



December 2022

Information Binder

Prepared by



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

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

December 9, 2022

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 14th, 2022, 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 be an information sharing meeting, as no TPC decisions are required. 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. Additionally, the department will highlight an \$80 million federal grant recently received for the Wisconsin River Bridges and the department will highlight a grant application recently submitted to support replacement of the Blatnik Bridge in Douglas County.

We look forward to sharing and discussing program status information with you. Should you have any questions during your review of this material, please contact Jeff Gust, Director of WisDOT's Bureau of State Highway Programs, at 608-267-7754.

Sincerely,

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

Craig Thompson
Secretary

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

December 14, 2022

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Chapter 1

December 2022 TPC Meeting

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

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Meeting Agenda
Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor's Conference Room (*in-person with virtual option*)
Wednesday, December 14, 2022, 11:00 AM to 12:00 PM

- **Roll Call**
- **Governor and Secretary opening statements**
- **Approve minutes**
- **TPC Report Cost Information and Program Status Information**
 - August 2022 TPC Report Project Cost Information
 - Approval Process for Major Highway Projects
- **Discretionary Grants**
- **Project updates**
- **Discussion and future meetings**
- **Adjourn**

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MEMBER DIRECTORY

December 2022

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Chairman**

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Chapter 2

Meeting Minutes

- **December 15, 2021 TPC meeting**

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Meeting Minutes
Transportation Projects Commission (TPC) Meeting
Wisconsin State Capitol
Governor's Conference Room (*in-person/virtual meeting*)
Wednesday, December 15, 2021

MEMBERS PRESENT

Governor Tony Evers
Senator Robert Cowles
Senator Howard Marklein
Senator Jerry Petrowski
Senator Tim Carpenter
Senator Janet Bewley
Representative Scott Krug

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

Representative Jon Plumer

MEMBERS ABSENT

Representative John Spiros

DOT STAFF PRESENT

Joe Nestler
Jeff Gust
Justin Shell
Paul Hammer
Joel Nilsesteun
Aaron Bonk

Brett Wallace
Tom Buchholz
Bob Gutierrez
Scott Schoenmann
Ned Grady

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

He requested a motion to approve the minutes of the December 8, 2020, meeting. Representative Spreitzer motioned to approve the meeting minutes and Senator Carpenter seconded the motion. The motion passed 13-0.

Governor Evers provided a brief overview of the meeting. He indicated he would not be present for the entire meeting and asked that his Deputy Chief of Staff, Barb Worcester,

serve as his proxy. There were no objections to this.

Secretary Craig Thompson welcomed the commission members to the TPC meeting.

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

Joe Nestler provided a financial update on the Majors and SE Freeway Mega projects. Overall, costs of the Majors projects decreased by \$10.4 million. Costs of the SE Freeway Mega projects decreased by \$9.1 million.

Joe also discussed why no new Major studies are being recommended this year. The primary reason has to do with fiscal constraint, the ability to begin construction of a study within six years of the study being enumerated for construction. The priority for WisDOT will be to obtain enumeration of the I-39/90/94 corridor (Madison to Wisconsin Dells) and the Stoughton Road corridor (Madison Beltline to WIS 19). These two projects will require large financial commitments and WisDOT would not be able to fund the construction of any newly enumerated projects within the six-year window stipulated in the state statutes.

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

Justin Shell presented WisDOT's new approach to completing the La Crosse Corridor major project. The new approach reflects Secretary Thompson's challenge to revisit this project and determine if the current approach was appropriate for the corridor.

Justin provided a brief history of the project, focused on the enumeration in 1997. When the project was enumerated, the enumeration consisted of a project area that comprised US 53, WIS 35 and WIS 16. The project did not have a selected alternative when it was enumerated. The solution to the corridor wasn't a specific fix, but fixes to the various corridors, including a new alignment for US 53. The goals of the original enumeration included safety and maintaining a state of good repair.

The new approach is similar in that the focus is on the project area, improving safety and maintaining a state of good repair. Because the goals of the project are the same, WisDOT is comfortable using the current enumeration to study and construct the improvements necessary to satisfy the goals identified when the project was enumerated in 1997.

