November 2019
STH 23: STH 67 to USH 41	$0.0[4]	$39.5	1999	$179.7	$0.0	$179.7	December 2022

Footnotes

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

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

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

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

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

[6] I-43 project pre-enumeration costs include design, real estate and construction (Green Tree Road, ID 1228-16-01/71/73) encumbered in the State Highway Rehabilitation (SHR) program before enumeration.

[7] The department may not be able to provide accurate pre-enumeration costs and/or inital completion year for projects enumerated before 2011 because enumeration estimates for these projects were based on limited design and scope detail. These projects were enumerated before a final environmental document was an enumeration requirement.

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

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

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

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

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

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

[14] All project charges have been paid. This project appears in this report for the last time.

Major Project Status Report
August 2024

Project: STH 15 STH 76 to NEW LONDON **Enumeration Year:** 2011 **Region:** NE

Project Description: This project will reconstruct 11 miles of STH 15 from STH 76 to USH 45 near New London, in Outagamie County to provide additional capacity. The Village of Hortonville is bypassed to minimize conflicts between through and local traffic. Roundabouts at each end of the bypass will provide access to the village. Inadequate crossroad intersections will be improved.

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$7.9	$0.2	$8.5	$8.1	$0.0	-$0.4	$0.0	-4.7%	Design component complete and the cost estimates have been reduced accordingly.
Real Estate	$23.6	$0.4	$25.0	$24.0	$0.0	-$1.0	$0.0	-4.0%	Real estate acquisition complete and the cost estimates have been reduced accordingly.
Construction	$78.3	$22.5	$104.4	$100.8	$0.0	-$3.6	$0.0	-3.4%	All construction projects have been awarded and cost estimates have been reduced accrodingly.
Totals	$109.8	$23.1	$137.9	$132.9	$0.0	-$5.0	$0.0	-3.6%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$19.5	Current Year $	$3.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$19.5	YOE $	$3.6	$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 **$132.9 million** (see Pages i-ii for budget and inflation assumptions).

Major Project Status Report
August 2024

Project: I 39/90 USH 12 to ILLINOIS **Enumeration Year:** 2011 **Region:** SW

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate*		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$136.0	$0.2	$136.2	$136.2	$0.0	$0.0	$0.0	0.0%	
Real Estate	$39.2	$2.1	$41.1	$41.3	$0.2	$0.0	$0.0	0.5%	The estimate increase is associated with real estate litigation.
Construction[1]	$984.5	$3.7	$991.6	$988.2	$0.0	-$3.4	$0.0	-0.3%	Cost refinements from project closure procedure.
Totals	$1,159.7	$6.0	$1,168.9	$1,165.7	$0.2	-$3.4	$0.0	-0.3%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$1.6	Current Year $	$4.3	$0.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$1.6	YOE $	$4.3	$0.1	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **$1,165.7 million** (see Pages i-ii for budget and inflation assumptions).

All construction packages have been let.

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

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

Major Project Status Report
August 2024

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

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design[1]	$51.0	$50.5	$101.5	$101.5	$0.0	$0.0	$0.0	0.0%	
Real Estate	$9.0	$39.0	$48.0	$48.0	$0.0	$0.0	$0.0	0.0%	
Construction	$4.3	$1,049.2	$1,053.5	$1,053.5	$0.0	$0.0	$0.0	0.0%	
Totals	$64.3	$1,138.7	$1,203.0	$1,203.0	$0.0	$0.0	$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$87.6	Current Year $	$238.5	$279.7	$311.3	$146.2	$75.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$87.6	YOE $	$238.5	$289.1	$332.7	$161.6	$86.1	$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 **$1,259.9 million** (see Pages i-ii for budget and inflation assumptions).

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

Major Project Status Report
August 2024

Project: I 43 Silver Spring Drive to STH 60 **Enumeration Year:** 2019 **Region:** SE

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design[1]	$23.5	$0.2	$23.7	$23.7	$0.0	$0.0	$0.0	0.0%	
Real Estate	$13.2	$2.1	$14.8	$15.3	$0.0	$0.5	$0.0	3.4%	The estimate increase is associated with real estate litigation.
Construction	$349.0	$145.7	$495.2	$494.7	$0.0	-$0.5	$0.0	-0.1%	The construction traffic mitigation costs are less than estimated.
Totals	$385.7	$148.0	$533.7	$533.7	$0.0	$0.0	$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$122.0	Current Year $	$24.5	$1.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$122.0	YOE $	$24.5	$1.6	$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 **$533.8 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 2024

Project: STH 50 I 41 to 43rd Avenue **Approval Year:** 2014 **Region:** SE

Project Description: This project reconstructs an existing 4.4-mile corridor of urban roadway in Kenosha county. West of 57th Avenue the corridor will be widened from 4 to 6 lanes. East of 57th Avenue to the easterly project limit the roadway will be reconstructed as a 4-lane facility. Additional capacity will be provided at all intersections, including a jug-handle design at the STH 50/STH 31 intersection to accommodate heavy through and turning traffic. Access management techniques such as restricted median openings, closing of driveways, and using existing local roads will be implemented to improve overall access and service.

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$0.3	$0.0	$0.3	$0.3	$0.0	$0.0	$0.0	0.0%	
Real Estate	$14.3	$0.9	$14.5	$15.2	$0.7	$0.0	$0.0	4.8%	The estimate increase is associated with real estate litigation.
Construction	$96.6	$5.0	$105.8	$101.6	$0.0	-$4.2	$0.0	-4.0%	Cost refinements from project closure procedure.
Totals	$111.2	$5.9	$120.6	$117.1	$0.7	-$4.2	$0.0	-2.9%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$3.6	Current Year $	$2.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$3.6	YOE $	$2.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

All construction packages have been let.

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

Major Project Status Report
August 2024

Project: I 39/90/94 Bridges over Wisconsin River **Approval Year:** 2020 **Region:** SW

Project Description: This project replaces the existing I 39/90/94 bridges over the Wisconsin River with new structures that will accommodate construction staging, future maintenance work and future traffic needs. The new bridges will have three 12-foot lanes in each direction and wide shoulders after construction. Realignment of northbound I 39/90/94 to match the new northbound structure requires reconstruction of the County U and County V bridges.

Current Status

PROJECT COST ESTIMATE INFORMATION

Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate: February 2024 (Millions)	Current Estimate: August 2024 (Millions)	Change Since Last Report: Scope (Millions)	Change Since Last Report: Design & Quantity Refinements (Millions)	Change Since Last Report: Inflation (Millions)	Change Since Last Report: Percent	Reason for Change in Cost Estimate
Design	$5.1	$1.0	$6.1	$6.1	$0.0	$0.0	$0.0	0.0%	
Real Estate	$0.5	$0.6	$1.1	$1.1	$0.0	$0.0	$0.0	0.0%	
Construction	$1.2	$151.6	$152.8	$152.8	$0.0	$0.0	$0.0	0.0%	
Totals	$6.8	$153.2	$160.0	$160.0	$0.0	$0.0	$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$144.5	Current Year $	$4.6	$2.8	$0.8	$0.5	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$144.5	YOE $	$4.6	$2.9	$0.9	$0.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **$160.3 million** (see Pages i-ii for budget and inflation assumptions).

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

Major Project Status Report
August 2024

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

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

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$8.5	$6.6	$15.1	$15.1	$0.0	$0.0	$0.0	0.0%	
Real Estate	$0.9	$11.0	$11.9	$11.9	$0.0	$0.0	$0.0	0.0%	
Construction	$1.4	$185.2	$186.6	$186.6	$0.0	$0.0	$0.0	0.0%	
Totals	$10.8	$202.8	$213.6	$213.6	$0.0	$0.0	$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$9.2	Current Year $	$40.5	$67.5	$46.1	$24.9	$14.6	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$9.2	YOE $	$40.5	$69.8	$49.3	$27.5	$16.7	$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 **$223.8 million** (see Pages i-ii for budget and inflation assumptions).

Major Project Status Report
August 2024

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

Project Description[3]:	At the December 15, 2021 TPC meeting, the Commission approved WisDOT's request to continue using the existing enumeration of the La Crosse Corridor to pursue a new approach for alternatives that maintain a state of good repair on the major north-south routes in the corridor, while also addressing safety, bike and pedestrian, and congestion issues.

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	**Cost to Date[4]** (Millions)	**Estimated Cost to Complete** (Millions)	**February 2024** (Millions)	**August 2024** (Millions)	**Scope** (Millions)	**Design & Quantity Refinements** (Millions)	**Inflation** (Millions)	**Percent**	**Reason for Change in Cost Estimate**
Design [1]	$1.3	$3.8	$5.1	$5.1	$0.0	$0.0	$0.0	0.0%	The TPC approved WisDOT's request to study new alternatives. Therefore, no project estimate exists at this time. Costs supplied in the current estimate categories represent only known costs at this time and are not intended to reflect the anticipated total cost for that category. These costs will be populated with the official estimates once a preferred alternative has been established and a cost estimate has been completed.
Real Estate	$0.0	TBD[2]	TBD[2]	TBD[2]	$0.0	$0.0	$0.0	TBD[2]	
Construction	$0.0	TBD[2]	TBD[2]	TBD[2]	$0.0	$0.0	$0.0	TBD[2]	
Totals	$1.3	$3.8	$5.1	$5.1	$0.0	$0.0	$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
$3.4	Current Year $	$0.4	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]
$3.4	YOE $	$0.4	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]	TBD[2]

Current Year Dollar Costs (Current Year $) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption).
Year of Expenditure Costs (YOE $) represent current year costs inflated to a projected year of expenditure cost.
The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is yet to be determined.

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

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

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

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

Southeast Megaproject Status Report
August 2024

Project: I 94 North-South Freeway Project **Enumeration Year:** 2008 **Region:** SE

Project Description: This Southeast Freeways Megaproject reconstructs and expands 35 miles of I 94 in Kenosha, Racine, and Milwaukee Counties from 6 to 8 lanes, reconstructs 19 interchanges including the Mitchell Interchange (system interchange), and reconstructs as all frontage roads along the freeway in Kenosha and Racine Counties.

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$137.1	$0.0	$137.1	$137.1	$0.0	$0.0	$0.0	0.0%	
Real Estate	$67.2	$0.0	$67.2	$67.2	$0.0	$0.0	$0.0	0.0%	
Construction[1]	$1,370.7	$10.1	$1,380.8	$1,380.8	$0.0	$0.0	$0.0	0.0%	
Totals	$1,575.0	$10.1	$1,585.1	$1,585.1	$0.0	$0.0	$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025[2]	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$1.1	Current Year $	$9.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$1.1	YOE $	$9.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **$1,585.1 million** (see Pages i-ii for budget and inflation assumptions).

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

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

Southeast Megaproject Status Report
August 2024

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

Project Description: This Southeast Freeways Megaproject reconstructs nine miles of interstate highway including the Zoo Interchange as well as several arterial roads adjacent to the core interchange and approximately two miles of auxiliary lanes leading 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						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	$138.6	$0.7	$139.3	$139.3	$0.0	$0.0	$0.0	0.0%	
Real Estate	$95.0	$0.2	$95.2	$95.2	$0.0	$0.0	$0.0	0.0%	
Construction	$1,277.6	$18.2	$1,298.8	$1,295.8	$0.0	-$3.0	$0.0	-0.2%	Project is open to traffic and construction estimate updated accordingly.
Totals	$1,511.2	$19.1	$1,533.3	$1,530.3	$0.0	-$3.0	$0.0	-0.2%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed		2025[1]	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
$11.3	Current Year $	$7.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
$11.3	YOE $	$7.8	$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 **$1,530.3 million** (see Pages i and ii for budget and inflation assumptions).

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

Southeast Megaproject Status Report
August 2024

Project: I 94 East-West Freeway Project **Enumeration Year:** 2021 **Region:** SE

Project Description: Reconstruction and Modernization of I-94 from 70th Street to 16th Street in the City of Milwaukee, Milwaukee County.

Current Status			PROJECT COST ESTIMATE INFORMATION						
			Current Estimate		Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2024 (Millions)	August 2024 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design[1]	$20.3	$11.9	$58.4[2]	$32.2[3]	N/A	N/A	N/A	N/A	The project had a signed Record of Decision (ROD) in March 2024. The total estimated cost for the preferred alternative that was modeled in the FHWA Cost and Schedule Risk Assessment (CSRA) was $1,465.0 million (2023 dollars). 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. Project estimates by cost category are being refined and are anticipated to be included in the February 2025 TPC Report.
Real Estate	$0.5	TBD	TBD	TBD	N/A	N/A	N/A	N/A	
Construction	$0.9	TBD	TBD	TBD	N/A	N/A	N/A	N/A	
Totals	$21.7	TBD	TBD	TBD	N/A	N/A	N/A	N/A	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2035**
TBD	Current Year $	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
TBD	YOE $	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

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

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

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

[1] The Design costs in this report are for preliminary design only.

[2] The Design cost from the February 2024 TPC Report included $22.7 million for the ROD that was rescinded in October 2017.

[3] Preliminary design costs for this project were budgeted at $32.2 million.

Majors Projects with Mainline Open to Traffic Status Report
August 2024

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

			Current Status		Project Cost Estimate Information									
					Current Cost Category Totals			Current Estimate		Change Since Last Report				
Project	Enumeration Year (Calendar Year)	Mainline Opened to Traffic	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Design (Millions)	Real Estate (Millions)	Construction (Millions)	February 2024 (Millions)	August 2024 (Millions)	Design (Millions)	Real Estate (Millions)	Construction (Millions)	Percent	Remaining Items to be Completed
USH 10, Marshfield to Stevens Point[1]	1989	August 2012	$249.4	$0.0	$14.1	$25.3	$210.0	$249.4	$249.4	$0.0	$0.0	$0.0	0.0%	See note[4]
USH 10, Marshfield to Appleton[2]	1989	August 2012	$498.7	$0.0	$31.8	$55.7	$411.2	$498.7	$498.7	$0.0	$0.0	$0.0	0.0%	See note[4]
USH 12, Lake Delton to Sauk City	1997	October 2017	$181.8	$0.2	$13.9	$41.2	$126.7	$182.0	$182.0	$0.0	$0.0	$0.0	0.0%	See note[4]
USH 18, Prairie du Chien to STH 60	2003	May 2017	$41.7	$0.1	$5.1	$7.1	$29.5	$41.8	$41.8	$0.0	$0.0	$0.0	0.0%	See note[4]
STH 26, Janesville to Watertown	2001	November 2015	$429.7	$0.0	$28.5	$73.3	$327.9	$429.7	$429.7	$0.0	$0.0	$0.0	0.0%	See note[3]
USH 41, Brown County	2003	October 2016	$969.9	$0.4	$137.9	$52.5	$779.5	$970.3	$970.3	$0.0	$0.0	$0.0	0.0%	See note[4]
USH 41, Winnebago County	2003	October 2013	$405.6	$0.0	$53.8	$31.5	$320.3	$405.6	$405.6	$0.0	$0.0	$0.0	0.0%	See note[5]
USH 10: USH 10 and USH 10/STH 441	2011	November 2019	$376.3	$1.7	$48.9	$20.2	$307.2	$378.0	$378.0	$0.0	$0.0	$0.0	0.0%	
USH 18/151: Verona Road	2011	November 2019	$262.7	$0.4	$25.3	$26.7	$210.7	$263.1	$263.1	$0.0	$0.0	$0.0	0.0%	
STH 23: STH 67 to USH 41	1999	December 2022	$178.5	$1.2	$15.8	$37.2	$125.5	$179.7	$179.7	$0.0	$0.0	$0.0	0.0%	
		Totals			$375.1	$370.7	$2,848.5	$3,598.3	$3,598.3	$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.

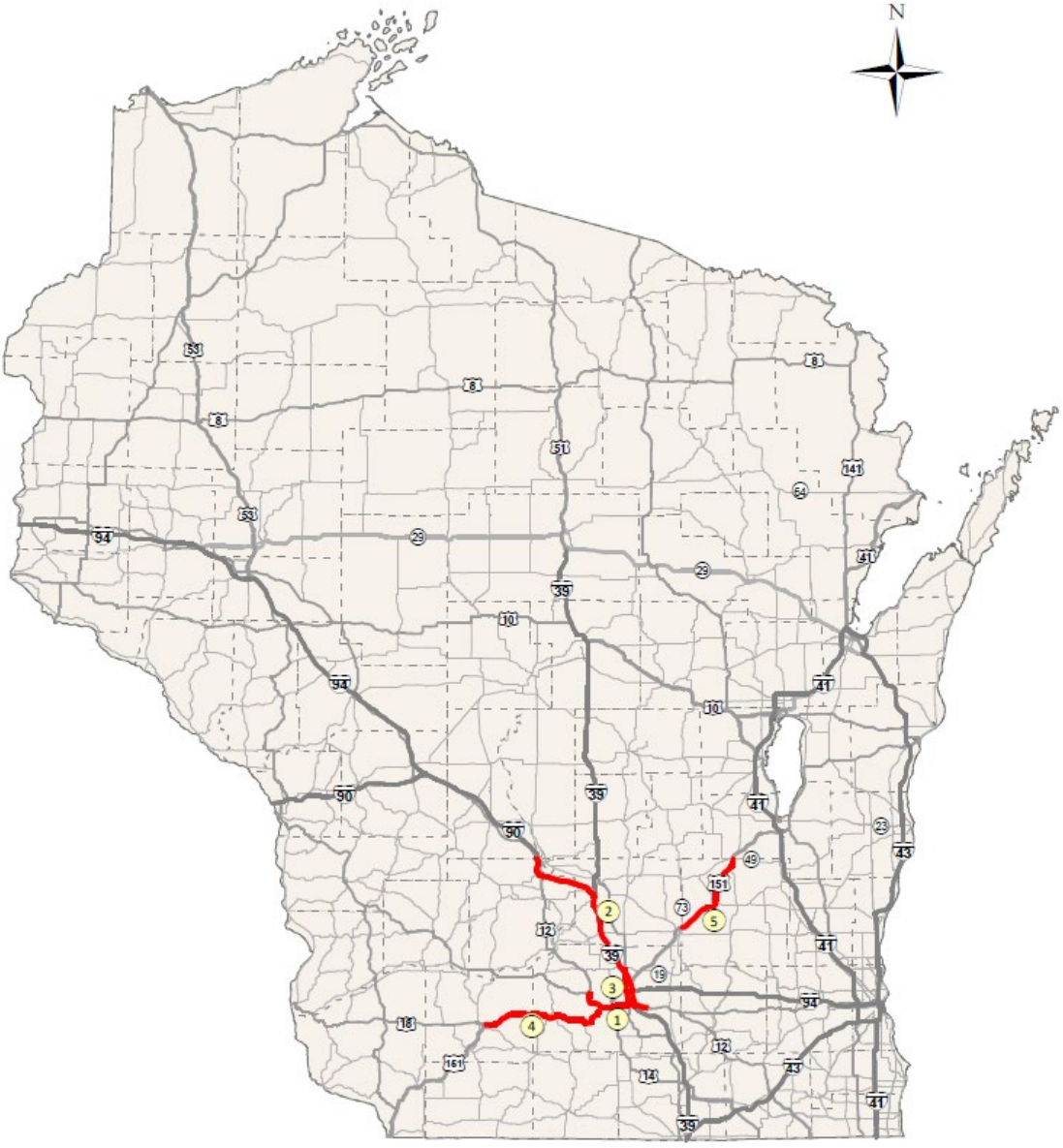
[2] The Marshfield to Appleton segment was introduced into the the TPC report in February 2019 to show reported costs on the statutorily enumerated USH 10 project.

[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.

[5] All project charges have been paid. This project appears in this report for the last time.

Major Highway Study Projects
and
Southeast Freeway Mega Study Projects



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

General Information

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

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

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

Estimated Cost to Date: is the dollar amount expended on the study to date (as of 7/01/2024). 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 2025 prices (through the Record of Decision (ROD) or Finding of No Significant Impact (FONSI)).

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

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

Study Project Cost Status Table August 2024							
Project: ***Sample Study Project***							
Region:							
Cost Information (Millions)							
Cost Category	**Cost to Date**	**Estimated Cost to Complete**	**Total Study Cost Estimate (Feb 2024)**	**Total Study Cost Estimate (Aug 2024)**	**Change in Total Cost Estimate**	**Percent Change**	**Reason for Change**
Environmental Study	**1.0**	**2.0**	**3.0**	**3.0**	**0.0**		

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

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

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

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

US 12, US 14 to County N (Madison Beltline)

In Progress

Study Project Cost Status Table – August 2024							
	Project: US 12, US 14 to County N (Madison Beltline)						
	Region: SW						
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2024)	Total Study Cost Estimate (Aug 2024)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$13.1	$9.4	$22.5	$22.5	$0.0	0.0%	

Length: 18.7 miles in Dane County

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

Need for study: Address ways to increase capacity for existing and future traffic demand. Improve safety issues to reduce crash rates significantly greater than statewide average.

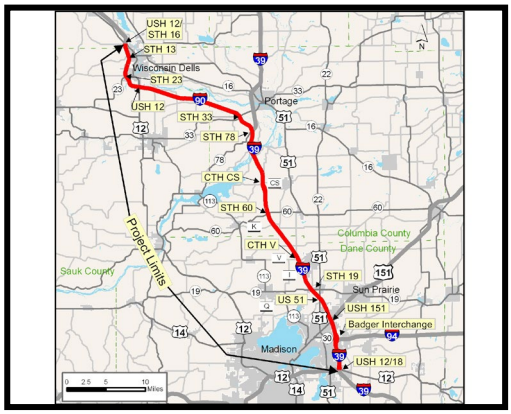
Possible concept: Will begin by examining Madison metro area and looking for alternatives to improve the whole corridor from severe congestion. Anticipate auto, freight, transit, bike and pedestrian needs throughout corridor.

Study status: WisDOT, in coordination with FHWA, is advancing the Planning and Environmental Linkages (PEL) phase to further develop and refine strategies for potential future improvement concepts that could satisfy study goals and objectives of this corridor. The study team has identified a Preferred Strategy Package for the corridor and potential future NEPA staging sections. WisDOT anticipates completing the PEL phase in the Fall 2024. Following completion of the PEL phase, WisDOT anticipates beginning the NEPA phase of the study for sections of the corridor.

The Flex Lane was opened to traffic in July 2022. The early data indicates the project is meeting its goals and objectives of reducing congestion on the Beltline between Verona Road and I-39. The department is reviewing the Flex Lane traffic data and will use it to inform the alternatives presented in the PEL.

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

In Progress



Study Project Cost Status Table – August 2024							
	Project: I-39/90, US 12 (Madison) to US 12 (Wisconsin Dells)						
	Region: SW						
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2024)	Total Study Cost Estimate (Aug 2024)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$32.3	$12.6	$44.9	$44.9	$0.0	0%	

Length: 67 miles in Dane/Columbia/Sauk Counties

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

Need for study: The corridor is an important route for recreational travelers and for moving freight, both within the state and to destinations outside of Wisconsin. If no improvements are made, the majority of the corridor will have significant problems from reductions in travel speeds and recurring breakdowns in traffic flow. There have been flooding occurrences on I-90/94 and I-39 that have significantly affected the operations of this important corridor. Need to find ways to ensure the corridor remains safe and effective as it has national, state, and regional importance.

Possible concept: Find ways to increase capacity for existing and future traffic demands and improve safety to reduce crash rates significantly greater than the statewide average. Look for interchange improvements as well as expansion along corridor.

Study status: The study has completed the Draft Environmental Impact Statement and is planning to complete Final Environmental Impact Statement/Record of Decision in December 2024.

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

In Progress

Study Project Cost Status Table – August 2024							
	Project: US 51, US 12 to WIS 19 (Stoughton Road)						
	Region: SW						
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2024)	Total Study Cost Estimate (Aug 2024)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	$12.3	$4.0	$14.8	$16.3	$1.5	10.1%	*See note
*Cost increase will fund the next phase of the US 51 South study, taking it through the NEPA process and resulting in a completed environmental document and preferred alternative.							

Length: 11 miles in Dane County

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

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

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

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

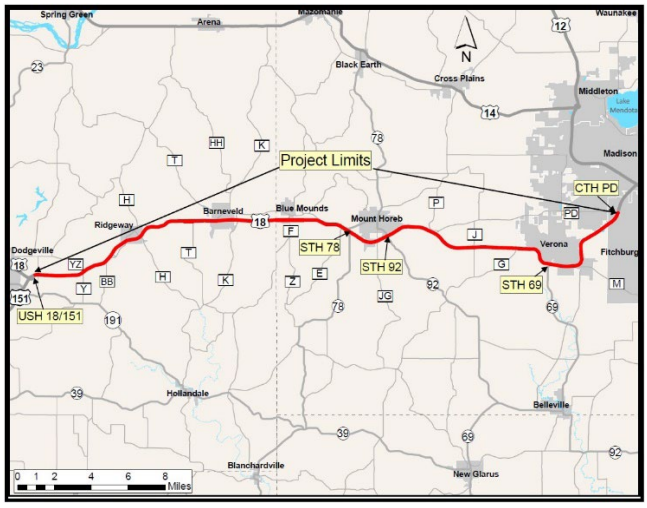
US 51 North: The study team has recently identified a preferred alternative for the corridor and is working on completing the Environmental Assessment. A public hearing is planned for November 2024.

US 51 South: The study team is in the process of screening alternative concepts throughout the corridor in preparation for a fall 2024 public involvement meeting.