Secretary Thompson entertained a motion to proceed with WisDOT's recommendation to continue using the existing enumeration to study and construct new alternatives addressing safety, congestion and maintaining a state of good repair on USH 53, WIS 35 and WIS 16. Senator Petrowski motioned to use the existing enumeration to study

new alternatives and Commissioner Servi seconded the motion. The motion passed 13-0.

Jeff Gust discussed the I-794 Lake Freeway Interchange study that is about to begin. The project is located between the Marquette Interchange and the Hoan Bridge. He indicated that the interchange is composed of many individual structures that have reached the end of their service life. The most cost-effective solution is to replace the structures as there are no good rehabilitation alternatives.

Representative Reimer asked if WisDOT would have public engagement similar to the La Crosse Corridor project. Secretary Thompson indicated that it would.

Senator Carpenter asked how the sections of the Hoan Bridge that failed a decade ago are faring. Aaron Bonk indicated that these sections are performing well and that the Hoan Bridge is safe and sufficient. Aaron added that the recent improvements to the Hoan will likely extend the life of the structure for at least forty years.

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

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

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Chapter 3

TPC Report Cost Information and Program Status Information

- **Project cost information**
- **Project approval process**
- **August 2022 TPC report**


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August 2022 TPC Report Cost Information and Program Status Information

Joe Nestler, P.E.
Division of Transportation Investment Management,
Administrator

Transportation Projects Commission


December 14, 2022



1

TPC Report Summary, August 2022

Active Major Projects	TPC Estimate Feb 2022 (Millions)	TPC Estimate Aug 2022 (Millions)	Change from Feb 2022 to Aug 2022
WIS 15, WIS 76 to New London	\$136.4	\$137.9	1.1%
WIS 23, WIS 67 to US 41	\$173.4	\$173.4	0.0%
I-39/90, US 12 to Illinois	\$1,172.6	\$1,170.0	-0.2%
I-41, WIS 96 to Scheuring Road	\$1,063.0	\$1,099.5	3.4%
I-43, Silver Spring to WIS 60	\$531.3	\$531.3	0.0%
WIS 50, I-41 to 43 rd Avenue	\$119.1	\$119.1	0.0%
I-39/90/94, Bridges over Wisconsin River	\$141.2	\$149.8	6.1%
US 51, Stoughton to McFarland	\$174.1	\$192.4	10.5%
US 53, La Crosse Corridor	TBD	TBD	-
Total	\$3,511.1	\$3,573.4	1.8%



2

TPC Report Summary, August 2022

Active Mega Projects	TPC Estimate Feb 2022 (Millions)	TPC Estimate Aug 2022 (Millions)	Change from Feb 2022 to Aug 2022
I-94, North-South Freeway	\$1,585.7	\$1,585.1	0.0%
Zoo Interchange	\$1,539.4	\$1,539.4	0.0%
Total	\$3,125.1	\$3,124.5	0.0%

I-94 North-South

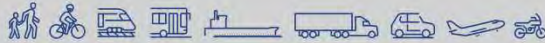
- Project Complete

Zoo Interchange, North Leg

- All mainline project let
- Anticipated mainline open to traffic in Nov 2023

I-94 East-West

- Estimated total construction cost is \$1.28 billion (2021 \$)
- Fall 2022, Draft environmental document identifies preferred alternative
- Fall 2023 Anticipate Final FIS and Record of Decision



3

TPC Report Summary, August 2022

Active Major Studies	TPC Estimate Feb 2022 (Millions)	TPC Estimate Aug 2022 (Millions)	Change from Feb 2022 to Aug 2022
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)	\$37.0	\$37.0	0.0%
US 51, US 12 to WIS 19 (Stoughton Road)	\$13.6	\$13.9	2.2%
Total	\$73.1	\$73.4	0.4%



4

Why Aren't Projects Being Recommended for Enumeration?

5



6

Major Construction Projects Expenditure Schedule

As shown in August 2022 TPC Report

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

- Planned Expenditure
- The costs will be identified in a future TPC report.



***Wisconsin
Department of Transportation***

Report to the

Transportation Projects Commission

on the

Status of Major Highway Projects

and

***Southeast Wisconsin Freeway
Megaprojects***



August 2022



Wisconsin Department of Transportation
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July 29, 2022

Dear Members of the Transportation Projects Commission (TPC):

Attached please find the August 2022 TPC Report that provides updates on the status of the Major Highway Development Program (Majors) and Southeast Wisconsin Freeway Megaprojects Program (SE Mega).