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

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

In Progress



Study Project Cost Status Table – August 2024							
	Project: US 18/151, County PD (Madison) to US 18 Interchange (Dodgeville)						
	Region: SW						
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2024)	Total Study Cost Estimate (Aug 2024)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	N/A	N/A	N/A	N/A	N/A	N/A	

Length: 35 miles in Dane and Iowa Counties

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

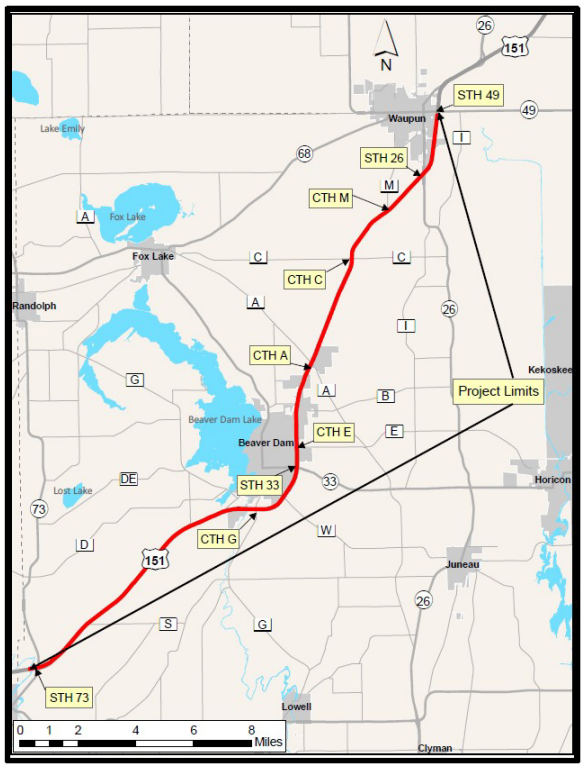
Need for study: The US 18/151 corridor between Madison and Dodgeville is a crucial freight and commuter corridor that is in need of safety and operational improvements. Safety performance has been poor across the corridor, with a history of severe crashes in the expressway portion between Verona and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

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

Study status: The study was approved at the December 2023 TPC meeting. Project resourcing is underway and data collection and analysis is in progress. Public involvement is anticipated to begin in 2025.

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

In Progress



Study Project Cost Status Table – August 2024							
	Project: US 151, STH 73 (Columbus) to STH 49 (Waupun)						
	Region: SW						
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2024)	Total Study Cost Estimate (Aug 2024)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	N/A	N/A	N/A	N/A	N/A	N/A	

Length: 26 miles in Dodge County

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

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

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

Study status: The study was approved at the December 2023 TPC meeting. Project resourcing is underway and data collection and analysis is in progress. Public involvement is anticipated to begin in 2025.

Chapter 4

Enumeration Requirements

- Recommendation Letter
- Map of Projects
- Project Evaluation Information and Score
- Enumeration Requirements Compliance

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

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

September 13, 2024

Dear members of the Transportation Projects Commission:

Wisconsin State Statute 13.489 (2) requires the Wisconsin Department of Transportation (WisDOT) to provide its recommendations for adjustments in the Major Highway Projects program to the Transportation Projects Commission (TPC) by September 15 of each even-numbered year.

We are pleased to recommend the projects listed below for consideration by the TPC as Major Highway Project candidates. As outlined in Wisconsin Statute 13.489(4)(a)1, a vote for approval will be taken for each recommended project, and the resulting recommendation (approval, approval with modification, or disapproval) shall be reported to the Governor, Legislature, and Joint Committee on Finance by December 15. We look forward to discussing these projects at the upcoming TPC meeting in December 2024.

Highway	Limits	County
I-39/90/94	US 12 (Madison) – US 12 (Wisconsin Dells)	Dane/Columbia/Sauk/Juneau
US 51	WIS 30 – I-39/90/94 (Stoughton Road North)	Dane

These projects are being recommended for inclusion into the Major Highway Projects program under two separate processes. The first, I-39/90/94, is being recommended for enumeration under Wisconsin Statute 84.013 (1)(a)1m, which establishes criteria needed for a project to be defined as a Major Project based on cost and scope of work. The draft environmental impact statement for the I-39/90/94 project listed above is complete and the final environmental impact statement is expected to be completed by the December 2024 TPC meeting. The I-39/90/94 project has broad community support and is expected to have significant economic, traffic, and safety benefits with minimal environmental impacts.

Approval of the US 51 North project follows a different process because it qualifies for consideration as a Major Highway Project under State Statute 84.013 (1)(a)2m, which establishes the cost threshold at which high-cost rehabilitation projects are defined as Major Projects. Review of high-cost Major Projects is described in Wisconsin Statute 13.489(4m) and requires TPC approval of the project before construction can begin. This project is expected to have an environmental assessment completed by the December TPC meeting and is being recommended for approval into the Major Highway Projects program by the TPC.

We look forward to assisting the commission in its efforts to evaluate the department's recommendations. If you have any questions or require additional information, please feel free to contact Scott Schoenmann, Director of the Bureau of State Highway Programs, at (608) 266-7575.

Sincerely,

Kristina Boardman
Secretary

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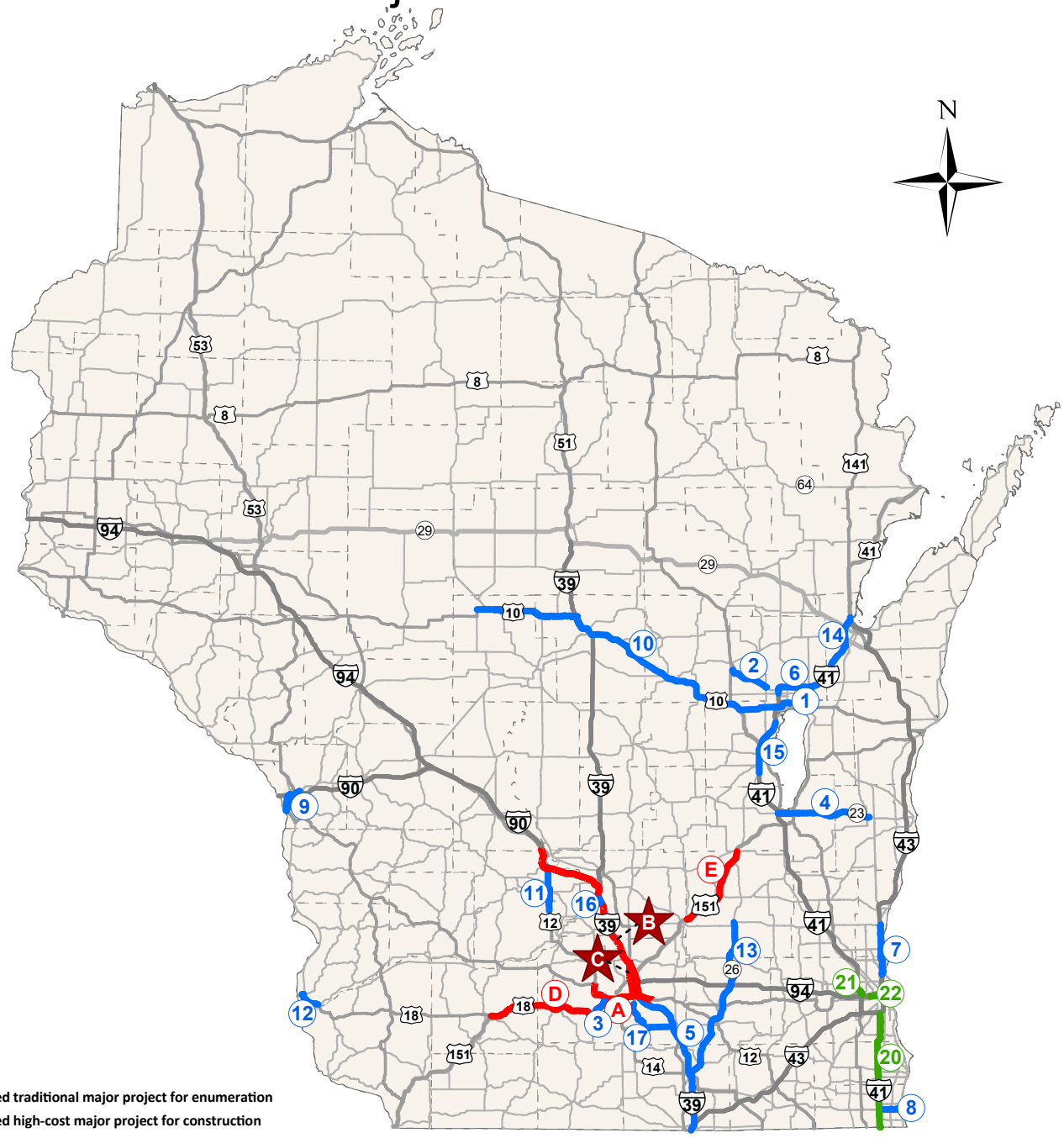
WisDOT Current Majors and Southeast Mega Projects & Studies



★[1] **Recommended traditional major project for enumeration**

★[2] **Recommended high-cost major project for construction**

Map #	Highway	Termini
Major Studies		
A	US 12	US 14 to County N (Madison Beltline)
B	★[1] **I-39/90**	**US 12 (Madison) to US 12 (Wisconsin Dells)**
C	★[2] **US 51 N** US 51 S	**WIS 30 to I-39/90/94** US 12 (Madison Beltline) to WIS 30
D	US 18/151	County PD (Madison) to US 18 (Dodgeville)
E	US 151	WIS 73 (Columbus) to WIS 49 (Waupun)

Map #	Highway	Termini
Major Projects		
1	US 10	US 10 and US 10/WIS 441
2	WIS 15	WIS 76 to New London
3	US 18/151	Verona Road
4	WIS 23	WIS 67 to I-41
5	I-39/90	US 12 to Illinois
6	I-41	WIS 96 to Scheuring Road
7	I-43	Silver Spring Drive to WIS 60
8	WIS 50	I-41 to 43rd Ave
9	US 53	La Crosse Corridor
10	US 10	Marshfield to Appleton
11	US 12	Lake Delton to Sauk City
12	US 18	Prairie du Chien to WIS 60
13	WIS 26	Janesville to Watertown
14	I-41	De Pere to Suamico (Brown County)
15	I-41	WIS 26 to Breezewood Lane (Winnebago Co)
16	I-39/90/94	Bridges over the Wisconsin River
17	US 51	I-39/90 to US 12/18 (Stoughton to McFarland)

Map #	Highway	Termini
Southeast Mega Projects		
20	I-94	North-South Freeway
21	I-41/I-94/US 45	Zoo Interchange
22	I-94	East-West Freeway (70th Street to 16th Street)

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Wisconsin Department of Transportation (WisDOT)

Bureau of State Highway Programs

MAJOR HIGHWAY PROJECTS EVALUATION PROCESS

MAJOR HIGHWAY PROJECTS
EVALUATION PROCESS

This information paper provides an overview of the Administrative Rule Trans 210 process that will be used to evaluate proposed major highway projects that are being considered for enumeration. This process will be used to evaluate and recommend projects to the Transportation Projects Commission.

The evaluation process is used to evaluate each proposed major project in terms of its ability to achieve the Departments' goals of enhancing Wisconsin's economy, improving highway service, improving highway safety, minimizing environmental impacts and serving community objectives. This numerical ranking process is based on minimum requirements and measures that reflect these five goal areas. This paper will briefly describe the minimum requirement that a project shall meet or exceed in order to be eligible for recommendation to the Transportation Projects Commission. In addition, the paper will summarize the guidelines used for component scoring measures, the weights applied to the measures and the calculation of the overall composite score.

The Department has assembled a task force of staff experts in highway design, construction, planning, economics, environmental analysis, and economic development to compile and analyze information that is to be used for the evaluation process for major projects.

Minimum Requirement

Only those projects that have either of the following traffic flow or safety deficiencies will meet the minimum requirement:

- The predicted level of service on significant portions of the highway shall be worse than level of service C in the design year.
- Safety on significant portions of the highway shall be worse than the statewide average for a similar highway type. Safety shall be identified using the crash rate or the severity proportions for the facility.

Measures

Measures are used to quantify the effect of the project in terms of achieving the Department's goals. These measures were developed to determine the impact of the project on highway users as well as their impacts on non-users of the highways. The measures are weighted to reflect the hierarchy of the Department's goals. The measures, their components and associated weights are shown in Figure 1. These measures will contribute points beyond the minimum score and will be used to place projects in relative rank order. The five measures include:

1. **Economic Measure (40%).** This process recognizes that the transportation infrastructure is vital to a strong economy. Major highway projects improve and strengthen the transportation infrastructure, reducing the cost of travel, while enhancing Wisconsin's ability to maintain and compete for jobs. The objectives of this measure are to identify the projects that will increase the competitiveness of existing businesses, increase the attractiveness for new businesses, and improve routes that are part of the Corridors 2030 or National Highway System network of highways. Therefore, the components of this measure include:

    a) Identify Competitiveness of Existing Business. Lower travel costs serve to increase the competitiveness of existing businesses by allowing them to reduce prices within existing markets, expand market areas, and/or create capital (saved travel cost) that can be reinvested. The reduction of travel costs is measured by quantifying the long-term reduction in travel time, vehicle operating costs, and crashes that will result from each project. These benefits are then compared to the cost of constructing and maintaining the project. The potential of each project to increase competitiveness of existing businesses is measured by the degree to which benefits exceed the project's construction and maintenance costs. In addition, the Department also evaluates the existing businesses that will benefit from the project, which is measured by the number of business entities, and the amount of employment, population and tourism in the proposed or existing highway corridor.

    b) Identify Attractiveness for New Business. Economic theory recognizes regional economic growth stemming from productivity and redistribution of jobs and incomes. A determination is made of the project's potential to increase the productivity of industry along the highway corridor. Greater consideration is given to projects that do not redistribute growth from one part of the state to another, and to projects that contain business with the ability to attract business from outside of the state. In addition, greater consideration is given to communities that are sufficiently organized to capitalize on the economic opportunities associated with the proposed project. The Department also explores and evaluates the unique circumstances or regional differences in the economic need and abilities of the communities affected by the project.

c) Identify Routes That Provide Connections. The Department has identified a network of quality highways, which are critical to Wisconsin's economy. This network will consist of routes on three systems: 1) Corridors 2030 Backbone routes which include key multi-lane routes connecting major population and economic centers; 2) Corridors 2030 Connector routes which connect key communities and regional economic centers to the Backbone routes, and 3) National Highway System. A project on any of these three networks is given more points than one not on these networks.

2. **Traffic Flow Measure (20%).** Congestion can have adverse effects on the user's travel time, mobility, and maneuverability. Mobility and travel time are important to efficiently connect people to jobs and business to their customers, suppliers and markets. The objective of this measure is to quantify the existing and projected traffic flow problems on the highway system for each proposed project. Level of service is the qualitative measure of traffic flow used by The Transportation Research Board *Highway Capacity Manual* to define the operational conditions of the existing highway. To determine the level of service the existing highway is providing, traffic analyses are based on such performance measures as traffic density, traffic delay, and average travel speed. Six levels of service are defined in the *Highway Capacity Manual*, with level of service A representing the best operating conditions and level of service F the worst.

3. **Safety Measure (20%).** The evaluation process recognizes that transportation improvements can play an important role in improving the safety of Wisconsin's highways. Reducing the number of fatalities and injury crashes as well as the property and freight losses associated with these crashes has been and will continue to be a primary goal of the department. The objective of this measure is to identify the number and the severity of the crash problems on the highway system affected by each proposed major highway project. The components used to quantify this measure include:

   a) the crash rate which is calculated by the number of crashes divided by the number of hundred million vehicle miles traveled over the length of the highway system segments,

   b) the severity proportion which is calculated by dividing the number of fatality and incapacitating injury crashes by the total crashes on the highway, and

   c) a determination of the project's effect on the safety of pedestrians and bicyclists that use the facility.

4. **Environmental Measure (10%).** The evaluation process recognizes that highway projects can have effects on the quality of the human environment in the regions they serve. The objective of this measure is to evaluate environmental considerations associated with the proposed major highway project through summary information provided in a draft environmental impact statement or environmental assessment. Those projects that have larger net negative

environmental effects for the following components will be scored lower:

a) natural resources which include wetlands, uplands, flood plains, stream crossings and endangered species,

b) physical resources which include air and sound quality, and contaminated sites,

c) socio-economic resources including agricultural land, park land, residential and business development and

d) cultural resources which include historic properties and archeological sites.

5. **Community Input Measure (10%).** The objective of this measure is to evaluate community support or opposition to a proposed major highway project through the following:

a) quantifying public input through informational hearings and correspondence and

b) determining if the proposed major highway project is consistent with metropolitan, local or regional transportation plans that have been adopted or reaffirmed in the last 5 years

Composite Score

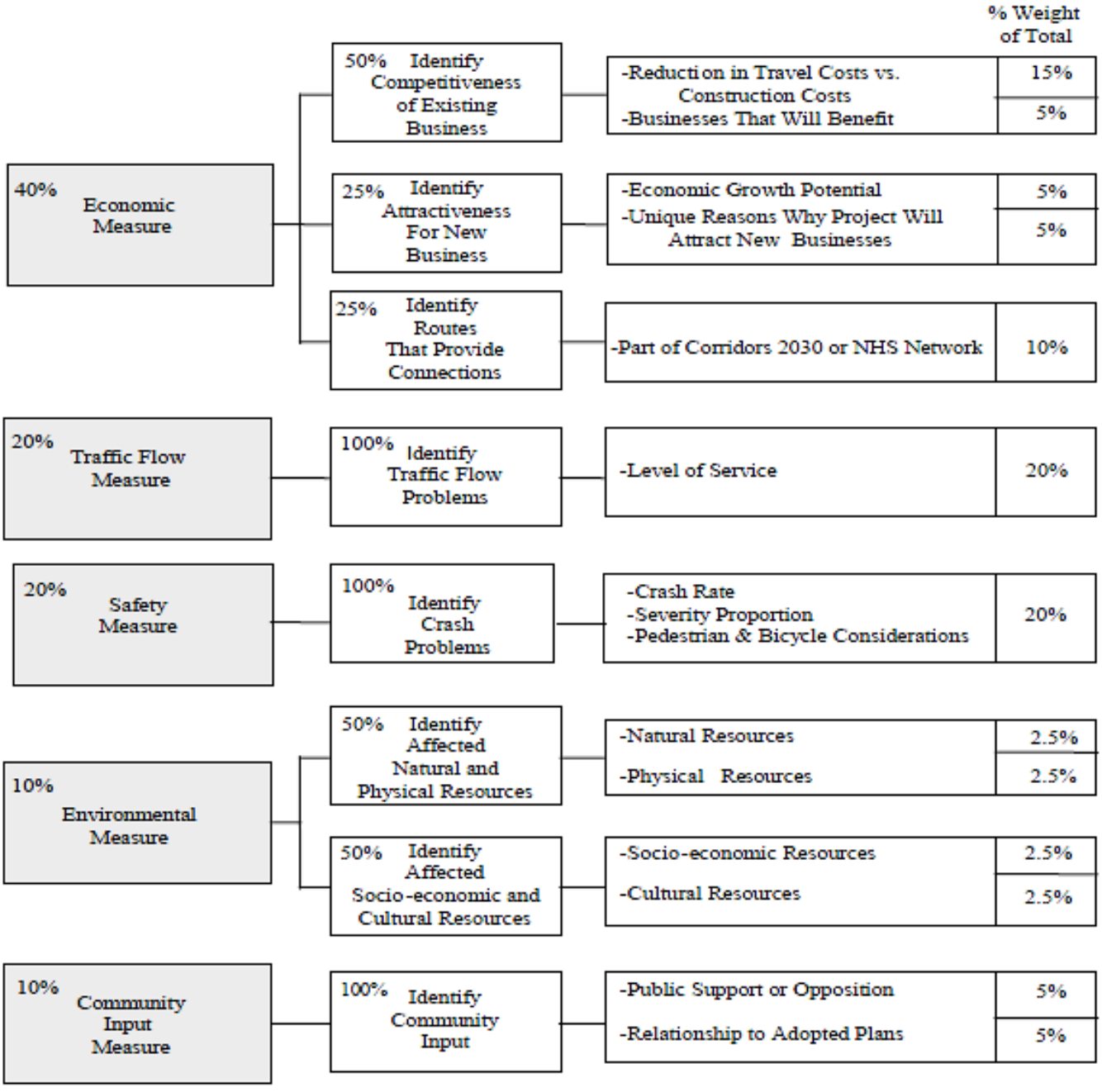
A combination of the five measures, weights for each of the measures and the minimum requirement shall be used to calculate a composite score for each proposed major highway project. Each measure shall have a maximum score of 100 points. The composite score shall have a maximum of 110 points. The minimum allowable score for a composite score is 10 points. Only those projects which have greater than 10 points may be recommended by the Department to the TPC. The following formula shall be used to determine the composite scores:

$$\underline{\text{Composite Score}} = \beta_0(10 + \beta_1 \text{ economic measure} + \beta_2 \text{ safety measure} + \beta_3 \text{ traffic flow measure} + \beta_4 \text{ environmental measure} + \beta_5 \text{ community input measure})$$

where:

β_0 = 1 if the minimum requirements are met for either traffic flow or safety, or
= 0 if the minimum requirements are <u>not</u> met for traffic flow and safety.
β_1 = weight for the economic measure which shall be .40
β_2 = weight for the traffic flow measure which shall be .20
β_3 = weight for the safety measure which shall be .20
β_4 = weight for the environmental measure which shall be .10
β_5 = weight for the community input measure which shall be .10

FIGURE 1
MAJOR HIGHWAY PROJECTS
EVALUATION PROCESS MEASURES



Results of 2024 Candidate Major Project Numerical Evaluation (Trans 210)

Project Summary												
Highway	Termini	Miles	Construction Cost (2024 millions $'s)	Existing Traffic (AADT)		Minimum Requirement	Economy	Traffic Flow	Safety	Environment	Community	Total Score
					Max Points →	10	40	20	20	10	10	110
I-39/90/94	US 12 (Madison) to US 12 (Wisconsin Dells)	67	$3,730	40,000 - 109,000		10	40.0	20.0	20.0	10.0	8.2	108.2

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STATUTORY REVIEW REQUIREMENTS:

Financial and 6-Year Start Requirement

13.489(4)(a)1.

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:

13.489(4)(a)1.a.

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.

SFY-25	SFY-26	SFY-27	SFY-28	SFY-29	SFY-30	SFY-31	SFY-32
December 2024	July 1, 2025	July 1, 2026	July 1, 2027	July 1, 2028	July 1, 2029	July 1, 2030	July 1, 2031
TPC Recommendation	0	1	2	3	4	5	6
	← 6-Year Start Requirement →						
	Recommended projects to start before SFY-2032						

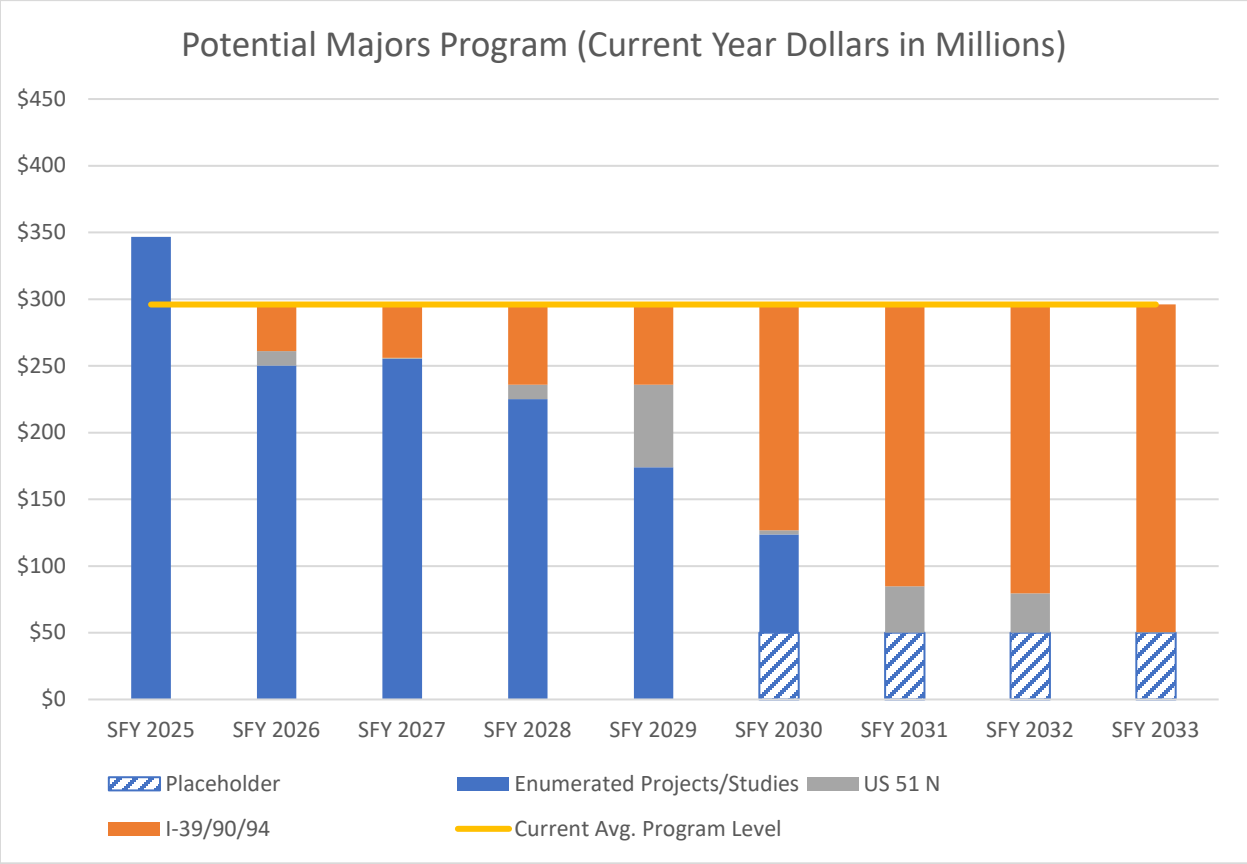
13.489(4)(a)1.b.

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.

13.489(4)(a)2.

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.

Financial and 6-Year Start Requirement Continued:



At the current program level, it would be possible to begin design, real estate, and utility work associated with newly enumerated majors projects. This is necessary to begin now in order to allow the time needed to commence construction within the six-year time period required by statute.

If the Majors Program budget were to increase in the next biennium and moving forward, this would maintain current programming and allow the newly enumerated projects to potentially accelerate construction staging. This would enable those projects to be completed sooner, and reduce scheduling and inflationary risks.

ENVIRONMENTAL REQUIREMENTS:

Environmental Document Requirement

13.489(4)(a)1.a.

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.

13.489(4)(a)1.b.

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.

13.489(4)(4m) - REVIEW OF HIGH-COST MAJOR HIGHWAY PROJECTS.

(a) Notwithstanding sub. (4), for any major highway project described in s. 84.013 (1) (a) 2m., the department of transportation shall submit a report to the commission, prior to construction of the project, which report may request the commission's approval to proceed with the project. The department may submit this request at any time following completion by the department of a draft environmental impact statement or environmental assessment for the project.

(b) After receiving a request under par. (a) for approval to proceed with a major highway project described in s. 84.013, the commission shall meet to approve, approve with modifications, or disapprove the request. The department may implement the request only as approved by the commission, including approval after modification by the commission.

(c) The department of transportation may not proceed with construction of a major highway project described in s. 84.013 (1) (a) 2m. unless the project is approved by the commission as provided in par. (b).

(d) The procedures specified in this subsection shall apply to all major highway projects described in s. 84.013 (1) (a) 2m. in lieu of the procedures described in sub. (4).

Environmental Document Requirement Status:

Highway	Limits	Type of Environmental Document	Status
I-39/90/94	US 12 (Madison) – US 12 (Wisconsin Dells)	Environmental Impact Statement	FHWA committed to sign FEIS prior to TPC Meeting
US 51	WIS 30 – I-39/90/94 (Stoughton Road North)	Environmental Assessment	FHWA committed to sign draft EA prior to TPC Meeting

U.S. Department of Transportation
Federal Highway Administration

Wisconsin Division

525 Junction Road, Suite 8000
Madison, WI 53717
Phone: (608) 829-7500
Fax: (608) 662-2121
www.fhwa.dot.gov/widiv/

November 14, 2024

In Reply Refer To:
HDA-WI

Mr. Scott Schoenmann, Director
Bureau of State Highway Programs
Wisconsin Department of Transportation
4822 Madison Yards Way, 6th Floor South
P.O. Box 7913
Madison, WI 53707-7913

SUBJECT: I-39/90/94 Corridor Study FHWA Environmental Review and Fiscal Constraint

Dear Mr. Schoenmann:

The Federal Highway Administration – Wisconsin Division (FHWA) is currently reviewing the draft I-39/90/94 Corridor Study Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) submitted by the Wisconsin Department of Transportation (WisDOT). According to the project schedule, FHWA approval of the FEIS/ROD is anticipated by December 6, 2024, prior to the December 11th meeting of Wisconsin's Transportation Projects Commission (TPC).

Wisconsin State Statute requires that the TPC approve for construction any major highway project before the project is enumerated and added to the State Transportation Improvement Program (STIP). According to Wisconsin State Statute (Wisconsin Legislature: 13.489[4][a][1][b], Review of Projects), a project may be so approved only once "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 [*sic*]." The schedule imposed by the above State statute conflicts with Federal requirements (*i.e.*, 23 USC 134 and 23 CFR 450) regarding fiscal constraint and FHWA's ability to make a final National Environmental Policy Act (NEPA) decision. The relationship between transportation planning, NEPA, and fiscal constraint is further explained in the Supplement to January 28, 2008 'Transportation Planning Requirements and Their Relationship to NEPA Process Completion' - TPR and NEPA - Planning - FHWA (dot.gov). As outlined in the Supplement, a project must meet various planning *and* NEPA requirements. The requirements direct the project sponsors to comply with the following:

- All Projects requiring Federal action or that are to be implemented with Federal-aid must come from a fiscally constrained Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) or from a fiscally constrained Statewide Transportation Planning Program (STIP) [23 CFR Part 450].
- The TIP shall include a Project, or an identified phase of a Project, only if full funding can reasonably be anticipated to be available for the Project or the identified

phase within the time period contemplated for completion of the Project or the identified phase. [23 U.S.C. § 134[j][3][D]].

- The STIP shall include a Project, or an identified phase of a Project, only if full funding can reasonably be anticipated to be available for the Project within the time period contemplated for completion of the Project. [23 U.S.C. § 135[g][4][E]].
- NEPA project approval can only be given when the NEPA documents meet all applicable environmental laws and Executive Orders or reasonable assurances of compliance are provided in accordance with 23 CFR § 771.133.
- In air quality nonattainment and maintenance areas, additional Clean Air Act and EPA requirements apply. [42 U.S.C. § 7506[c] and 40 CFR Part 93]. See Questions 25-27 for more information. (*N.B*. This last requirement does not apply to the I-39/90/94 project since this improvement is fully within an attainment area.)

The I-39/90/94 project is primarily located outside of the Greater Madison Metropolitan Planning Organization (MPO) boundary. The project area located within the boundary is currently listed in the 2024-2028 MPO TIP (ID 1012-05-02), but only as a study (*i.e*., funded for design, planning, and administrative functions only). Portions of the study corridor outside the Madison MPO boundaries are included in the 2023-2027 STIP as an October 2021 amendment under project IDs 1012-05-03, 1012-05-01 and 1012-06-00. All these projects are funded for studies/planning only (*i.e*., flood minimization study, preliminary engineering to inform NEPA document, and corridor design). No subsequent phases of the I-39/90/94 project are listed in the STIP.

Due to the requirements of State law set forth above, WisDOT is requesting FHWA approve the I-39/90/94 FEIS/ROD before at least one subsequent phase of the Project has been listed in a fiscally constrained TIP and STIP. This request is not without risk for FHWA. Nevertheless, to meet the intent of both the State and Federal regulatory requirements while maintaining the schedule regarding project approval and funding, FHWA has determined it will withhold final approval of the NEPA document until shortly before the December 2024 TPC meeting.

However, as conditions for its approval, FHWA will require WisDOT to meet certain milestones towards listing the next phase of the project in a fiscally constrained STIP. The responsibilities of both FHWA and WisDOT in this process are outlined below.

1) If the project gets approved by the TPC, the notice of availability (NOA) for the FEIS/ROD and a Section 139(l) Notice of Limitations on Claims for the project will be published in the Federal Register. If the project does not get approved by the TPC, **FHWA will not publish the NOA and will rescind approval of the ROD.**
2) If the state legislature does not include adequate "major highway projects" funding within the 2025-2027 biennial budget, **FHWA will rescind the ROD.**
3) The project must be added to a fiscally constrained STIP before the 150-day claims period expires (23 USC 139[l])**.** WisDOT amends their STIP monthly, thus adding a project to the STIP should not be a time-constraint for WisDOT. If WisDOT fails to list the project, **FHWA will rescind the ROD.** If the next phase of the project is within the Greater Madison Metropolitan Planning Organization (MPO) boundary, the MPO will need to act to add the project to its TIP before it can be added the STIP. WisDOT will need to coordinate this change with the MPO.

FHWA has firm expectations that WisDOT will fulfill the expectations outlined above. WisDOT should not assume that the process outlined above will be applicable to future projects. For further information on fiscal constraint, please contact Mary Forlenza (mary.forlenza@dot.gov), Planning and Program Development Team Lead, with our office.

Sincerely,

Glenn D. Fulkerson
Division Administrator

ec:

Rebecca Burkel, WisDOT (rebecca.burkel@dot.wi.gov)
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Linda Swann, FHWA
Dave Platz, FHWA
Michelle Gehrke, FHWA
Mary Forlenza, FHWA
Chris Brown, FHWA

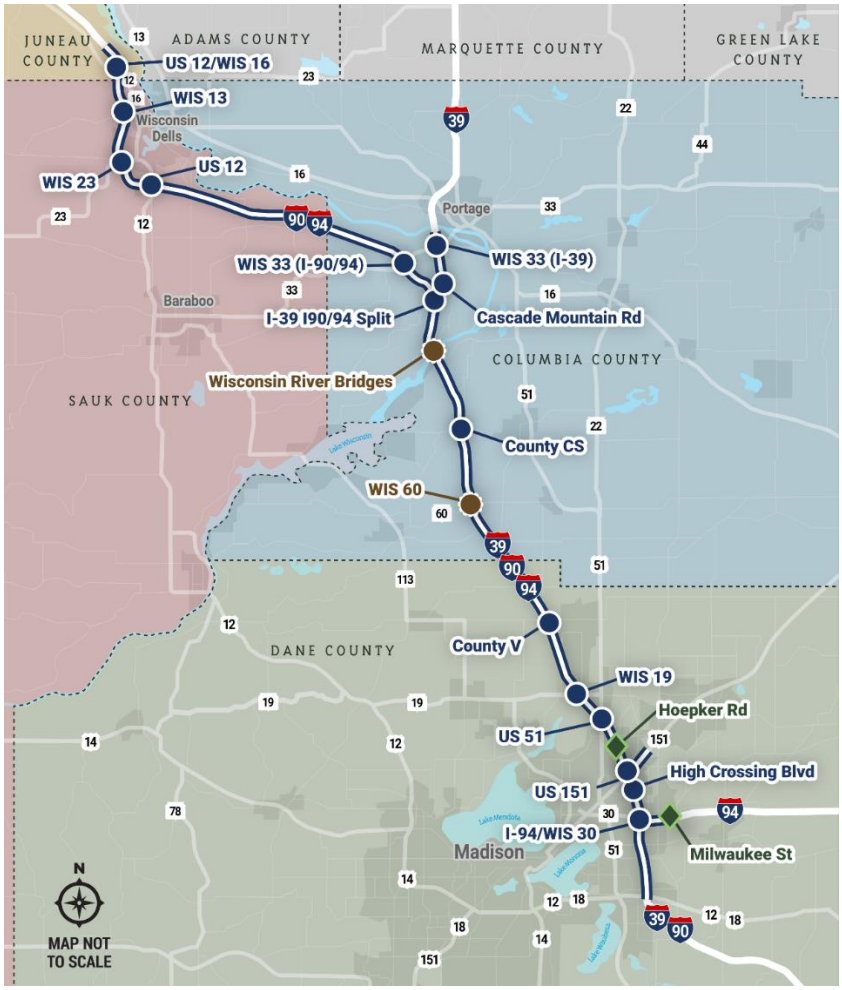
Chapter 5

I-39/90/94, US 12 (Madison) to US 12 (Wisconsin Dells)

- Need and Concept Summary
- Project Summary

I-39/90/94 (Madison – Wisconsin Dells)

67 miles in Dane, Columbia, Sauk and Juneau counties



Traffic Data	
Year	Average Annual Daily Traffic (AADT)
Existing 2019	40,000 – 109,000 AADT
Projected 2050 (No-build)	43,600 – 141,700 AADT
Existing annual truck %	19 – 31% (varies by section)

Mobility Data	
Year	Percent of corridor with undesirable traffic operations
Existing 2019	74%
Projected 2050 (No-build)	95%

Safety Data	
Percent of corridor with crash frequency or crash severity greater than the statewide average (2018-2022)	70%

Financial Data	
Estimated cost (2024 dollars)	$3,730 million

NEED:

Aging infrastructure, originally constructed starting in the 1960s, is struggling to safely accommodate freight, recreational, and commuter traffic on I-39/90/94. Starting in the 1970s, WisDOT has completed several repair projects to maintain the corridor. However, increasing issues regarding traffic congestion, safety, structures, pavement and resiliency throughout the corridor now require a comprehensive reconstruction and modernization project to efficiently keep up with demands.

Route Importance

I-39/90/94 serves as a critical link in the local and national economy. Over 20,000 trucks per day use the corridor carrying about $120 billion in freight for agriculture and other industries. This corridor is also a gateway to Wisconsin tourism. Counties in the I-39/90/94 project limits generated $4.9 billion in tourism in 2023, about 20% of Wisconsin's total.

Safety

Crashes along the corridor exceed the statewide average, with interchanges performing especially poor. Interstate crashes often lead to stopped traffic that can lead to unsuspecting drivers ending up in injury-prone rear-end secondary crashes. Limited spare capacity and few alternate routes mean that even minor crashes often lead to long delays and unreliable travel times on I-39/90/94.

Structures

Over 60% of the structures are 60+ years old, and many do not meet current design standards. For example, the bridges over Mirror Lake built in 1961 use an outdated design where failure of only one steel girder would cause collapse, unlike modern bridges that can withstand multiple girder failures. Of the 113 structures in the I-39/90/94 corridor, nearly 40 bridges do not meet vertical clearance standards to accommodate modern trucks. At least 30 structures need improvements in the late 2020's and 2030s to maintain safe passage, with additional structures needing future work as they continue to age.

Traffic

Current Average Annual Daily Traffic (AADT) volumes vary throughout the corridor between 40,000 and 109,000 and are expected to grow to 43,600 to 141,700 by year 2050. This is roughly a 1% increase per year due to continued economic, population, and recreational growth. I-39/90/94 experiences multiple peak periods beyond typical AM and PM commute times. Northbound Friday traffic and southbound Sunday traffic during the summer months are some of the busiest times. The existing peak summer traffic volumes in the Madison and Wisconsin Dells areas are already reaching average daily volumes projected in these areas by 2050. Many sections of I-39/90/94 currently operate at an undesirable level of service, and that congestion increases the risk for crashes. The most congested times seen today are expected to become more frequent in the future, with 95% of the corridor anticipated to operate undesirably by 2050.

Pavement Condition

Although pavement repairs have occurred since the corridor was built, pavement maintenance projects would be needed in 46 of the next 50 years to maintain the I-39/90/94 corridor. In the long term, full pavement replacement is more cost effective than ongoing routine and emergency repairs. Moreover, more frequent routine repairs do not fix the safety issues at interchanges. Pavement reconstruction is recommended to consolidate construction work more efficiently.

Flooding / Resilience

Since the year 2000, five major flooding events have impacted I-39/90/94 causing major detours and economic impacts. During the 2008 closure, the alternate travel route utilized WIS 29 from Eau Claire to Green Bay and then I-43 from Green Bay to Milwaukee, a 66-mile-longer route and a 70-minute increase in travel time. Other alternate routes to I-90/94 have geographic barriers that limit options to travel around or over and bottlenecks.

CONCEPT:

The proposed improvement for the I-39/90/94 corridor includes:

- Bring facilities up to modern standards, considering safety first.
- Replace deteriorating pavement, bridges and culverts. Raise roadway and bridge elevations to reduce impacts of flooding. Increase bridge clearances to accommodate trucks.
- Improve safety at interchanges by moving ramps to reduce weaving movements and increase acceleration and deceleration lengths. Expand shoulder widths.
- Add a lane throughout most of the corridor. Investigate potential new interchanges at the request of the city of Madison.

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I-39/90/94 Corridor Study

Scott Schoenmann, P.E.

Bureau of State Highway Programs, Director

Transportation Projects Commission

December 9th, 2024

Presentation Topics

1. History & Location
2. Route Importance
3. Study Purpose & Corridor Needs
4. Preferred Alternative
5. Costs & Potential Sequencing
6. Recommendation

History & Location

- Original construction during the 1960s
- Corridor initially recommended for study in 2011
- Study paused in 2017 & restarted study in 2022
- 67 miles of freeway modernization
  - US 12/18 (Madison) to US 12/WIS 16 (Wis Dells)
  - Includes spurs of I-39, I-94 and US 151
  - Spans Dane, Columbia, Sauk and Juneau counties
  - 3 System interchanges
  - 15 Service interchanges
    - Includes 2 new proposed interchanges
      - Milwaukee Street at I-94
      - Hoepker Road at I-39/90/94

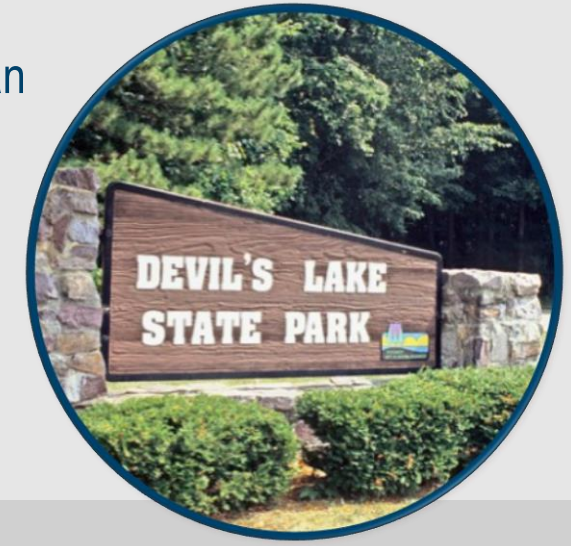
Route Importance

- Traffic:
  - AADT ranges from over 40,000 to 109,000 vehicles per day
  - Truck percentages along the corridor range from 19% to 31%
- Tourism:
  - Dane, Columbia, Sauk, & Juneau counties accounted for **$4.9B in economic impact** from tourism in 2023
    - Approximately 20% of state's total
    - Counties along I-39, I-90, or I-94 north of the project account for an **additional $2.5-billion in tourism impact**
  - I-90/94 and I-39 also serve as gateways from population centers like Milwaukee, Madison, & Chicago to tourist destinations in northern Wisconsin and other regional destinations

DeForest Windsor Area Chamber of Commerce

Wisconsin Dells® VISITOR & CONVENTION BUREAU PROUD PARTNER

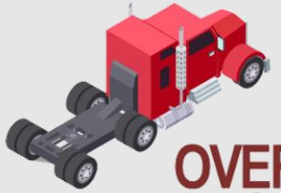
ATA Association of Wisconsin Tourism Attractions



PORTAGE CHAMBER of COMMERCE

Route Importance

- Freight & Economic Importance



OVER 20,000
trucks per day
utilize the I-39/90/94 corridor

$120 BILLION
in total freight

21%
of all truck freight
in Wisconsin travels
the I-39/90/94 corridor

39 90 94
I-39/90/94'S
CRITICAL ROLE IN
FREIGHT MOVEMENT

$9.1 billion
in PAPER AND
WOOD products

$18.6 billion
FOOD products

$7.4 billion
in FARM products

$12.5 billion
in MACHINERY

WISCONSIN DEPARTMENT OF TRANSPORTATION

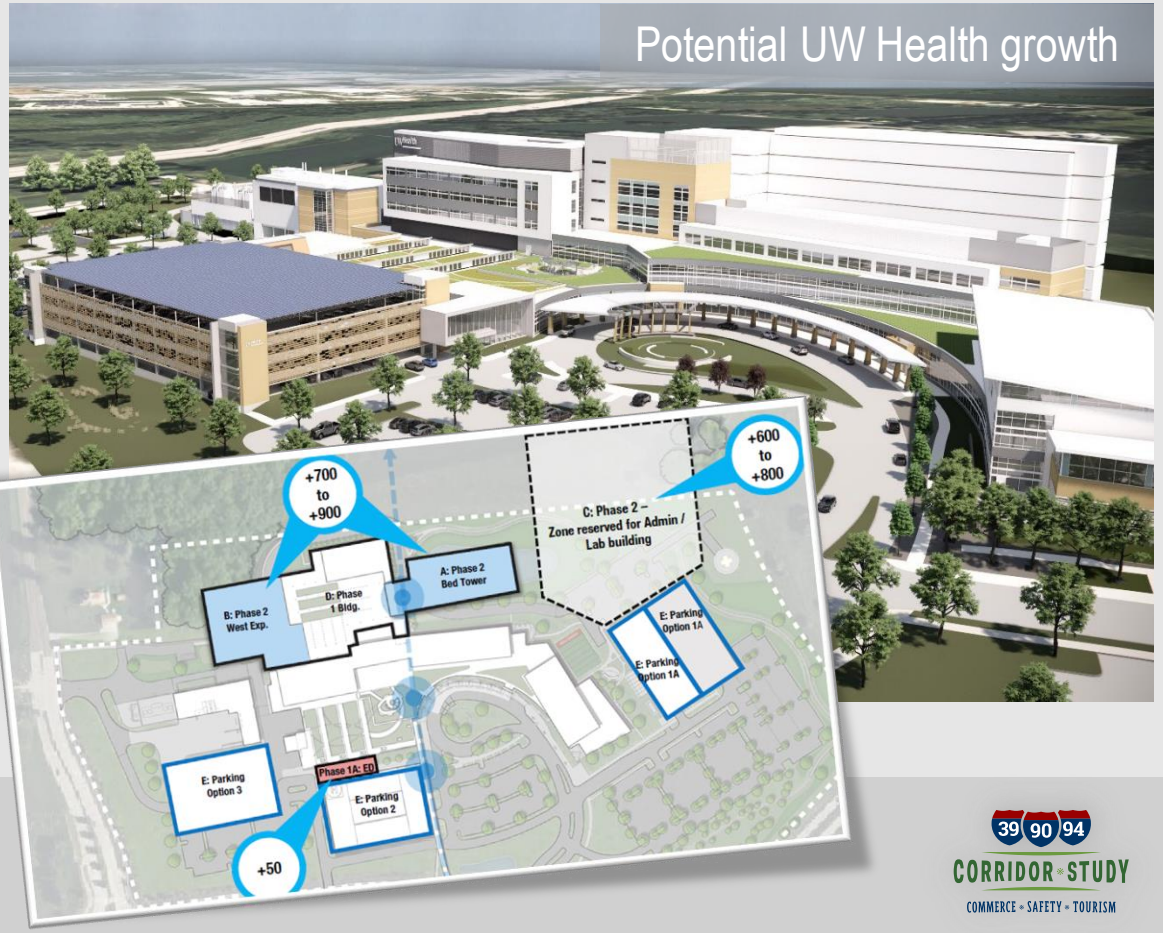
39 90 94 CORRIDOR STUDY
COMMERCE • SAFETY • TOURISM

Route Importance

- Access to healthcare:
  - I-39/90/94 and the proposed new Hoepker Road Interchange will provide a more direct route for patients and emergency vehicles to the rapidly expanding Madison area health facilities
- Project support:
  - Major municipalities supportive
  - Strong public support
    - Over 91% of comments received were positive or neutral towards the project
  - Business group support
  - Extensive support for capacity expansion

CENTRAL WISCONSIN INTERSTATE ALLIANCE

39 90 94



WISCONSIN DEPARTMENT OF TRANSPORTATION

39 90 94 CORRIDOR STUDY
COMMERCE • SAFETY • TOURISM

Study Purpose & Corridor Needs

Study purpose:

Address **safety** issues, **aging** and **outdated** corridor **infrastructure**, existing and future **traffic** demands, and corridor **resiliency**.

Corridor Needs – Safety

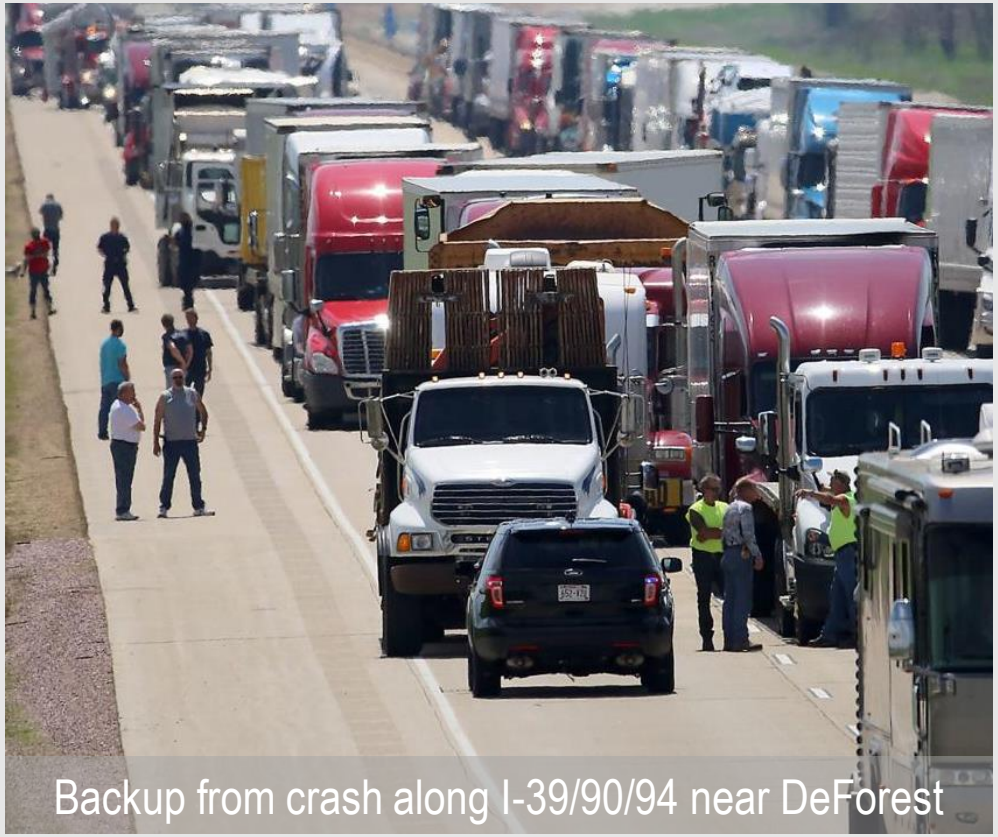
- Substandard geometrics exist throughout the corridor leading to increased safety concerns
- Over 70% of the corridor exceeds statewide average:
  - 2.5 crashes per day
  - 4-5 injuries per week
  - 1 fatality every two months
- Without this modernization project, mainline crashes & crash rates predicted to increase due to congestion
- With this modernization project, mainline crash rates are predicted to **decrease by 11-13%**