The current estimate of total cost for the nine Major projects reported herein, excluding SE Mega projects, is \$3,573.4 million. This is \$62.3 million, or 1.8% higher than the February 2022 estimate. The cost increases involve five projects with \$62.1 million, or 99.7%, of the increases due to inflationary material cost increases. If \$3.3 million of locally requested and funded construction work that was added to the US 51 (Stoughton to McFarland) project is removed from the total increase, then the total cost increase would be \$59.0 million and 100% of the cost increases would be due to inflationary material cost increases. Currently, these increases are not expected to delay scheduled project activities this fiscal year; however, the increases will likely preclude advancement of work into the current fiscal year. The department will closely monitor price fluctuations and will adjust project scheduling if necessary. The total cost of SE Mega projects was reduced by \$600,000 as some costs have come in less than expected during project closeout.

Currently, the I-39/90/94 (Madison to Wisconsin Dells) and US 51 Stoughton Road (US 12 to WIS 19) study teams are in the process of identifying corridor alternatives and potential impacts on lands adjacent to the respective corridors. Public involvement activities for both studies are expected to begin in fall 2022. After thorough consultation with FHWA, the I-39/90/94 corridor will be evaluated as a single corridor, whereas the Stoughton Road corridor will be evaluated as two corridors. Also, review of Study Projects in this report will show the increase for all Major Study Projects is \$300,000. The increase is associated with the US 51 Stoughton Road study and represents the addition of two alternatives being considered as part of the environmental study.

Please recall that if the department has enumeration recommendations, state statutes dictate that the department makes its recommendations to the TPC not later than September 15th of each even numbered year. WisDOT will not have enumeration recommendations this year; however, the department expects to have enumeration recommendations in the fall of 2024.

In May, the department submitted the Wisconsin River Bridge project as candidate for the Federal Multimodal Project Discretionary Grant program. The requested grant amount in the application was \$80 million. We hope to report a grant success in the February TPC report.

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

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

Sincerely,

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

Craig Thompson
Secretary

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Major Projects with Scheduled Costs

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Major/Southeast Megaproject Status Report

Glossary of Terms

Project: Route number and statutory limits of a project.

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

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

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

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

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

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

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

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

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

Design: The cost to develop and design the project.

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

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

Cost to Date: The cost, by category, expensed in the department's financial systems as of July 4, 2022.

Cost to Complete: Estimated cost, by category, remaining to complete the project at current (Fiscal Year (FY)-23) 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 2022): The estimate provided to the Transportation Projects Commission in the February 2022 report.

Current Estimate (August 2022): The updated estimate provided to the Transportation Projects Commission in this report.

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

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

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

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

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

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

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

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

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
\$16.3	Current Year \$	\$41.2	\$54.3	\$246.3	\$285.9	\$302.4	\$105.1	\$35.7	\$0.0	\$0.0	\$0.0	\$0.0
\$16.3	YOE \$	\$41.2	\$56.4	\$263.9	\$315.6	\$344.3	\$123.3	\$43.2	\$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-23) 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-24	FY-25	FY-26	FY-27	FY-28	FY-29	FY-30	FY-31	FY-32
Inflation Rate	3.88%	3.13%	3.03%	3.14%	3.07%	3.14%	3.16%	3.14%	3.27%