Crash at I-39/90/94 N of Madison

Crash at I-39/90/94 near Lodi

Corridor Needs – Safety

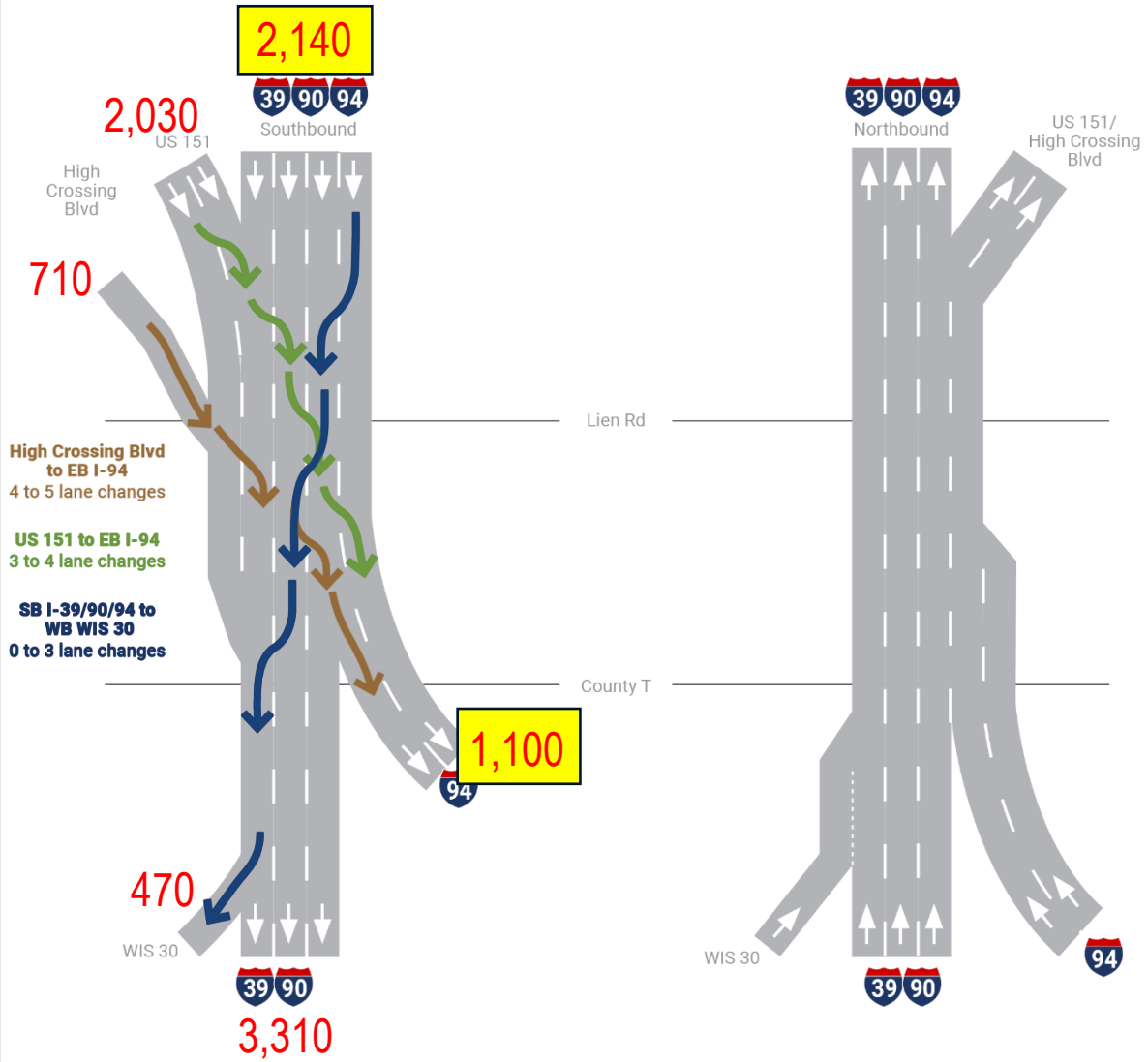
- Modernization **improves every interchange** within the corridor, removing left-hand ramps, fixing geometric deficiencies, and decreasing fatal crashes
- Examples:
  - US 12
    - Upgraded interchange; fatal crashes expected to decrease by 18%
  - Cascade Mountain Road
    - Crash rates are significantly higher than statewide freeway average.
    - Interchange eliminated *(100% crash rate reduction)*
  - WIS 19
    - Interchange reconfiguration removes intersections on WIS 19
    - Expected 53% total crash decrease; expected fatal crashes decrease by 50%



Backup from crash along I-39/90/94 near DeForest

Corridor Needs – Safety

- Weave movements between I-94/WIS 30 and US 151 Interchanges (Madison)
  - 4-5 lane changes are needed in 1.4 miles to make certain movements *(about 15 seconds per lane change at posted speed limit)*
- I-39/90/94 project removes left-hand ramps from both I-94/WIS 30 and US 151 interchanges that cause this issue
- Maximum of 2 lane changes required for any movement in Build alternative



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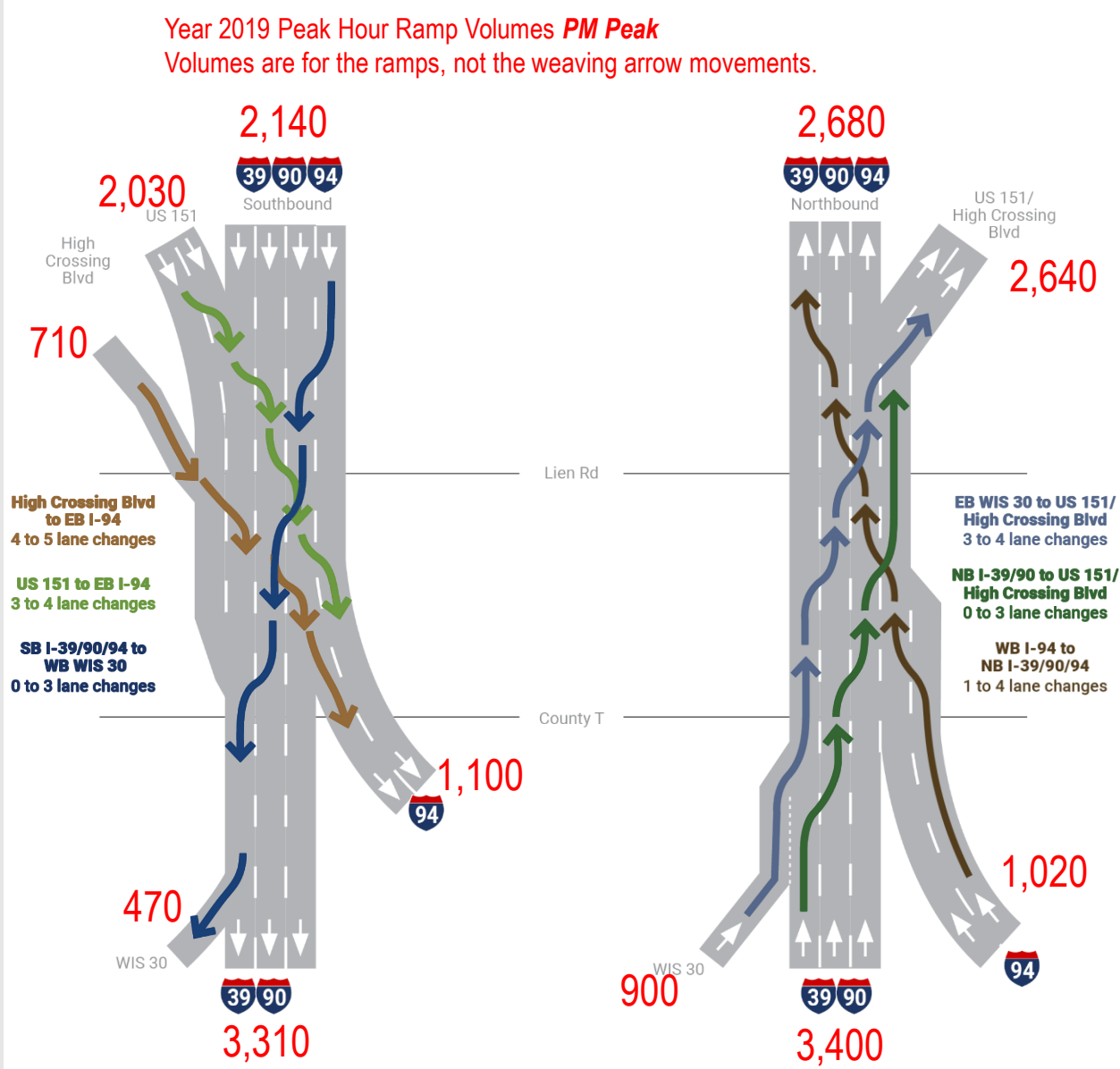

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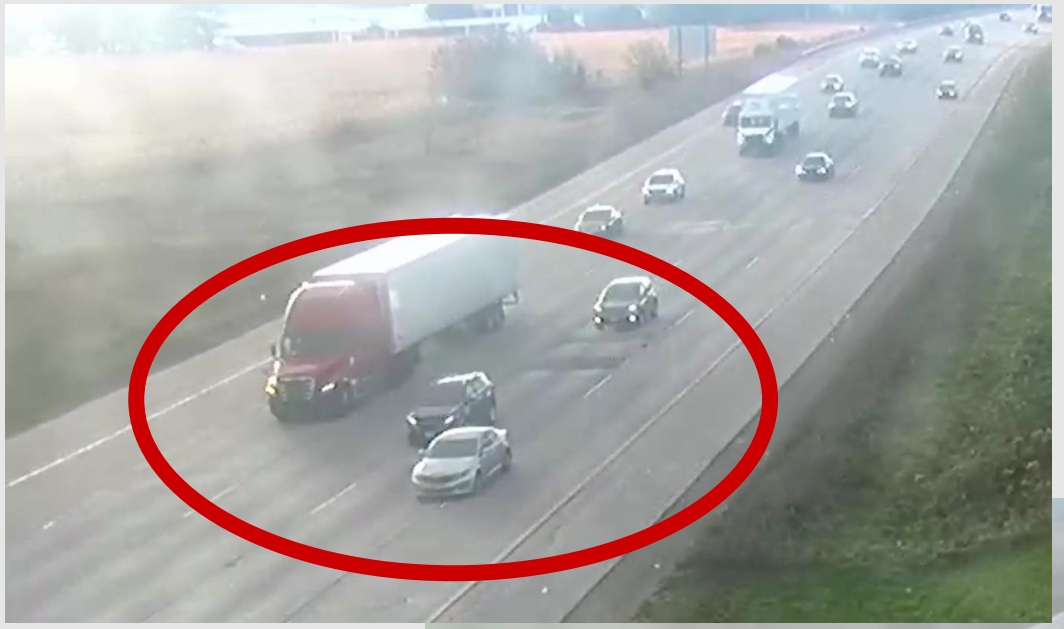

Corridor Needs – Structures

- Over 60% of the 113 structures in the corridor are close to end of life as of 2024
- Most bridges are *structurally deficient* and/or *functionally obsolete*
- The Mirror Lake bridges are *fracture critical* and in need of replacement
- The project will stage construction to prioritize and maximize asset life

I-90/94 over Mirror Lake

Trout Road over I-90/94

Corridor Needs – Structures

- Over 60% of the 113 structures in the corridor are close to end of life as of 2024
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- The Mirror Lake bridges are *fracture critical* and in need of replacement
- The project will stage construction to prioritize and maximize asset life


2011 – Non-Fatal Incident


2019 – Fatal Incident

Corridor Needs – Traffic

- Existing daily traffic ranges from 40,000 near the Wisconsin Dells to 109,000 in the Madison area and has seen steady growth
- 19-31% Trucks; impact traffic flow more than cars
- Madison area experiences weekday peak delays
- Rural segments are congested during summer weekends, crashes/incidents, construction
- Crashes have significant impacts on operations
  - Crashes occur 262 days per year (72% of days)
  - Crashes occur on 79% of summer weekend days, when more tourist traffic is present
  - **One crash can double or triple travel time throughout the corridor, adding hours of delay**

Holiday Traffic - No crash

Corridor Needs – Traffic

LEVEL OF SERVICE MEASUREMENTS

A rating scale for the amount of traffic on a roadway compared with the capacity of that type of roadway section.

A **NO DELAYS**
Traffic is moving freely.

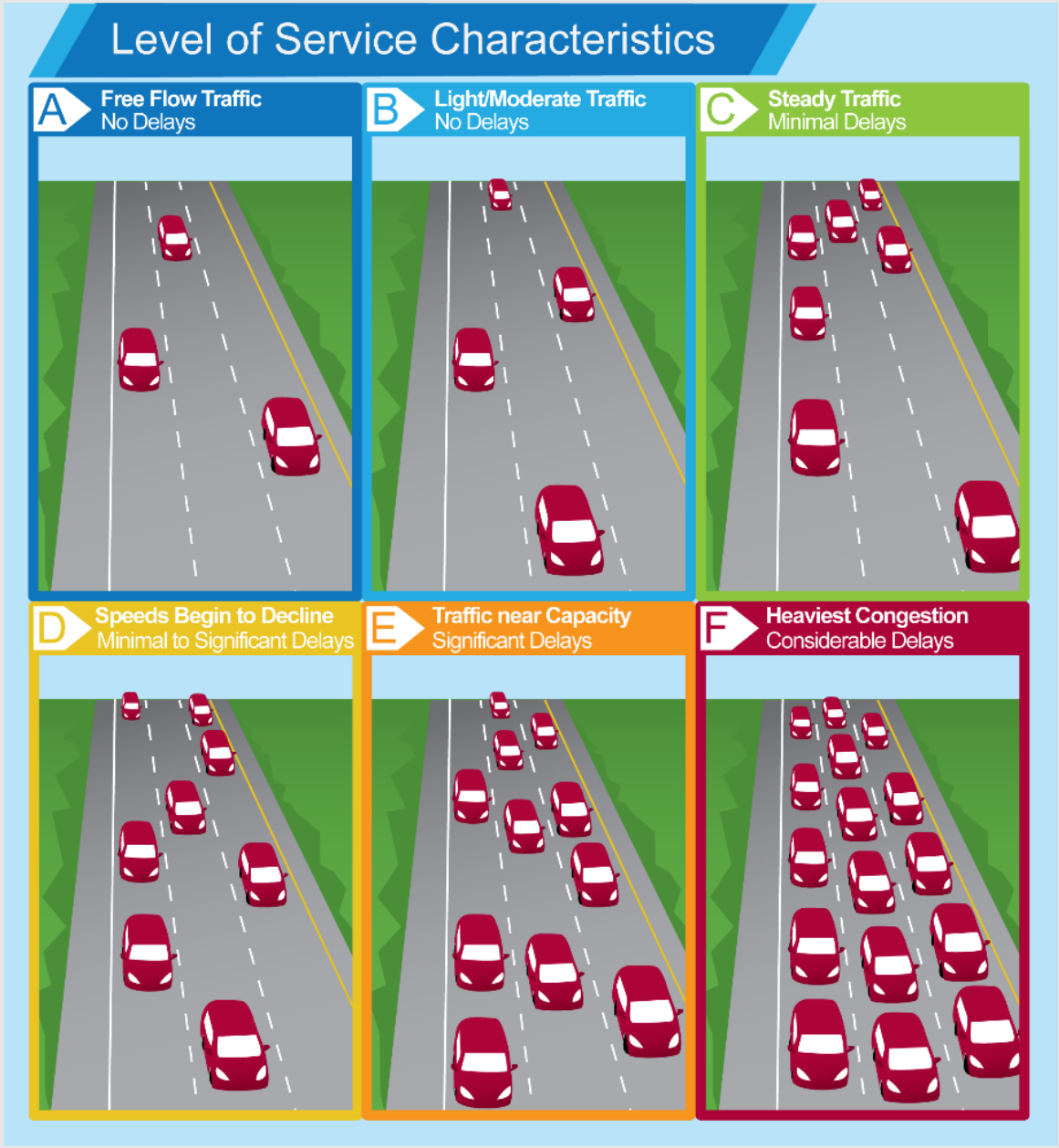
B **NO DELAYS**
Stable flow with minimal congestion.

C **MINIMAL DELAYS**
Stable flow with moderate congestion.

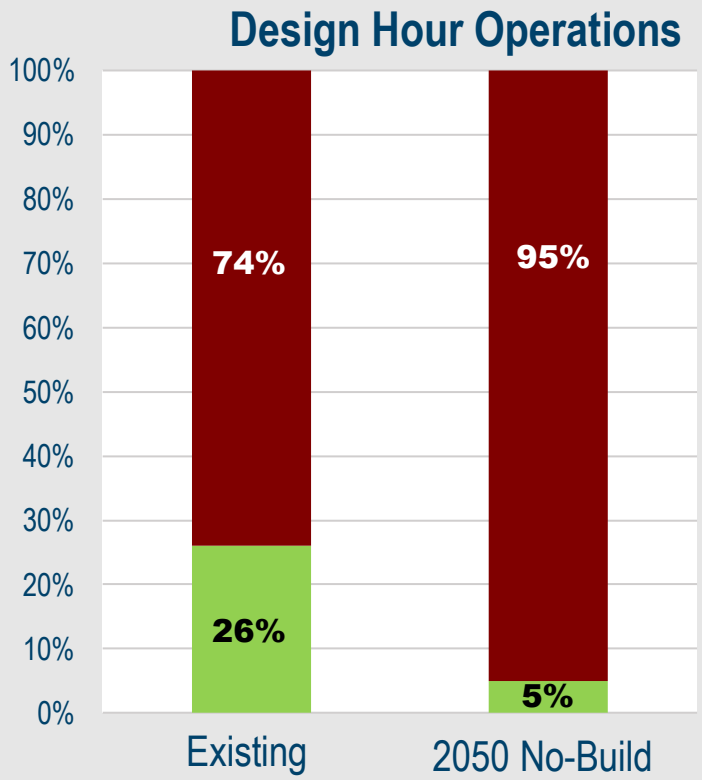
D **NOTABLE DELAYS**
Congestion is increasing, but there are no major backups.

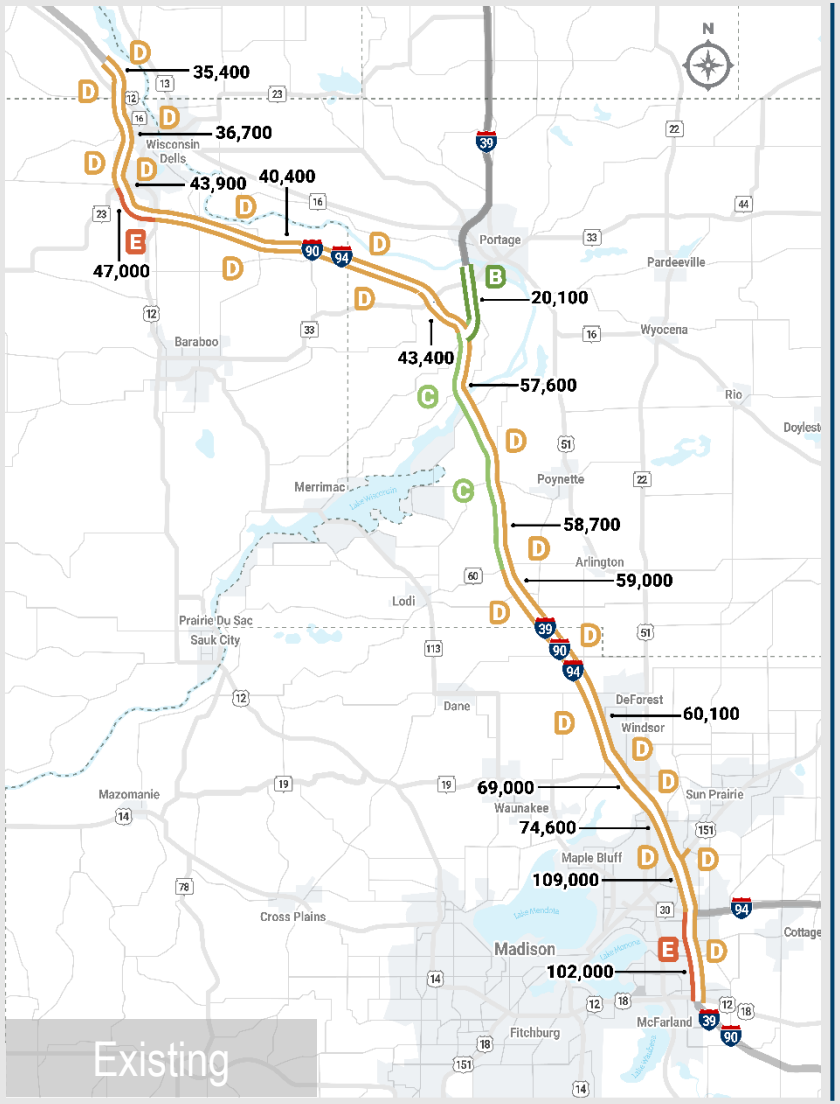
E **CONSIDERABLE DELAYS**
Unstable flow; congested condition.

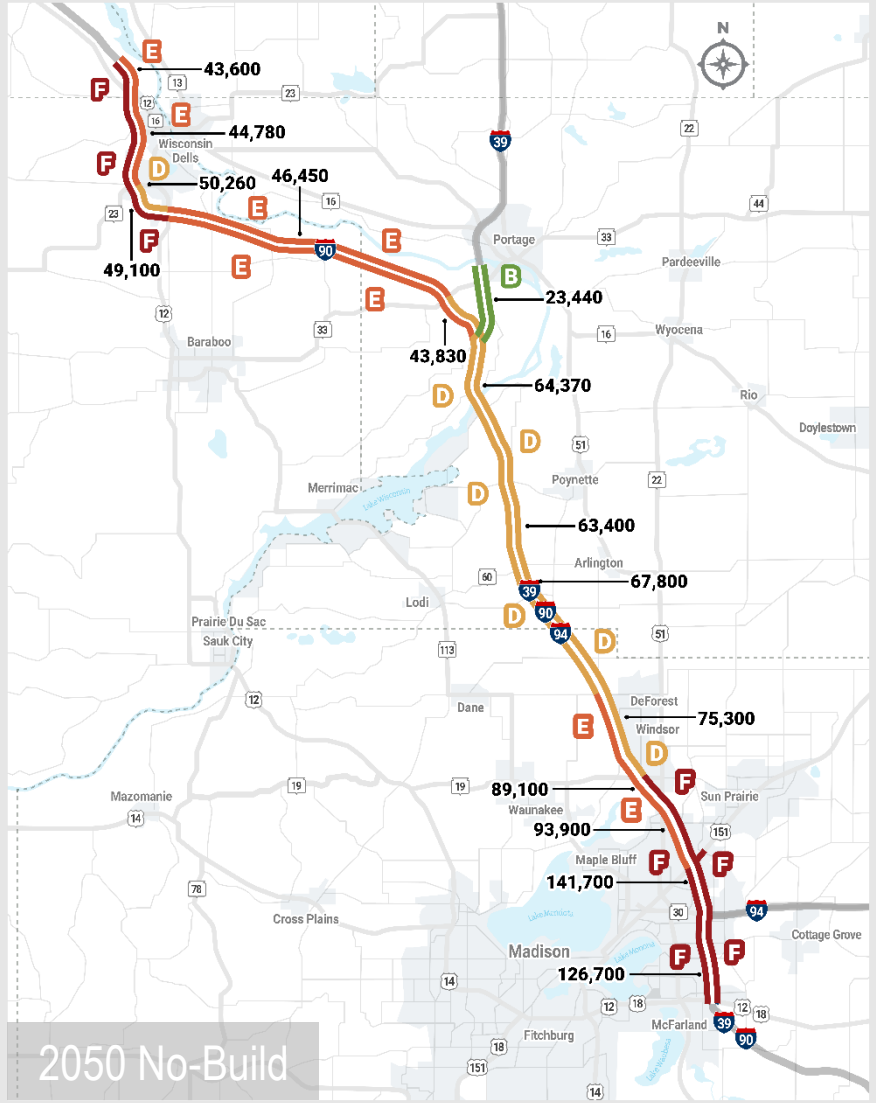
F **CONSIDERABLE DELAYS**
Major congestion; stop-and-go traffic.



Corridor Needs: Traffic



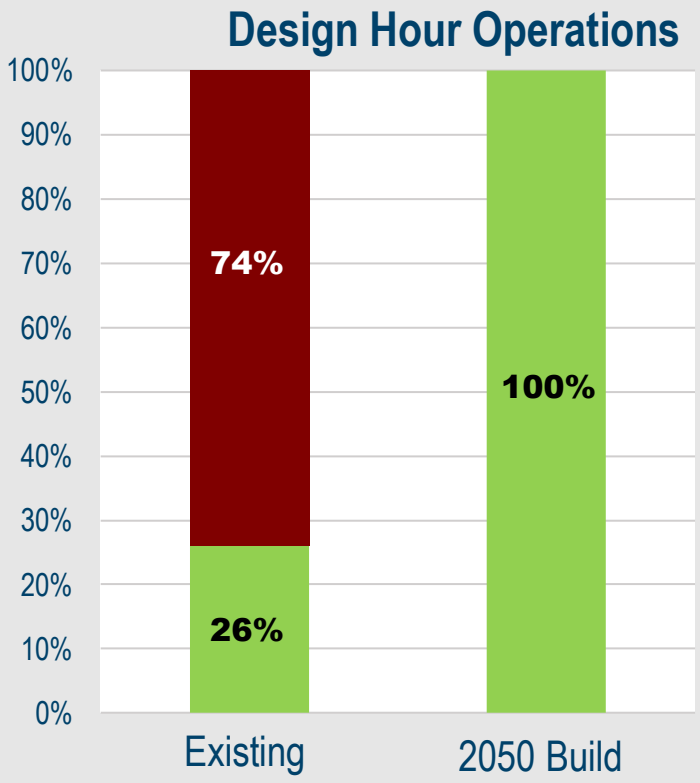


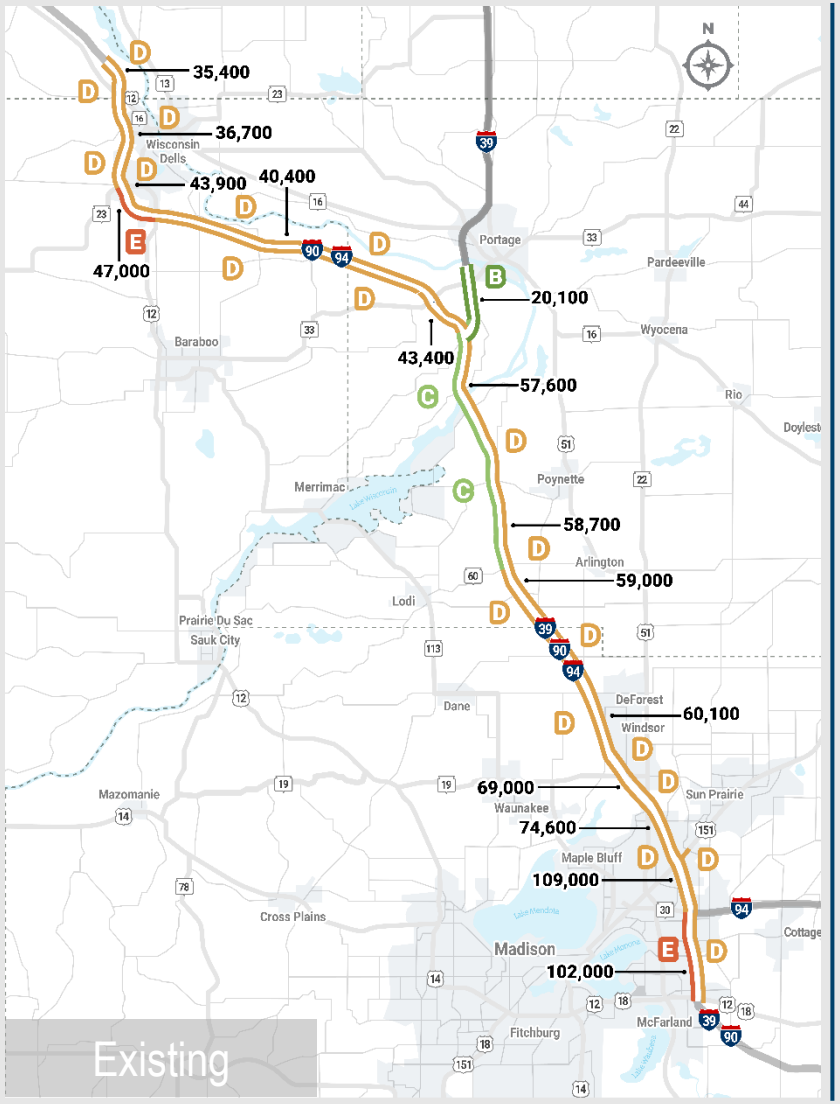


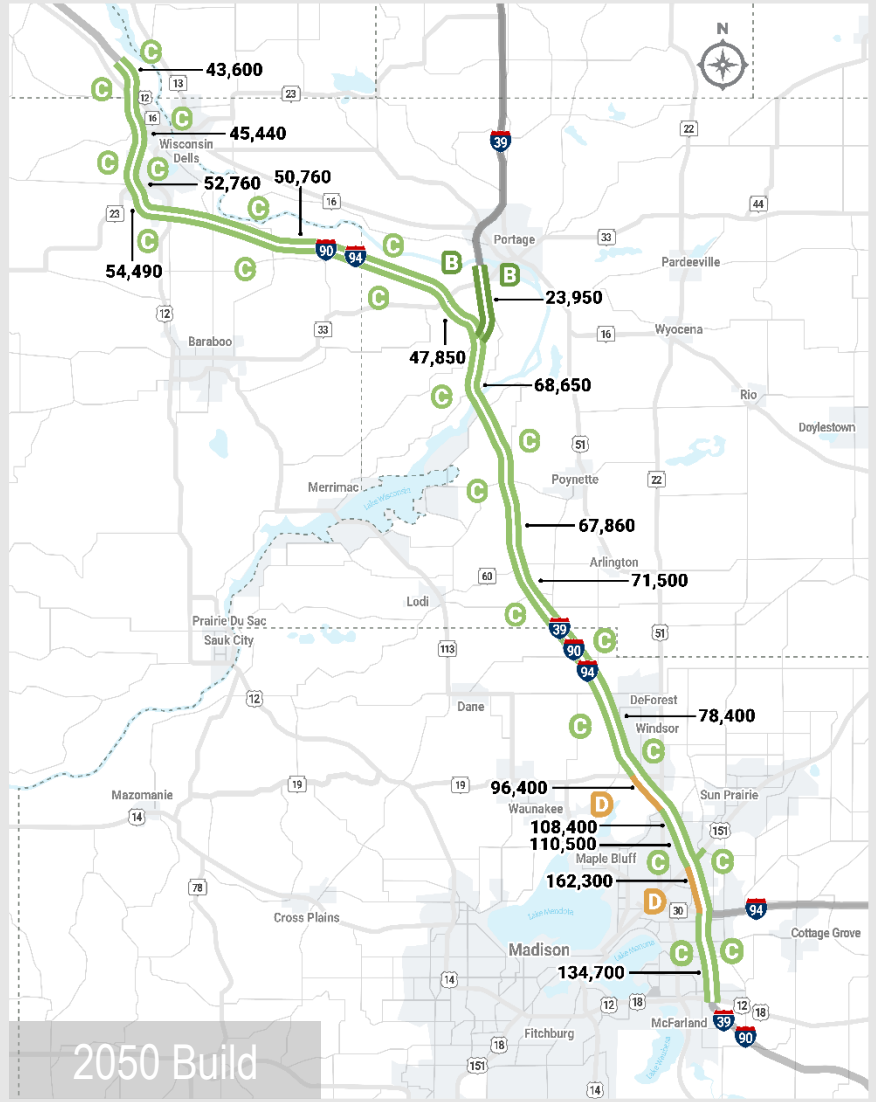
Wisconsin Department of Transportation

39 90 94 Corridor Study
Commerce • Safety • Tourism

Corridor Needs: Traffic

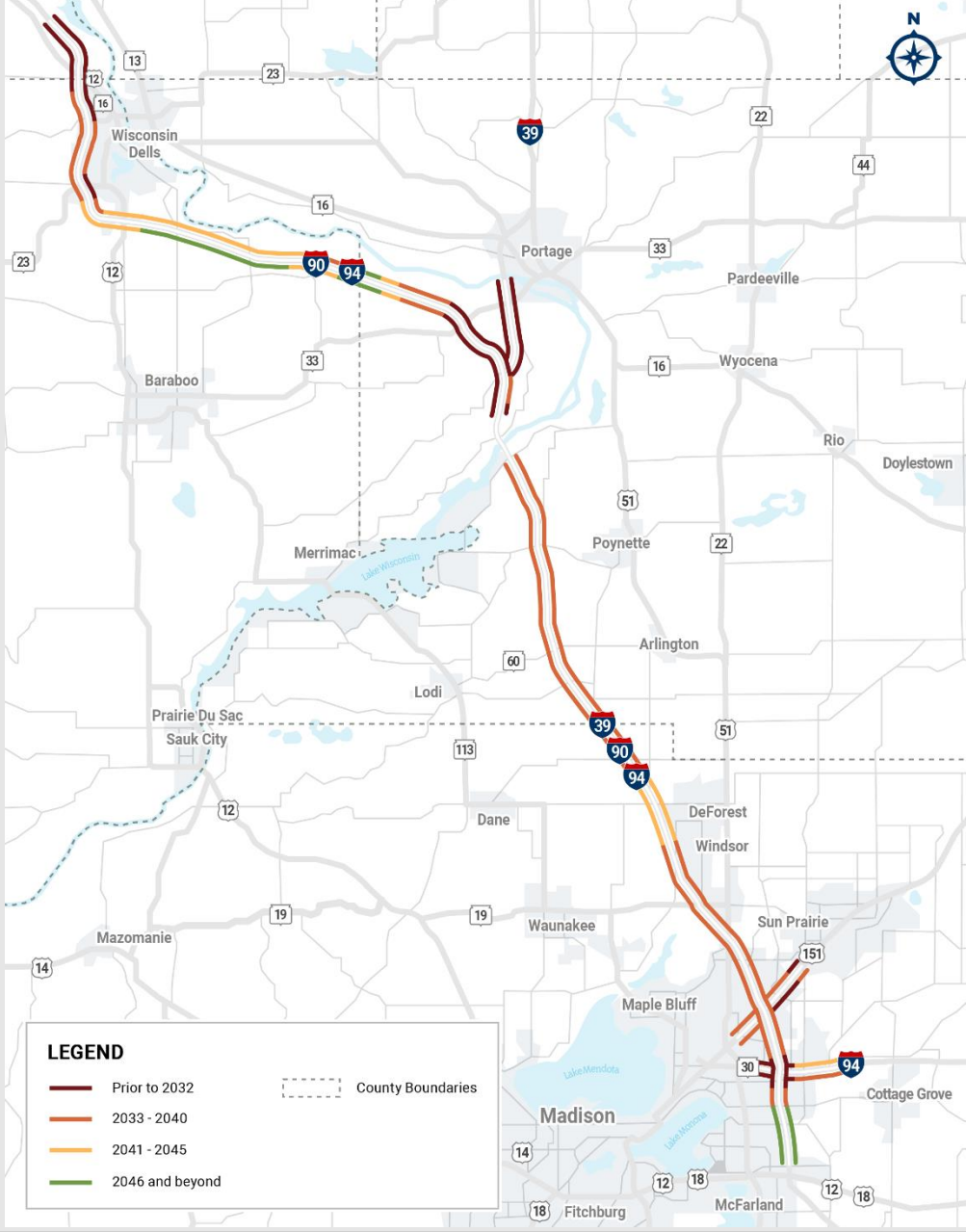






Corridor Needs – Pavement

- Most of the corridor was constructed in the early to mid 1960s and is in need of reconstruction
  - Pavement conditions vary throughout the corridor based on maintenance cycles
- With the modernization project, WisDOT would stage construction to prioritize and maximize the life of our assets
  - Without the I-39/90/94 modernization project, pavement projects would be needed somewhere along the corridor almost every year for the next 50 years



Corridor Needs – Flooding

- Five flood events since 2000 caused up to a 66 mile, 70-minute detour for 2 weeks
- Flooding events can cause infrastructure damage and extensive traffic impacts
- Project would raise freeway elevation 3-5 feet & lengthen Baraboo River Bridge
  - Proposed improvements utilize existing floodplain and minimize impacts to property owners

2018 Flood Event Surveillance

2008 Flood Event Overtopping I-39

2018 Flood Event Sandbag Operation

Preferred Alternative

- Modernization and improved interchange designs throughout the corridor will result in improved safety and operations
- Added general purpose lane to address operations
- Reconstruct deteriorating bridges and pavement in alignment with their asset life cycle
- Raises roadway elevation to minimize flood risk
- Other project elements:
  - New Madison area interchanges for improved access
  - Adding noise barriers where reasonable & feasible
  - Bicycle & pedestrian accommodations

Costs & Potential Sequencing

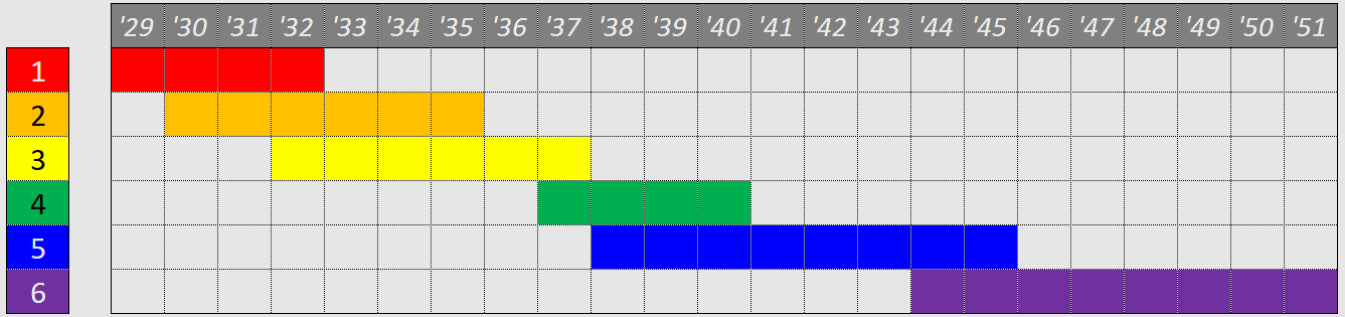
- I-39/90/94 Current Project Estimate is **$3.7 Billion** in current year dollars
  - Cost and Schedule Risk Assessment 70th percentile
- No-Build costs: **$2.4 Billion** in current year dollars *(construction needed 46 out of next 50 years)*
- Cost comparison of modernization to other Major/Mega projects:

Project	Total Cost*	# Miles	# Lanes	System ICs	Years	Cost*/mile
• I-39/90	$1,605M	45 miles	4 to 6	1 3-legged	2013-21	$36M/mi
• I-41	$1,209M	23 miles	4 to 6	1 3-legged	2024-29	$53M/mi
• I-94 North-South	$2,463M	35 miles	6 to 8	1 3-legged	2009-21	$70M/mi
TOTAL	**$5,277M**	**103 miles**	**4 to 6 (68 mi)** **6 to 8 (35 mi)**	**3 3-legged**	**2009-29**	**$51M/mi**
• **I-39/90/94**	**$3,730M**	**67 miles**	**6 to 8 (37 mi)** **4 to 6 (27 mi)** **4 to 4 (3 mi)**	**2 3-legged** **1 4-legged**	**2029-51**	**$56M/mi**

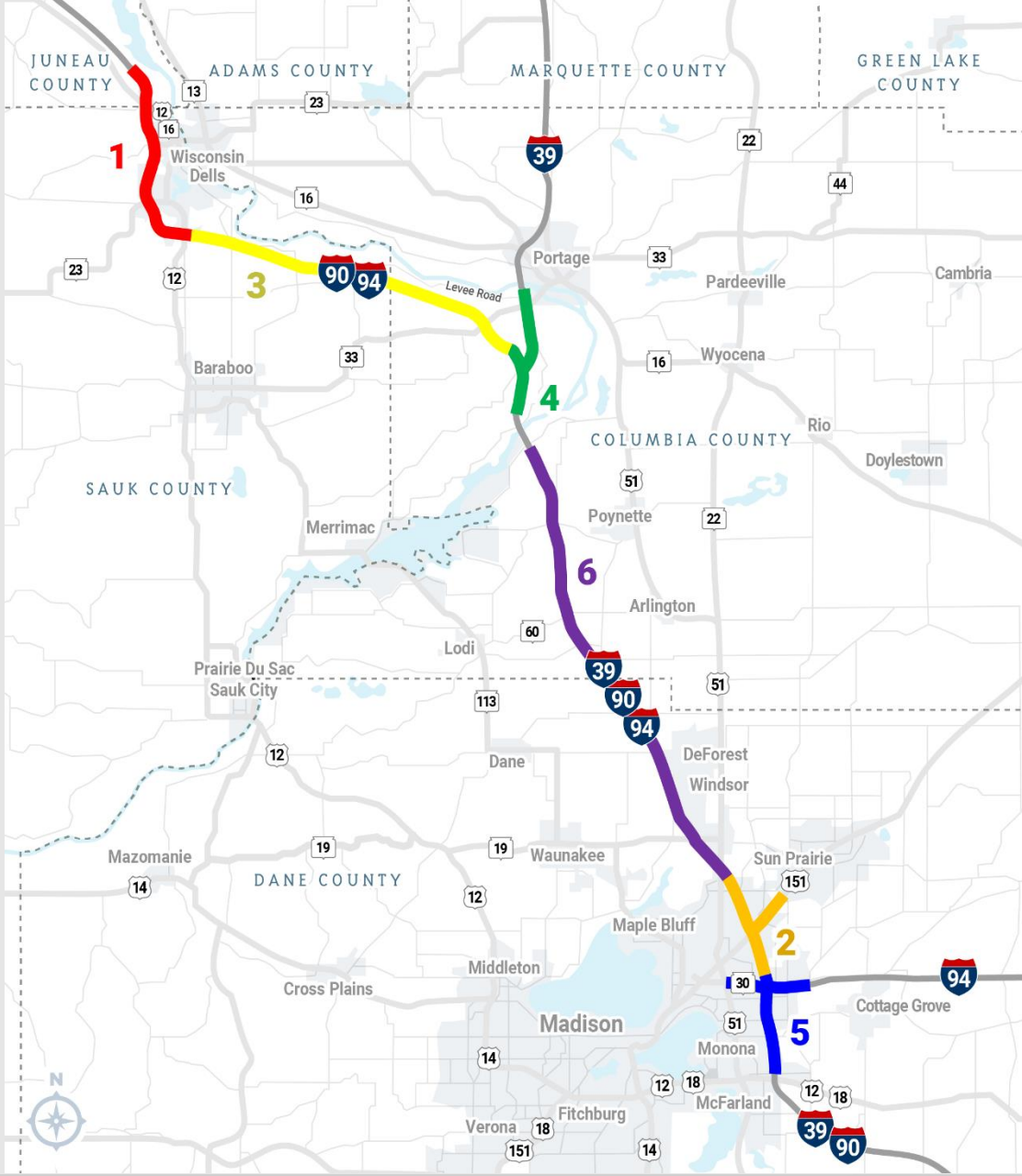
*Cost adjusted to 2024 dollars

Potential Sequencing

- Focusing on biggest needs first & maximizing asset life
- High level potential sequencing:
  1. Wisconsin Dells area
  2. Madison north area
  3. Portage to Wisconsin Dells
  4. I-39 I-90/94 split
  5. Madison south area
  6. Madison to Portage

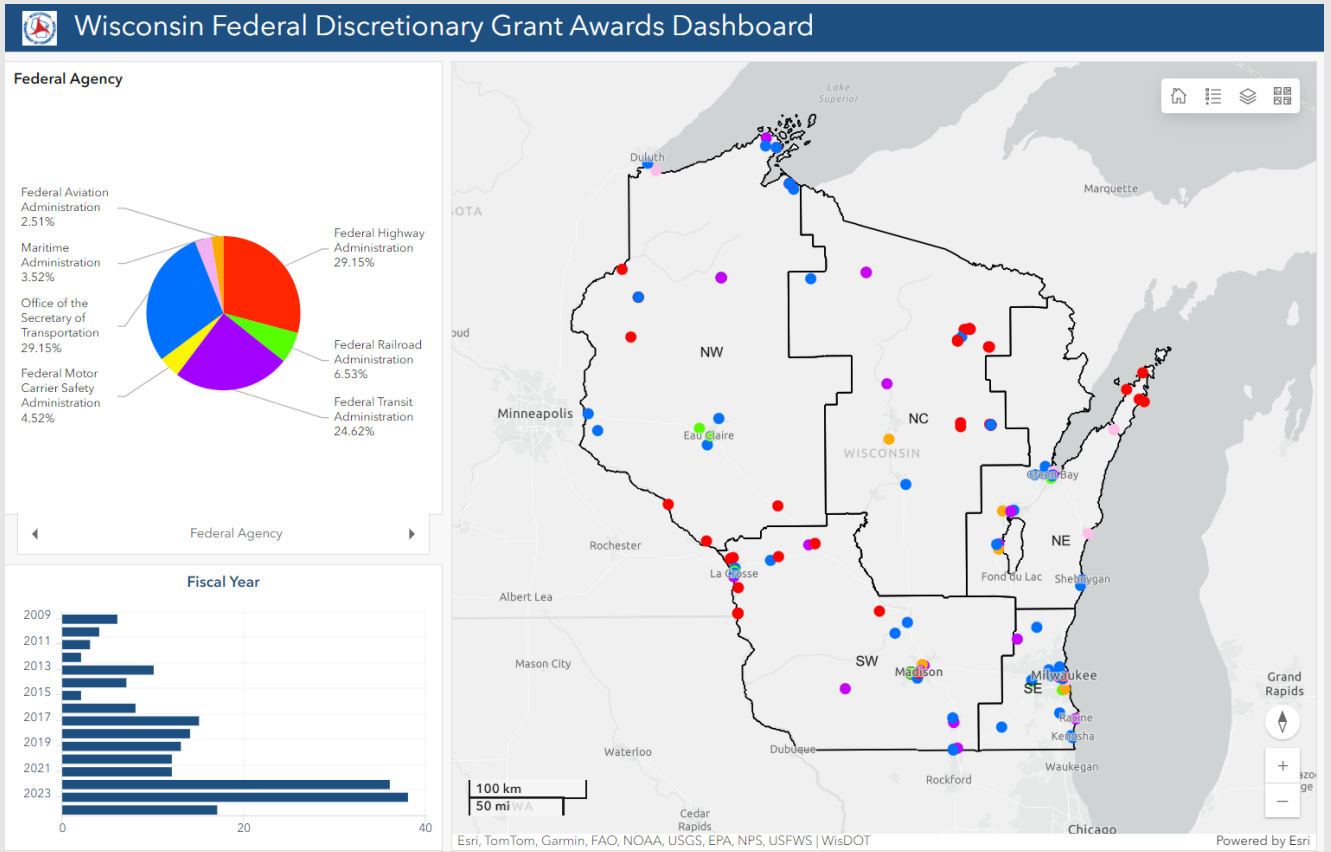


*Assumes $250M/SFY to I-39/90/94 Project



Potential Sequencing Opportunities

- Project could be advanced if additional funding received from:
  - Additional Majors funding
  - Grant(s)
- WisDOT has been successful in securing federal discretionary grants in the last three years.
  - Blatnik - $1.058B (Split with MnDOT)
  - Wisconsin River Bridge - $80.0M
  - I-41 Burleigh to Silver Spring Drive - $15.0M
  - I-43 & I-94 Rest Areas - $12.5M & $8.0M
- I-39/90/94 corridor would be a good candidate for similar grant opportunities



Study Engagement & Support

- Engagement/involvement throughout study led to widespread buy-in of:
  - Municipal coordination
  - Federal & state agencies
  - Local officials
  - Tribal coordination
  - Businesses
  - Individual property owners
- Overwhelming support from tourism, agriculture, and business groups

CENTRAL WISCONSIN INTERSTATE ALLIANCE
39 90 94

UW Health
MWFPA Midwest Food Products Association, Inc.
Jellystone Park Yogi Bear's Wisconsin Wisc. Dells CAMP-RESORT
destination madison
Wisconsin Farm Bureau Federation
ATA Association of Wisconsin Tourism Attractions
PORTAGE CHAMBER of COMMERCE
Wisconsin Dells VISITOR & CONVENTION BUREAU PROUD PARTNER
DeForest Windsor Area Chamber of Commerce
GREATER MADISON CHAMBER of COMMERCE
WISCONSIN Agri-Business Association

Summary and Recommendation

- **Summary**
  - **Safety:** Modernized interchanges, ramps, and capacity improvements will result in reduced crash rates throughout the corridor
  - **Traffic:** 100% desirable Level of Service with the improvement project
  - **Resiliency:** Raise roadway elevation to minimize flood risk at I-39 split
  - **Infrastructure:** Replaces aging bridges and pavements
  - **Economic Impacts:** Over $120B in freight & tourism utilize corridor annually
  - **Strong project support**

- **WisDOT requests your recommendation to enumerate I-39/90/94**

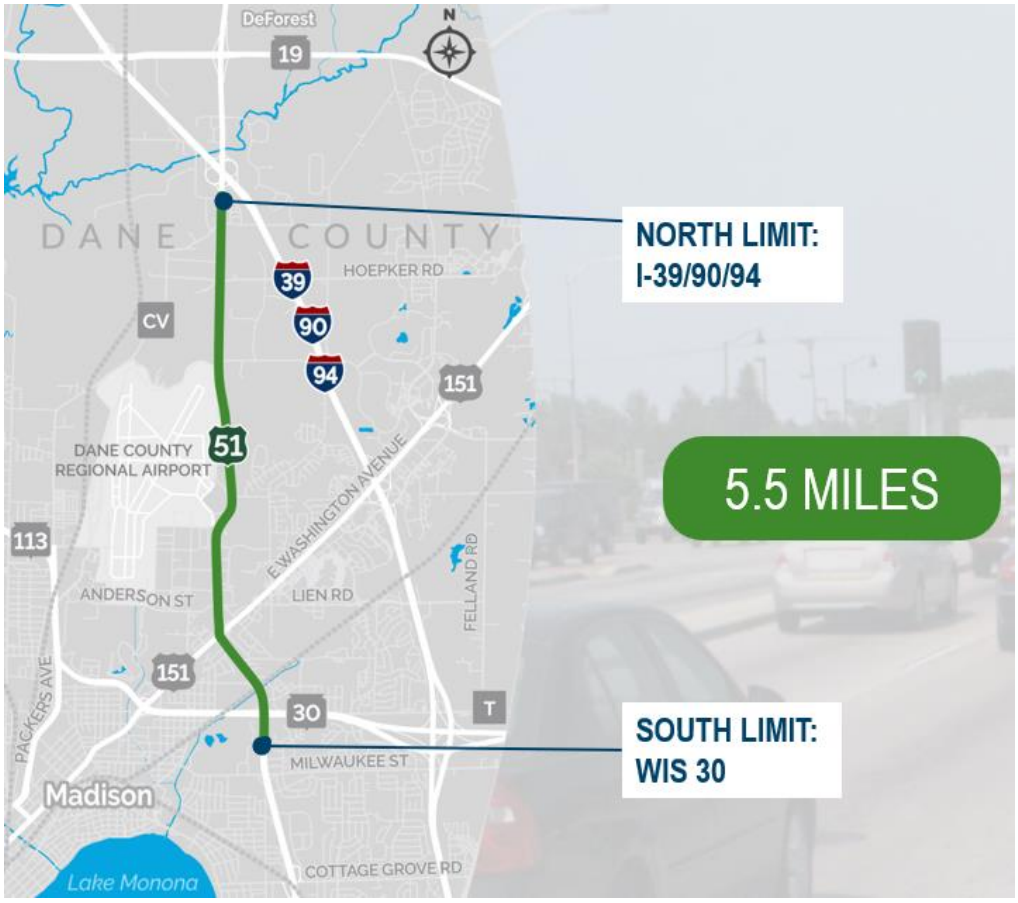
Chapter 6

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

- Need and Concept Summary
- Project Summary

US 51 North (Madison)

5.5 miles in Dane County



Traffic Data	
Year	Average Annual Daily Traffic (AADT)
Existing 2022	13,000 – 47,000 AADT
Projected 2050	17,700 – 57,000 AADT

Mobility Data	
Year	Number of intersections with undesirable level of service
Existing 2022	6 of 8 signalized intersections
Projected 2050	8 of 8 signalized intersections

Safety Data	
Percent of corridor with crash frequency or crash severity greater than the statewide average (2018-2022)	62%

Financial Data	
Estimated cost (2024 dollars)	$174 million

NEED:

US 51 (Stoughton Road) North is part of the broader US 51 corridor being evaluated from US 12/18 (Madison Beltline) to I-39/90/94. US 51 is one of the busiest north-south routes in the city of Madison, serving as a vital arterial highway on the city's east side. Safety, congestion, and infrastructure concerns in the northern segment have generated the need for improvements to accommodate existing and future demands.

Safety Crashes along the corridor exceed statewide averages in four segments. In the 2017-2021 timeframe, 579 crashes occurred with two resulting in fatalities and 12 resulting in serious injuries. About 90% of crashes occurred at intersections. The US 51 & East Washington Avenue (US 151) intersection had the second most crashes among all the city of Madison intersections in 2019. In both 2020 and 2021, this intersection ranked third in the city. Bicycle and pedestrian safety is also a concern with numerous people observed crossing at unmarked locations and limited dedicated bike lanes. While only three bicycle or pedestrian crashes occurred in this timeframe, observed high-risk behavior indicates both the demand and need for improved bicycle and pedestrian accommodations.

Traffic Current Average Annual Daily Traffic (AADT) volumes vary in the US 51 North section between 13,000 and 47,000 vehicles per day. Daily traffic is expected to grow by about 1.1% per year due to population and business growth. Existing intersections have limited capacity to accommodate traffic with six of eight signalized intersections evaluated having poor level of service (LOS) for at least one movement (LOS E or F). Poor operations are expected at all eight signalized intersections by year 2050. Congested intersections lead to frustration due to delays and queues, which increases the risk for crashes.

Infrastructure While the majority of the roadway pavement was reconstructed in the early 1990s, and maintenance projects have taken place since then, the pavement continues to deteriorate and design concerns have not been addressed. Critically, the curves on the roadway north of Eash Washington Avenue have a history of crashes, with the most recent fatal crash occurring in September 2024. Other design concerns involve undesirable sight distance and skewed intersection angles that can lead to crashes. At the US 51 & East Washington intersection, an estimated 24% of crashes are likely attributable to the skew angle, which is 10 times greater than the desired skew for the posted speed limit.

CONCEPT:

The proposed improvement for the US 51 North corridor includes:

- Redesign and reconstruct intersections to improve safety and efficiency.
- Realign horizontal curves to improve safety.
- Improve bicycle and pedestrian infrastructure, including a dedicated multi-use path.
- Replace deteriorating pavement.
- Mainline capacity expansion is not proposed for US 51. Capacity will increase at intersections only.

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

Scott Schoenmann, P.E.

Bureau of State Highway Programs, Director

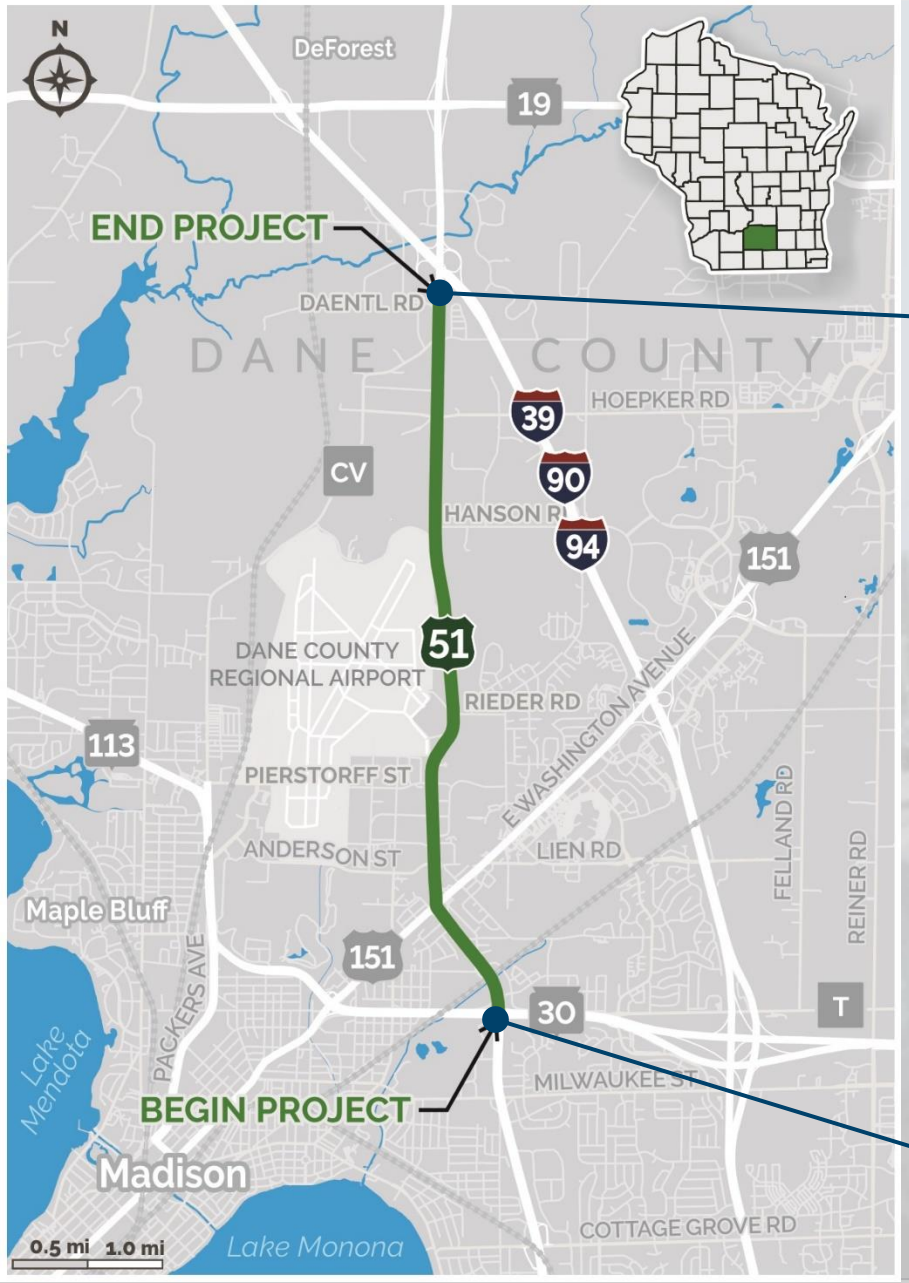
Transportation Projects Commission

December 9, 2024

Presentation Topics

1. Location & History
2. Study Purpose & Need
3. Preferred Alternative
4. Potential Sequencing & Cost
5. Recommendation

Study Location

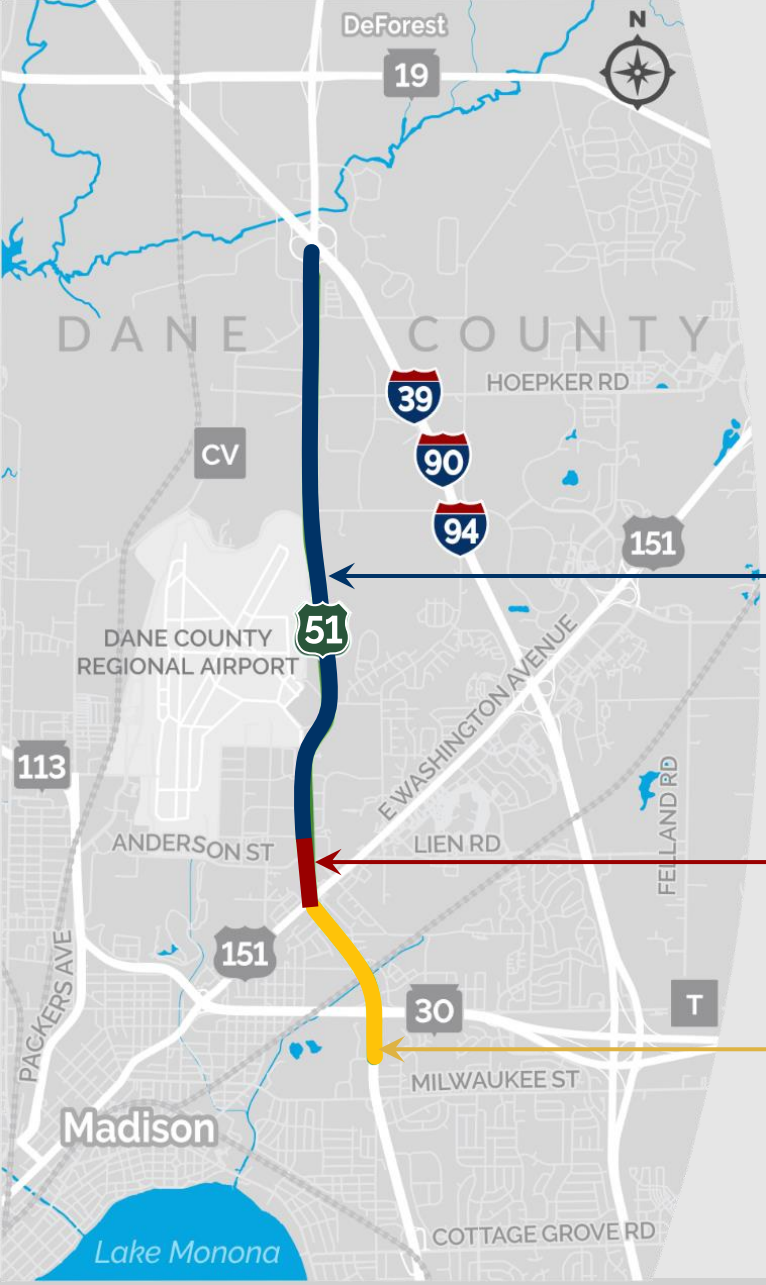


NORTH LIMIT:
I-39/90/94

5.5 MILES

SOUTH LIMIT:
WIS 30

Existing Study Corridor Overview



North Section

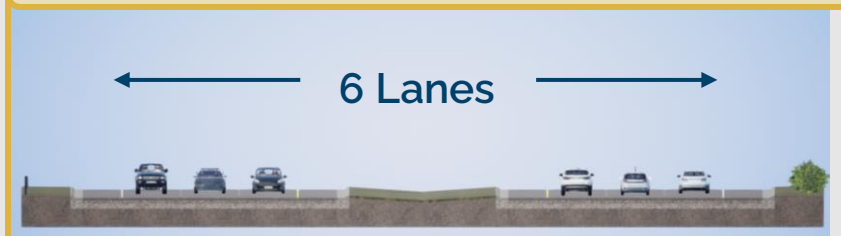
SPEED LIMIT 45

SPEED LIMIT 55

SPEED LIMIT 35

SPEED LIMIT 45

South Section



SPEED LIMIT 45

Study History

Original Study Concept (initiated 2011):

- Study limits: US 12 (Beltline) to STH 19
- Corridor needs when study was initiated:
  - **Safety** – large percentage of corridor contained crash problems significantly greater than statewide average
  - **Travel demand and congestion** – majority of corridor anticipated to operate poorly by 2030
- Initial concept for US 51 Stoughton Road North area:
  - Expand from 4 to 6 lanes (from East Washington Ave to Pierstorff Street)
  - Combination of at-grade intersections and interchanges (East Washington Ave); large footprint and impacts

Original Study Limits - 2011

Study History

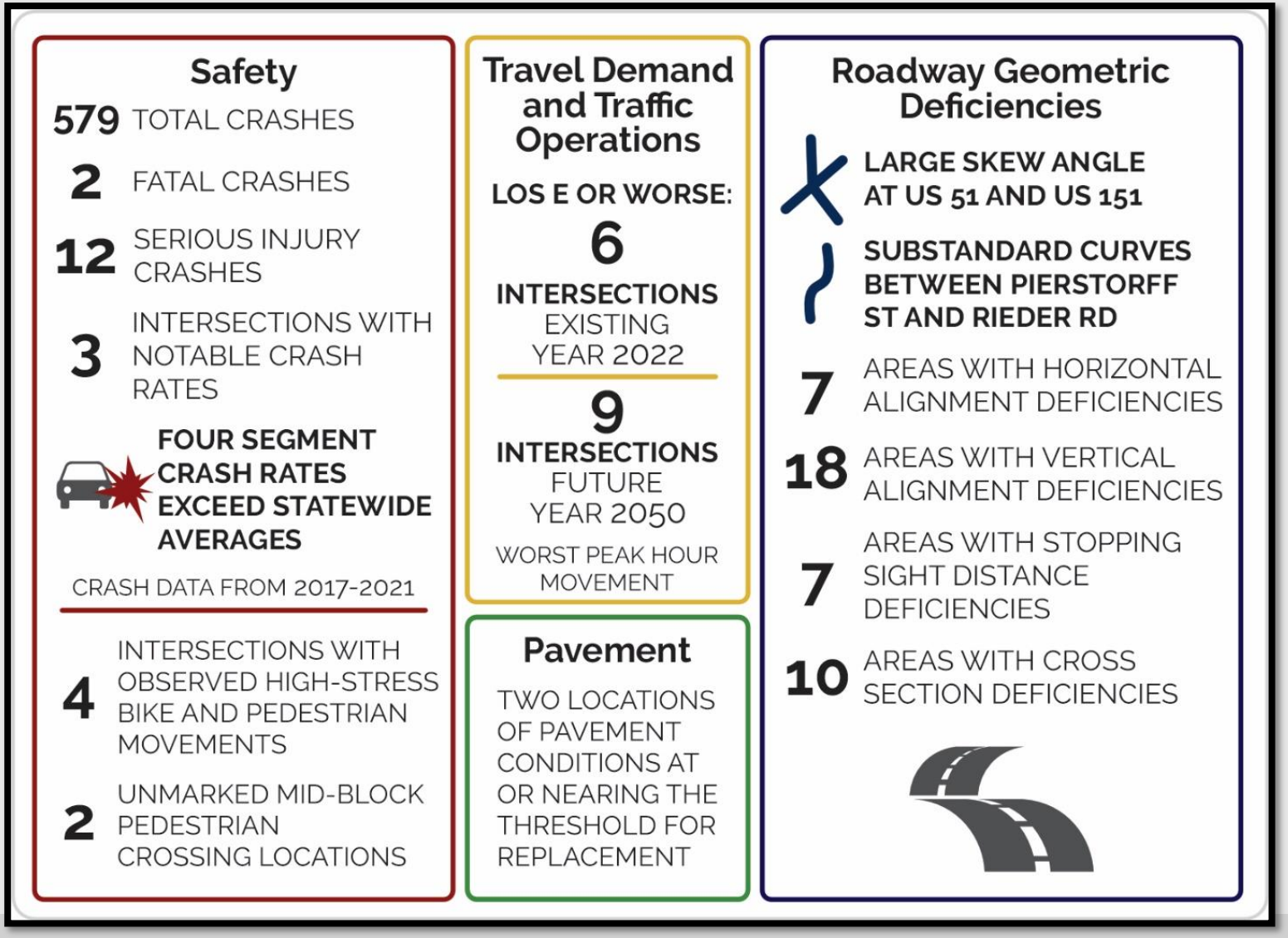
- November 2017: Study paused due to statewide priorities and available funding

- Early 2022: Study resumed, but with new approach
  - Two studies addressing different needs (North: WIS 30 to I-39/90/94, South: Voges Rd to WIS 30)
  - Investigate lower-impact alternatives to address needs while minimizing costs, property impacts
  - Better align alternatives with local plans, interests of key stakeholders

Original Study Limits - 2011

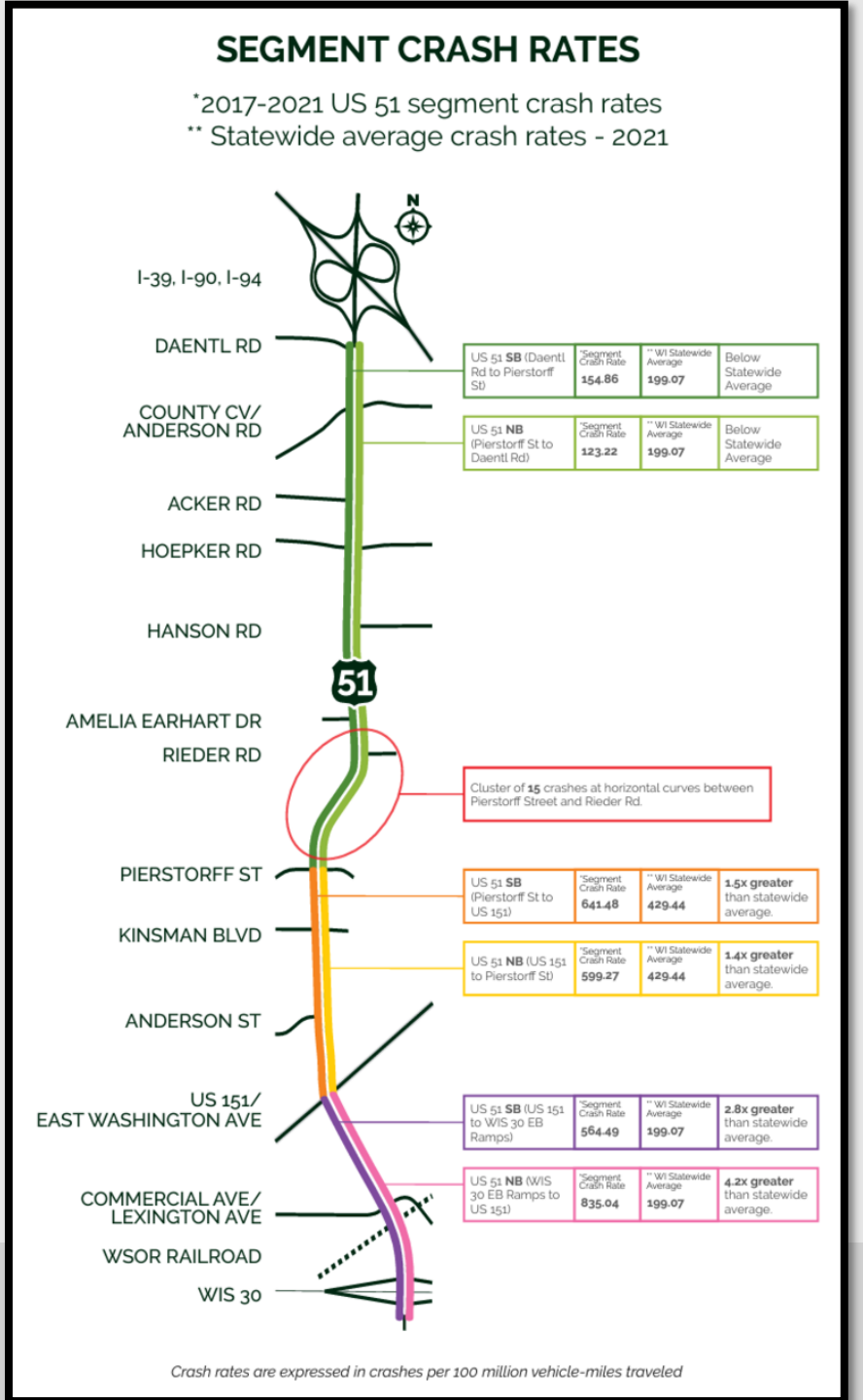
Study Purpose and Need

Accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road (US 51)



Study Purpose and Need

- **Safety**
  - **Southern and central segments exceed statewide averages for crash rates**
  - High crash rate areas often correlate to intersections with poor operations
- Poor operations
  - 2022: 6 of 8 signalized intersections currently have undesirable operations (LOS E or F)
  - 2050: 8 of 8 signalized intersections will have undesirable operations without improvements.
  - All intersections (signalized and non-signalized) will experience delay and longer traffic queues



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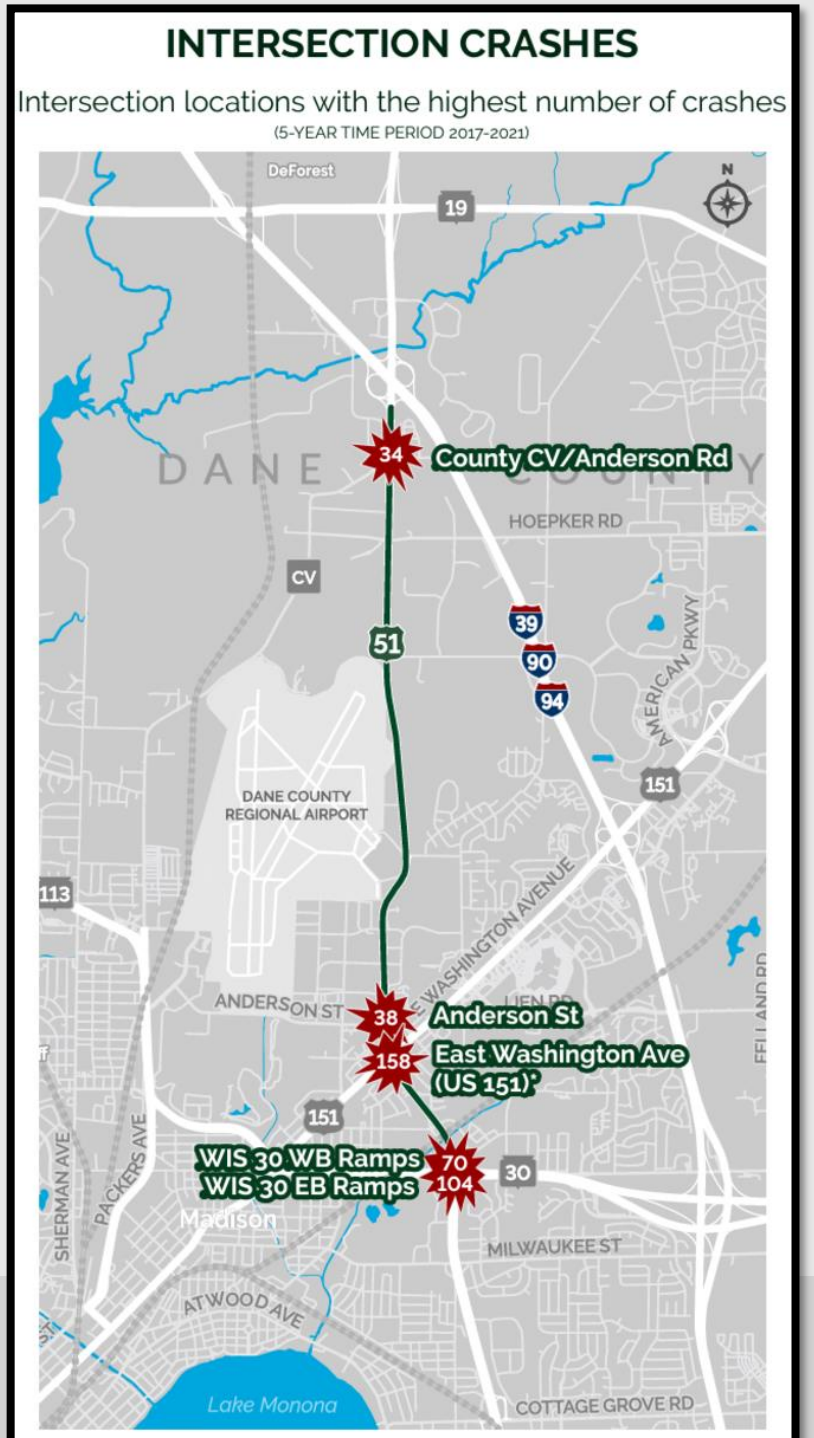

Study Purpose and Need

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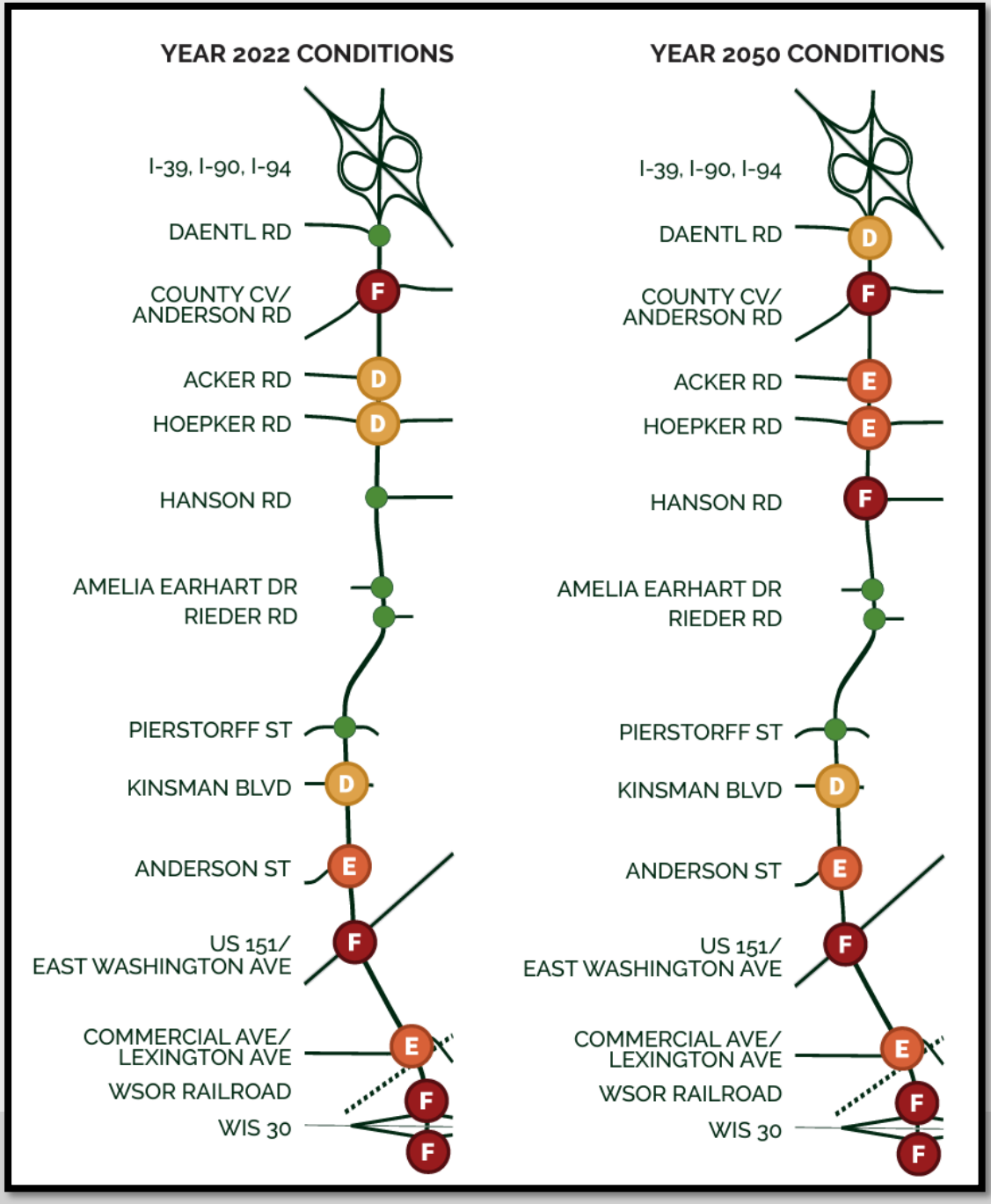


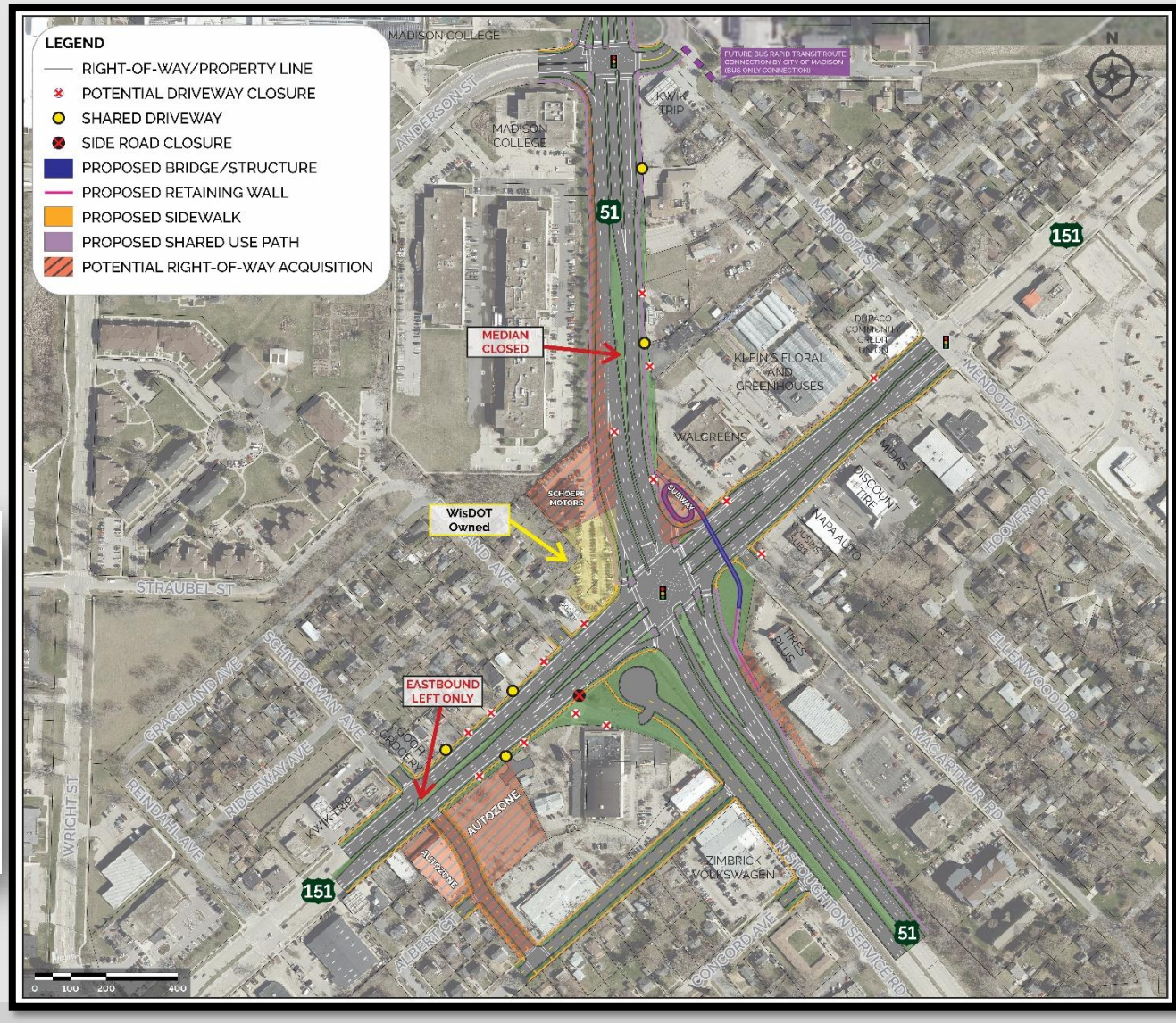
Study Purpose and Need

Geometric improvements driven by **safety**

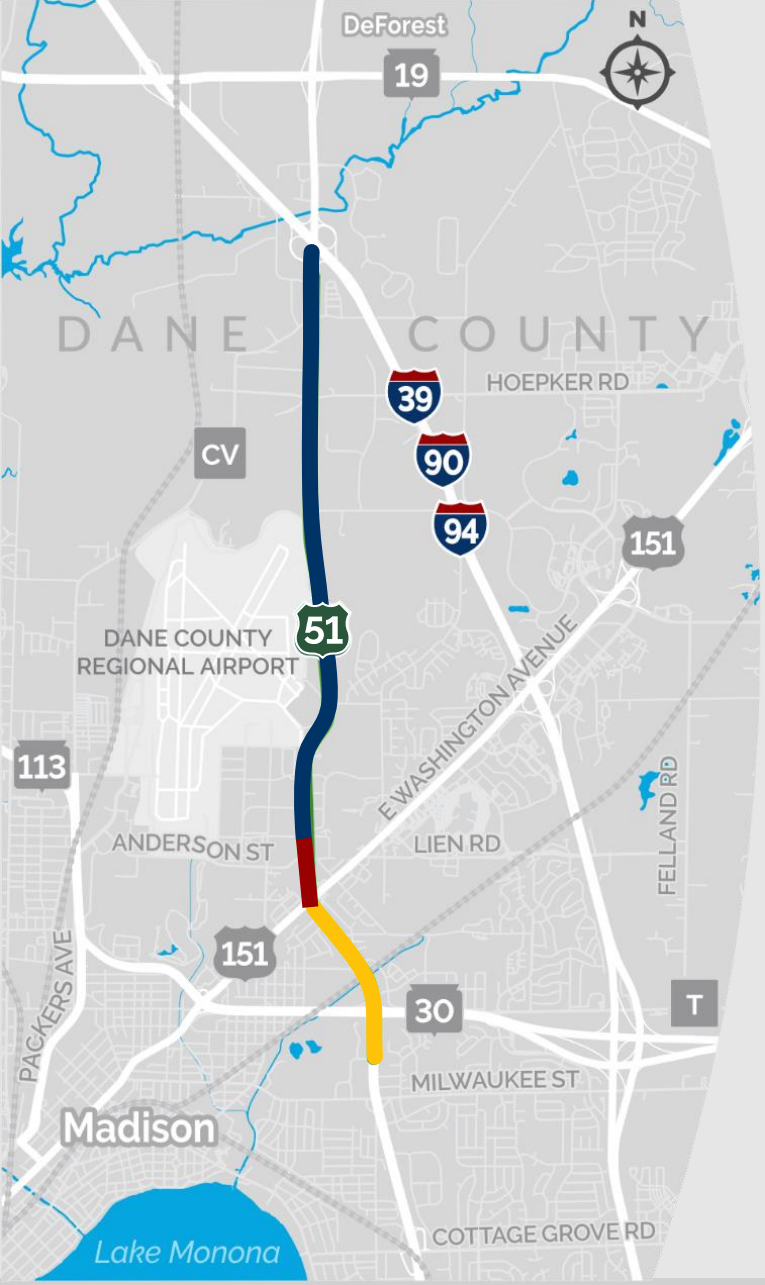
- Intersection skew angle with East Washington Avenue (US 151)
  - Significantly exceeds maximum allowable deflection through an intersection
  - Consistently ranked in Madison's worst intersection crash locations
- Non-standard "S-curve"
  - Doesn't meet current design standards
  - History of crashes (fatalities in 2021, 2024)

Preferred Alternative Overview

- Developed high-level concepts to address study purpose and corridor needs
- Developed detailed alternatives and determined impacts
- Evaluated detailed alternatives to identify a Recommended Alternative
- Public feedback incorporated into alternatives evaluation throughout study



Preferred Alternative at Stoughton Road/East Washington Ave (US 51/151)



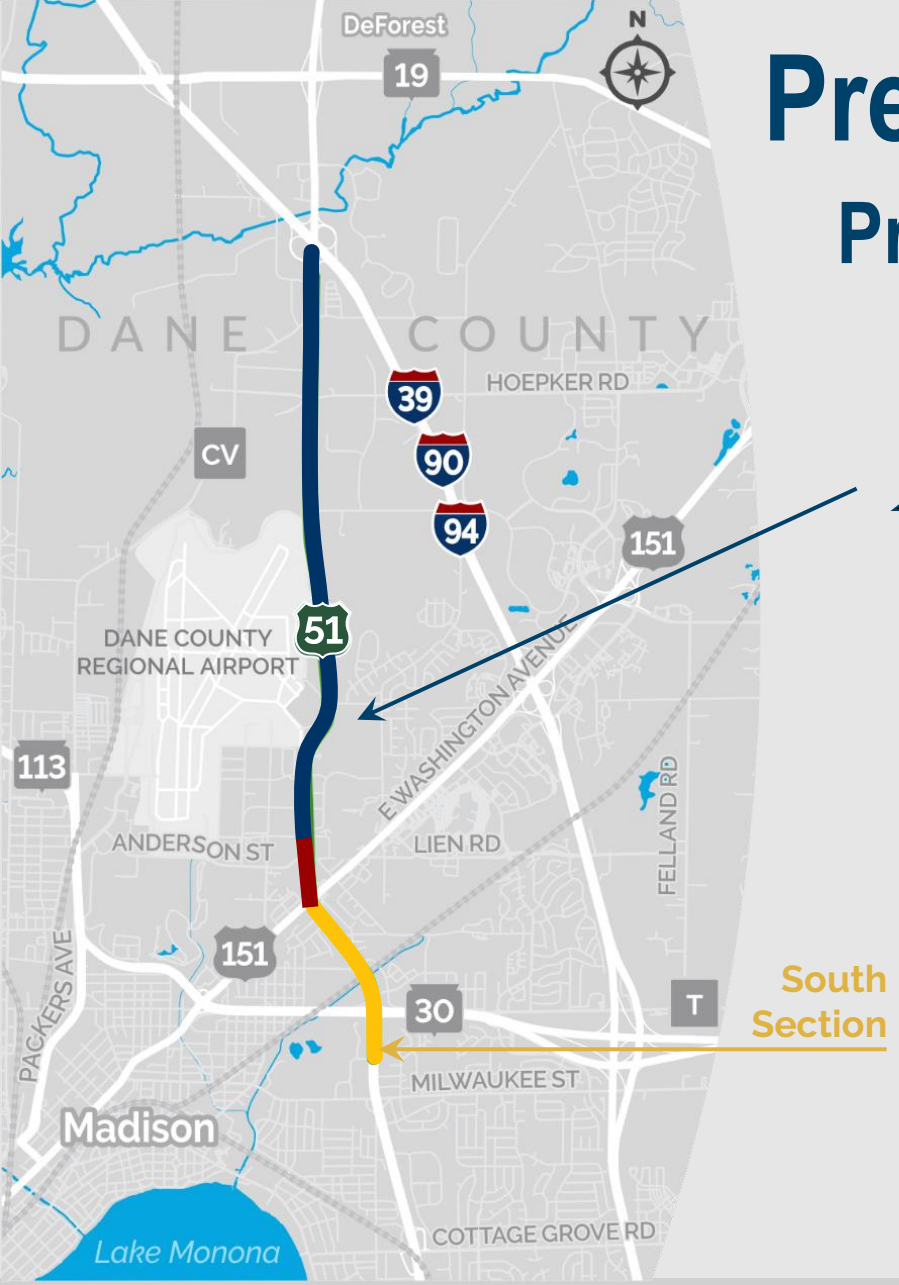
Preferred Alternative Overview

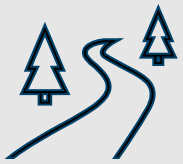
Preferred Alternative modernizes WIS 30 to I-39/90/94

- Alternatives development focused on operational improvements at intersections to enhance safety
- No US 51 mainline capacity expansion proposed in the Preferred Alternative
- Improvements include:
  - Lengthening turn lanes
  - Adding lanes or turn lanes at intersections
  - Access control - closing or adjusting driveways and median openings
  - Profile adjustments
  - Optimizing traffic signal timings

Preferred Alternative Overview

Preferred Alternative - additional components





Address sub-standard S-curves north of Pierstorff

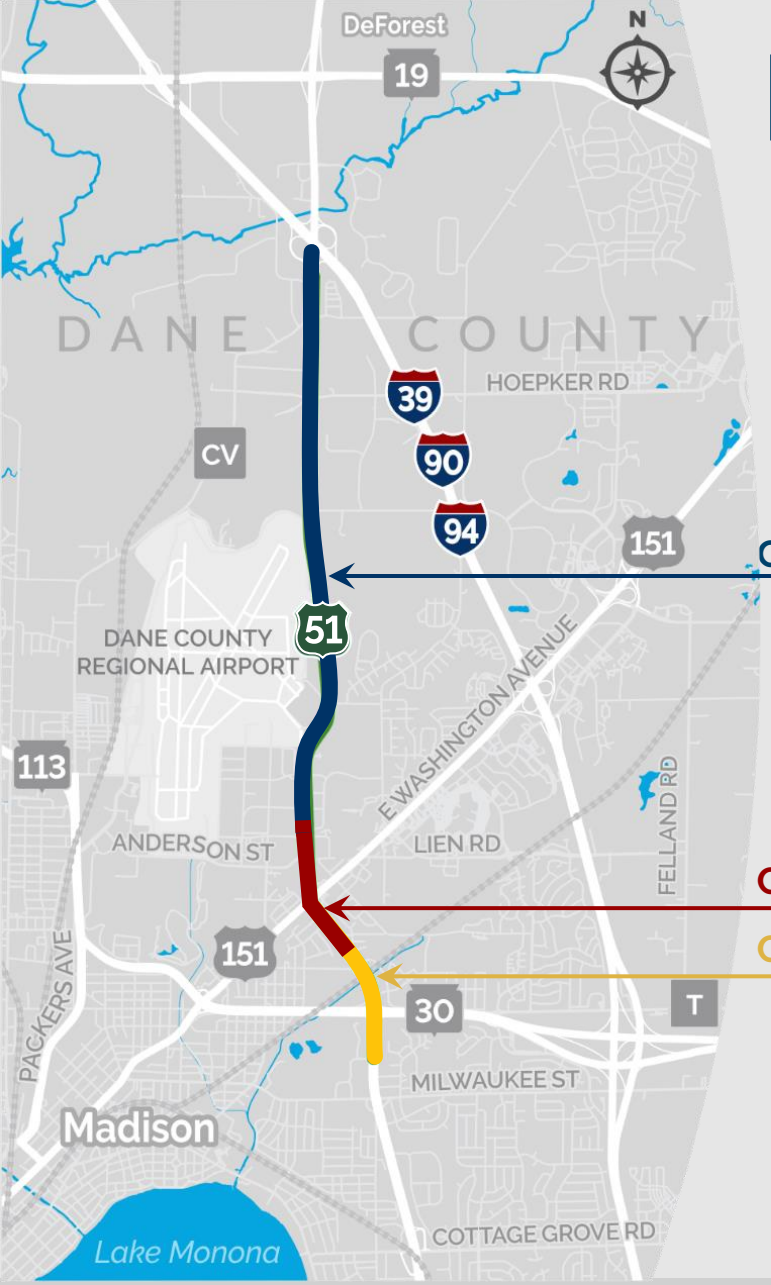
- Reduced curve elevations and the horizontal alignment

Bicycle and pedestrian accommodations

- Shared-use path proposed on segments of US 51
- Bicycle/Pedestrian bridge crossings proposed at East Washington Ave and WIS 30

Speed limit reduction evaluation

- South Section - WIS 30 to East Washington Ave
- Currently 45 mph → Reduce to 40 mph



Potential Sequencing

- North Segment
  - Coordination with I-39/90/94 & Hoepker Road
  - Address pavement needs and S-curve

Construction Section 1

- Central Segment
  - Coordination with City of Madison
  - Address East Washington intersection and pedestrian accessibility

Construction Section 3

Construction Section 2

- South Segment
  - Coordination with Railroad, Improvements to STH 30 Interchange
  - Address pavement needs and stopping sight distances

Study Cost for US 51 – Stoughton Road North

Potential Impacts	Original EIS Study Recommended Alternative	Current Study Preferred Alternative
Total Project Cost (Millions, 2024 $)	$298	$174
Potential Relocations	58	3
Land Converted to R/W (acres)	75.1	9.2
Wetland Area (acres)	3.5	2.6
Agricultural Area (acres)	14.3	0
Airport Area (acres)	8.2	0.05

Recommendation

- WisDOT recommends the TPC vote to approve this Study for construction as a ***High-Cost Major Project***, as defined under Wisconsin Statute 84.013(1)(a)2m, in accord with Wisconsin Statute 13.489(4m)(b)
- If approved, next steps include:
  - Final Design begins Fall 2025
  - Construction could begin by 2029
  - Anticipated Construction completion by 2033

Chapter 7

Project Updates

- **Project Update Presentation**

Major and Southeast Freeway Mega Project and Study Updates

Scott Schoenmann, P.E.

Bureau of State Highway Programs, Director

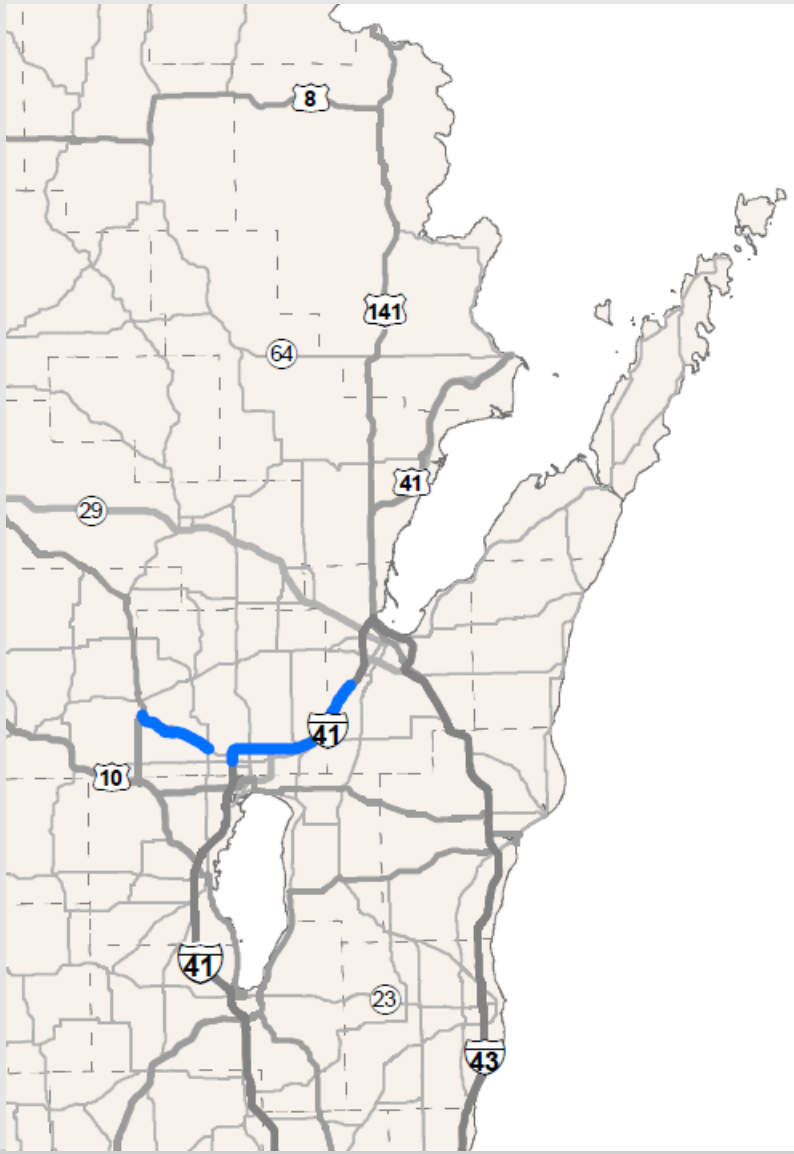
Transportation Projects Commission

December 9, 2024

Majors Updates – Northeast Region

- WIS 15: WIS 76 to New London
  - Fully opened to traffic – October 2024

- I-41: WIS 96 to Scheuring Road
  - Began construction in 2024



Majors Updates – Northeast Region

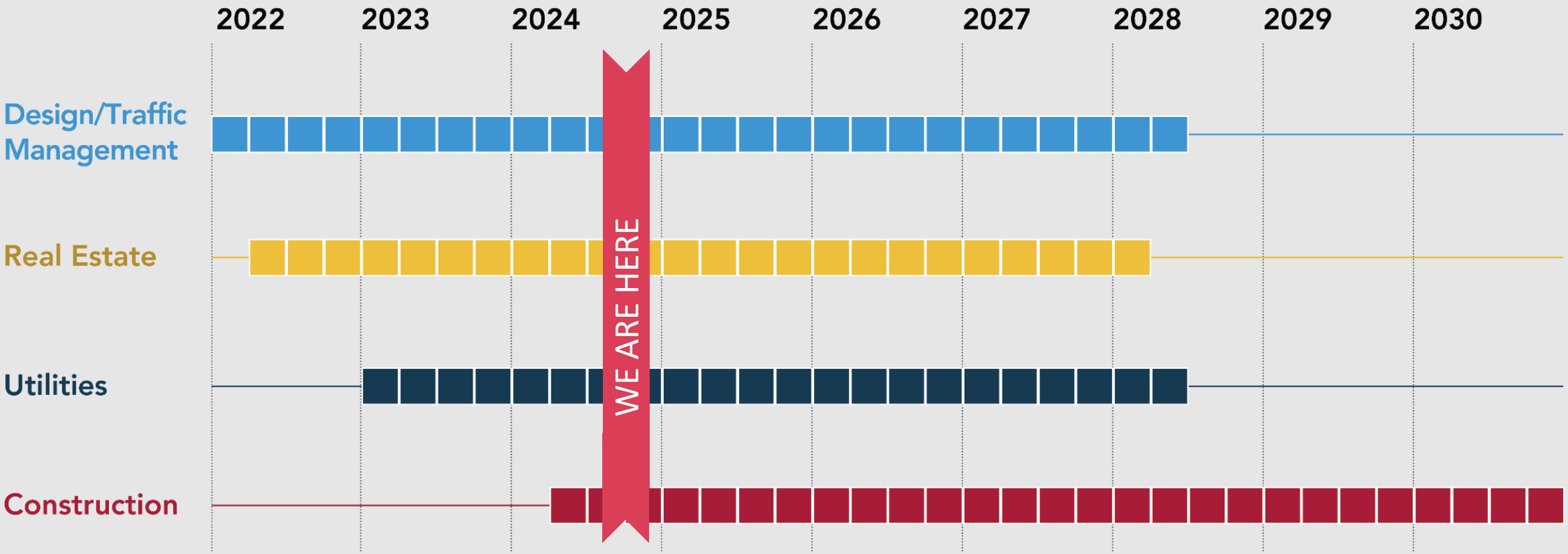
- WIS 15: WIS 76 to New London
  - West segment looking west

Fall 2023

Fall 2024

Majors Updates – Northeast Region

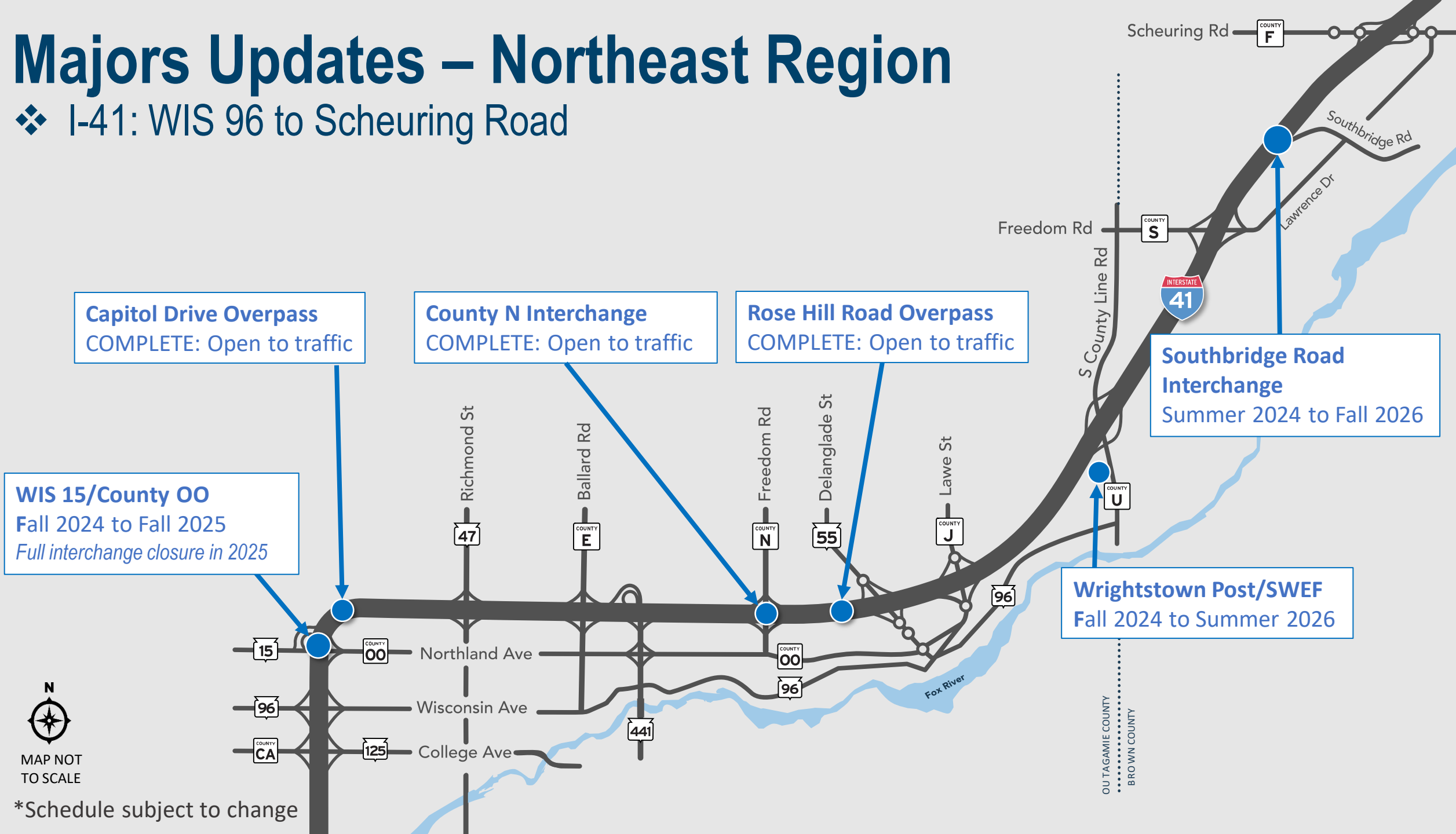
❖ I-41: WIS 96 to Scheuring Road



Note: Timelines are subject to change

Majors Updates – Northeast Region

❖ I-41: WIS 96 to Scheuring Road



Capitol Drive Overpass
COMPLETE: Open to traffic

County N Interchange
COMPLETE: Open to traffic

Rose Hill Road Overpass
COMPLETE: Open to traffic

Southbridge Road Interchange
Summer 2024 to Fall 2026

WIS 15/County OO
Fall 2024 to Fall 2025
Full interchange closure in 2025

Wrightstown Post/SWEF
Fall 2024 to Summer 2026

*Schedule subject to change

Majors Updates – Northeast Region

❖ I-41: WIS 96 to Scheuring Road

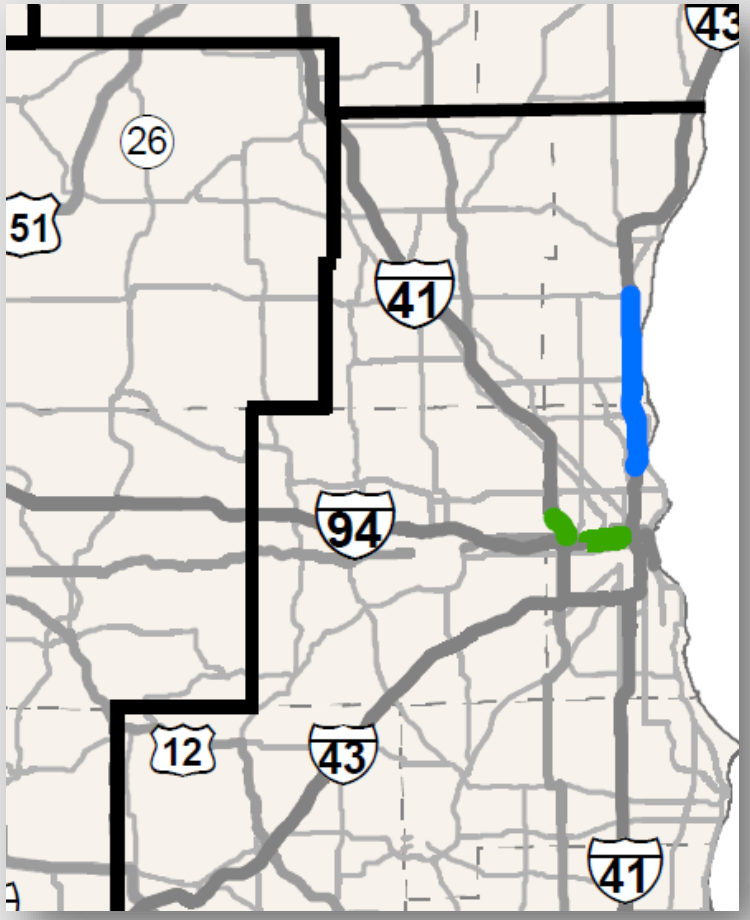
- Reconstructed the Capitol Drive and Rose Hill Road overpasses to create wider, safer roadways for bicyclists and pedestrians

Capitol Drive Overpass Reopened September 26, 2024

Rose Hill Overpass Reopened September 20, 2024

Majors and SE Megas Updates – Southeast Region

- I-43: Silver Spring Drive to WIS 60
  - Anticipated open to traffic Summer 2025
- I-94: East-West Freeway
  - Construction as early as 2025



Blue indicates enumerated/approved **Major** project

Green indicates approved SE **Mega** project

Majors and SE Megas Updates – Southeast Region

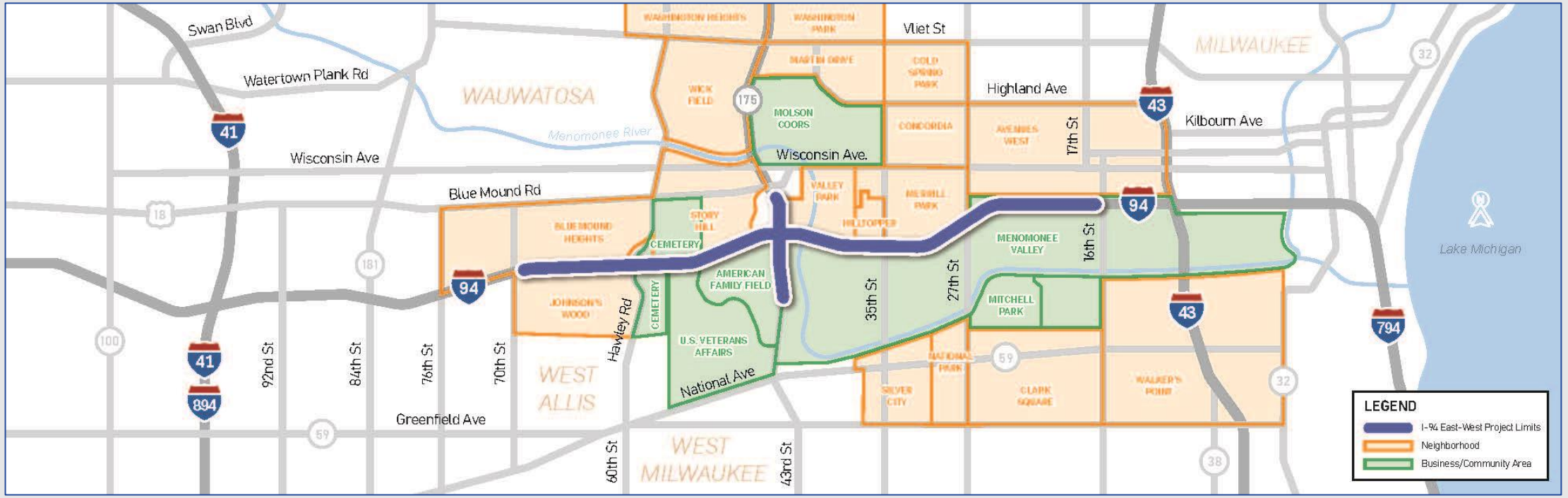
❖ I-43: Silver Spring Drive to WIS 60

- North End Segment mainline traffic opened to three lanes in summer 2024
- Mequon Road Interchange Segment work in 2025 includes I-43 SB and noise barrier
- South End Segment work in 2025 includes restoration, Park N Ride resurface, polymer overlays

I-43 NORTH-SOUTH SCHEDULE	2021	2022	2023	2024	2025
Construction					
Work Zone Prep				WE ARE HERE	
North End Segment					
County Line/Port Washington Road Interchange Segment					
Port Washington Road - Between Bender and Daphne roads					
South End Segment					
Mequon Road Segment					

Majors and SE Megas Updates – Southeast Region

❖ I-94 East-West Corridor



Majors and SE Megas Updates – Southeast Region

❖ I-94 East-West Corridor

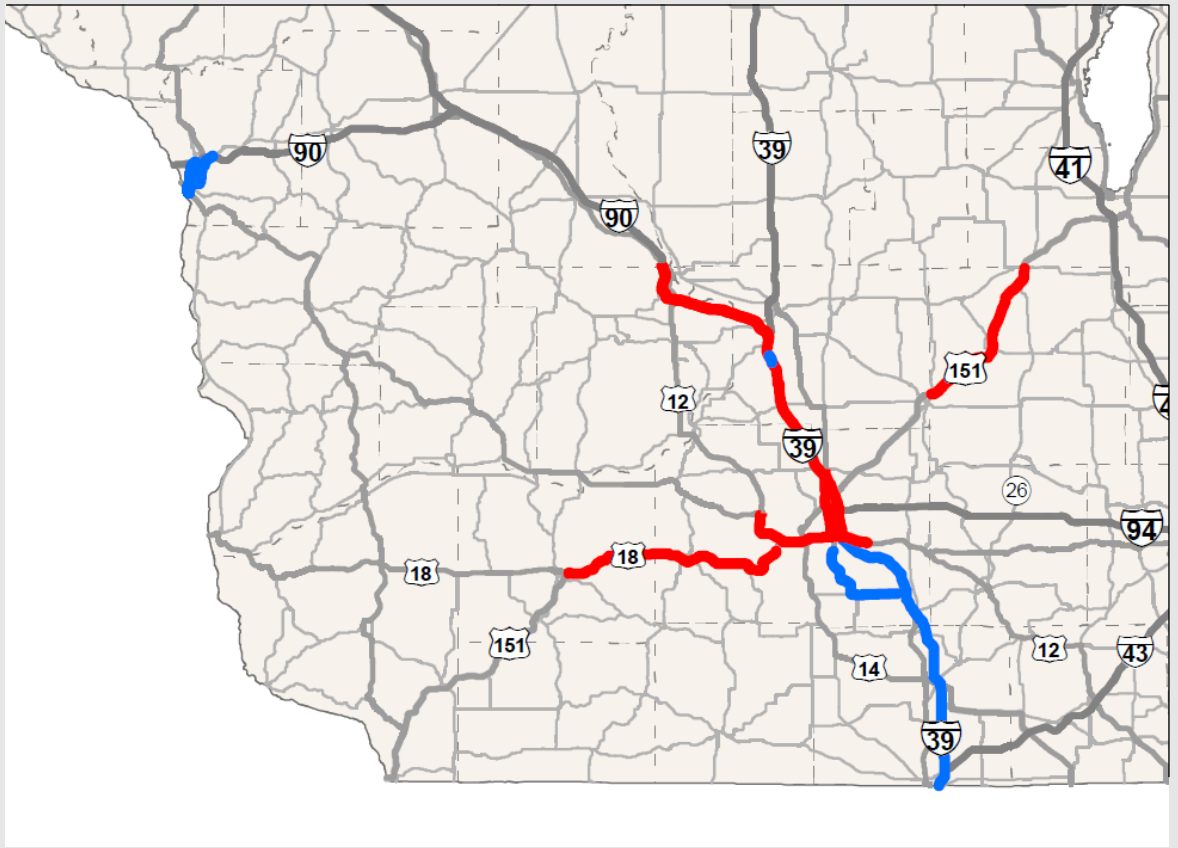
Anticipated Schedule:

- 2024-2025: Preliminary & Final Design
- 2025-2027: West Leg and East Leg construction (starts fall 2025)
- 2025-2027: Final Design continues – Stadium and East Leg
- 2027-2032: Stadium and East Leg construction

Preferred Alternative:
Stadium Interchange Diverging Diamond

Majors Updates – Southwest Region

- I-39/90/94, bridges over Wisconsin River (Columbia County)
- US 51, Stoughton to McFarland (Dane County)
- La Crosse Corridor (La Crosse County)
- US 51 Stoughton Road South, US 12 to WIS 30
- US 18/151 – Madison to Dodgeville
- US 151 – Columbus to Waupun
- Madison Beltline Study



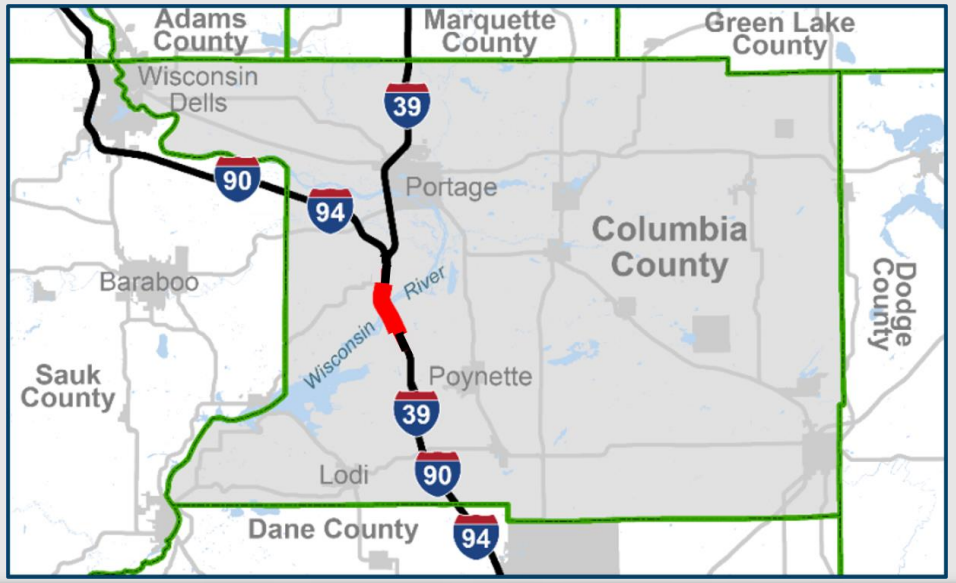
Blue indicates enumerated/approved Major project

Red indicates approved Major study

Majors Updates – Southwest Region

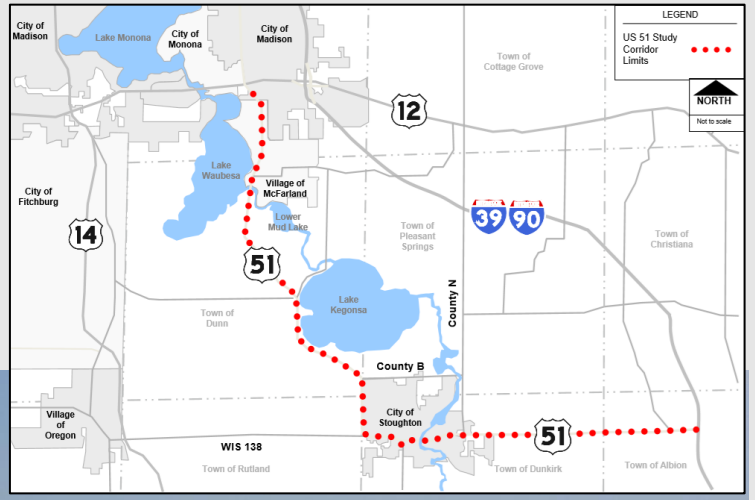
❖ I-39/90/94: Bridges over Wisconsin River

- Construction began in spring of 2024
  - CTH U & Causeway construction are currently underway
- Project will replace both Wisconsin River Bridges and the CTH U & CTH V Bridges
- Both Wisconsin River Bridges are being built to include a potential future 4th lane for future expansion
- Project will be built utilizing daytime and nighttime lane/shoulder closures.
  - No peak time lane closures will be utilized during construction
- Construction completion is anticipated in Fall of 2027



Majors Updates – Southwest Region

❖ US 51: I-39/90 to US 12/18



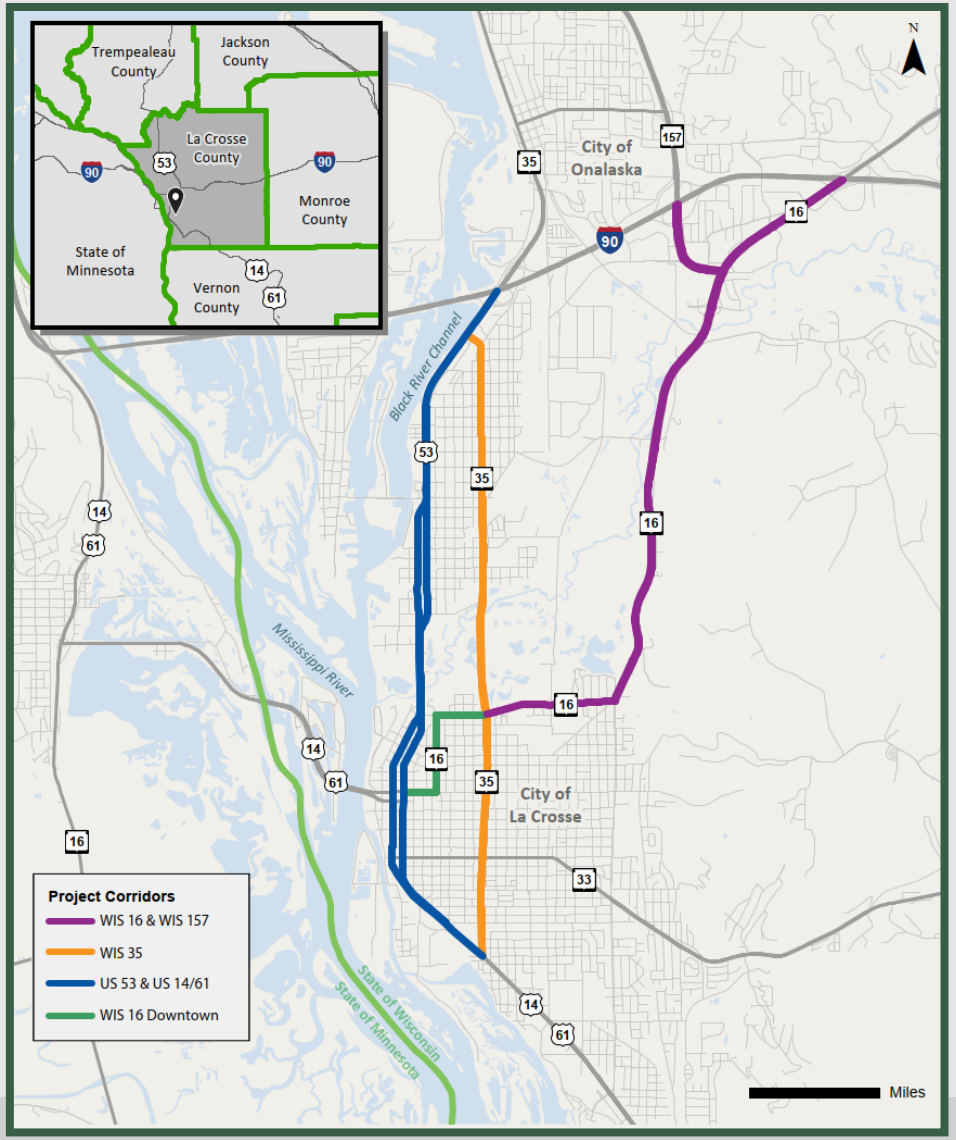
- Completed early project focused on safety at US 51 & County B/AB
- Construction anticipated: 2024-2029
  - Two construction projects in 2024
  - Two construction projects in 2025
- Major focus on local and community engagement

Majors Updates – Southwest Region

❖ US 53: La Crosse Corridor

- Three separate environmental studies and one design project
- Public involvement meetings held for WIS 35 and US 53 corridors

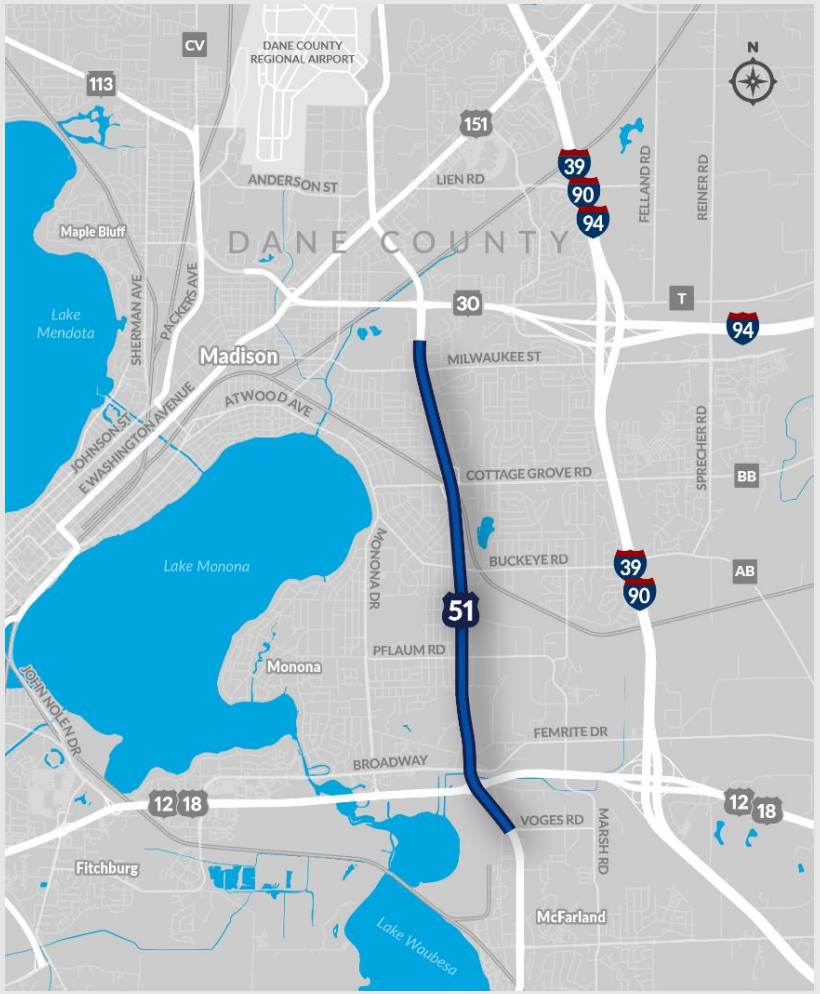
- WIS 35 - Environmental Document Spring 2025
- US 53 - Environmental Document Fall 2025
- WIS 16 - Initiated study in Summer 2024
- WIS 16 Downtown – Design started; Construction planned late 2020's



Majors Updates – Southwest Region

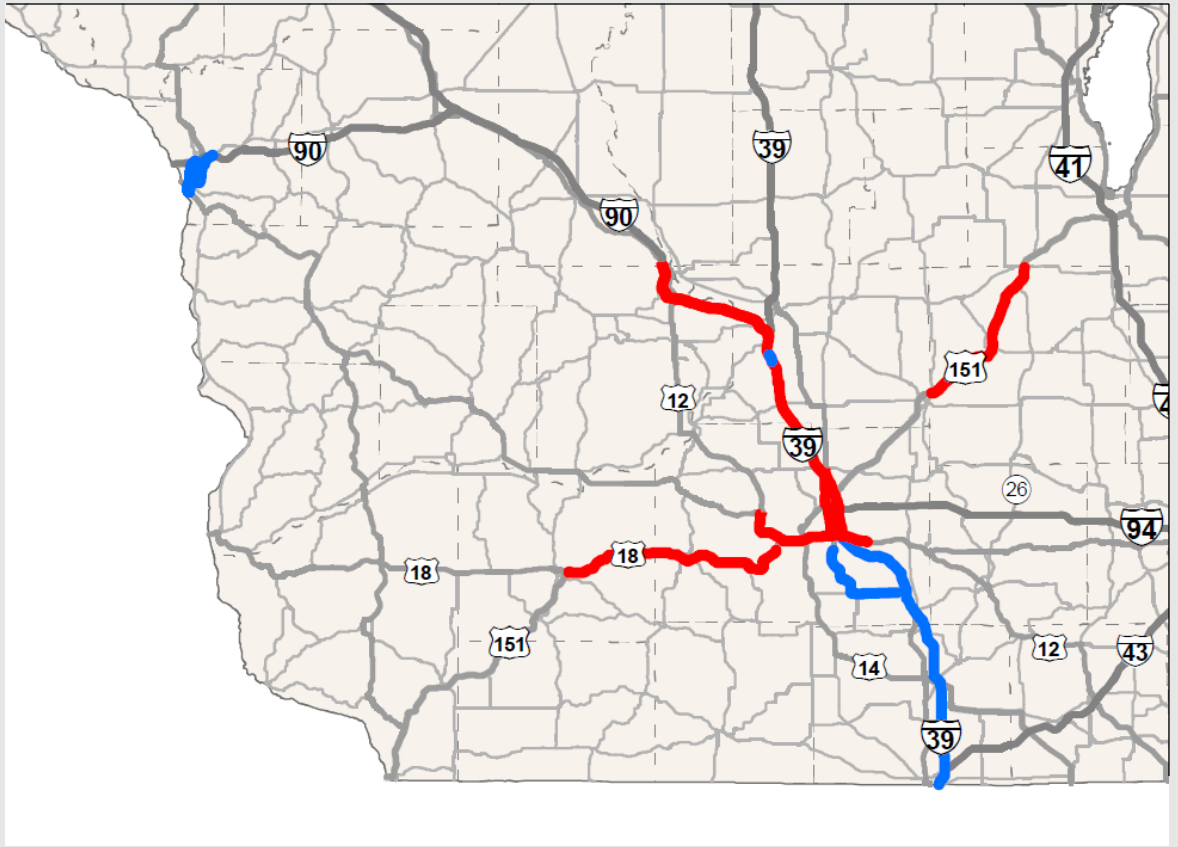
❖ US 51: US 12 to WIS 19 (Stoughton Road South) Study

- US 51 (Stoughton Road) South study
  - Voges Road to WIS 30 in Dane County (4.4 miles)
- Study began in 2022 to identify and develop long-term solutions that will address corridor needs including:
  - Safety for all travel modes
  - Increasing mobility
  - Improving corridor connectivity
- Study Progress
  - Finalizing study Purpose and Need
  - Currently developing alternative concepts
  - PIM #2 - November 22, 2024
- Anticipate completing Environmental Assessment in 2026



Majors Updates – Southwest Region

- I-39/90/94, bridges over Wisconsin River (Columbia County)
- US 51, Stoughton to McFarland (Dane County)
- La Crosse Corridor (La Crosse County)
- US 51 Stoughton Road South, US 12 to WIS 30
- **US 18/151 – Madison to Dodgeville**
- **US 151 – Columbus to Waupun**
- **Madison Beltline Study**



Blue indicates enumerated/approved Major project

Red indicates approved Major study

Other Updates – Northwest Region

❖ I-535: Blatnik Bridge Replacement Project

- MnDOT is the lead agency and will be utilizing Design-Build delivery method for the project work
- Awarded INFRA Grant of $1.058B – January 2024
- Project has funding committed from both States
- Currently completing a pile load test study
- Current procurement schedule:
  - RFQ June 2025
  - RFP December 2025
- Anticipated Construction Completion in 2031

Thank You

Additional Questions?