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

Typical Major/Mega Project Milestone Durations After Final Project Lettings

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

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

Major/Southeast Megaprojects Cost Information Summary

Page	Project	Cost to date (millions)	Estimated cost to complete (millions)	TPC Estimate Feb 2022 (Millions)	TPC Estimate Aug 2022 (Millions)	Cost estimate change since last report (%)	Reason for cost change
Ongoing Major Highway Projects							
1	STH 15: STH 76 to New London	\$52.5	\$85.4	\$136.4	\$137.9	1.1%	Construction costs adjusted to reflect increased unit prices of construction materials.
2	STH 23: STH 67 to USH 41	\$155.1	\$18.3	\$173.4	\$173.4	0.0%	
3	I 39/90: USH 12 to Illinois	\$1,139.4	\$30.6	\$1,172.6	\$1,170.0	-0.2%	Adjusting to current costs as projects are closed out.
4	I 41: STH 96 to Scheuring Rd	\$12.3	\$1,087.2	\$1,063.0	\$1,099.5	3.4%	Construction costs adjusted to reflect increased unit prices of construction materials and real estate.
5	I 43: Silver Spring to STH 60	\$64.4	\$466.9	\$531.3	\$531.3	0.0%	
6	STH 50: I 41 to 43rd Ave	\$80.7	\$38.4	\$119.1	\$119.1	0.0%	
7	I 39/90/94: Bridges over Wisconsin River	\$0.5	\$149.3	\$141.2	\$149.8	6.1%	Construction costs adjusted to reflect increased unit prices of construction materials.
8	USH 51: I 39/90 to USH 12/18	\$3.0	\$189.4	\$174.1	\$192.4	10.5%	Construction costs adjusted to reflect increased unit prices of construction materials and real estate; added scope requested by local agencies
9	USH 53: Lacrosse Corridor	TBD ⁶	TBD ⁶	TBD ⁶	TBD ⁶	N/A	
Southeast Megaprojects							
10	I 94: North - South Freeway	\$1,574.3	\$10.8	\$1,585.7	\$1,585.1	0.0%	Adjusting to current costs as projects are closed out.
11	Zoo Interchange	\$1,401.5	\$137.9	\$1,539.4	\$1,539.4	0.0%	
12	I 94 East-West Corridor	\$5.4	TBD	\$16.1	\$16.7	N/A	
Major Projects with Mainline Open to Traffic							
13	USH 10: Marshfield to Stevens Point	\$249.4	\$0.0	\$249.4	\$249.4	0.0%	
13	USH 10: Marshfield to Appleton	\$498.7	\$0.0	\$498.7	\$498.7	0.0%	
13	USH 12: Lake Delton to Sauk City	\$181.8	\$0.2	\$182.0	\$182.0	0.0%	
13	USH 18: Prairie du Chien to STH 60	\$41.7	\$0.1	\$41.8	\$41.8	0.0%	
13	STH 26: Janesville to Watertown	\$429.7	\$0.0	\$429.7	\$429.7	0.0%	
13	USH 41: Brown County	\$969.9	\$0.4	\$970.3	\$970.3	0.0%	
13	USH 41: Winnebago County	\$405.6	\$0.0	\$405.6	\$405.6	0.0%	
13	USH 10: USH 10 & USH 10/STH 441	\$375.7	\$2.3	\$378.0	\$378.0	0.0%	
13	USH 18/151: Verona Road	\$262.4	\$0.7	\$263.1	\$263.1	0.0%	

Southeast Megaprojects Summary - All Costs in \$Millions

Project	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 2022 TPC	Last let fiscal year - Aug 2022 TPC	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Current estimate - Aug 2022 (YOE)	Initial schedule comparison - can initial schedule be met? ³	Would additional funding change be 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	Fall 2023	\$1,539.6	no	no
I 94 East-West Corridor ⁷	N/A	N/A	N/A	\$38.8 ⁸	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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

² SE Megaprojects do not follow the Major's enumeration process. Completion of ROD is the milestone that most resembles Major's 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. The project estimate and schedule will be identified once the environmental process is complete.

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

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

Major Projects Cost and Schedule Summary

Majors Projects Estimate Summary for Projects with Costs Scheduled in FY23 & Beyond														
Cost Summary - All Costs in \$Millions														
Project	Pre-enumeration costs	Initial TPC estimate (Enumeration year dollars)	TPC estimate - Aug 2022 (current year dollars)	Additional associated costs outside of Majors program ¹	Total cost estimate (TPC + outside Majors, current year dollars)	TPC Estimate - Aug 2022 year of expenditure (dollars)	Initial estimate (fiscal year)	Last let fiscal year (initial schedule)	Last let fiscal year (Feb 2022 TPC)	Last let fiscal year (Aug 2022 TPC)	Schedule change introduced in this report	Anticipated mainline open to traffic (calendar year)	Initial schedule comparison - can initial schedule be met? ²	Would additional funding change no to yes? ³
STH 15: STH 76 to New London	\$3.3	\$125.0	\$137.9	\$0.0	\$137.9	\$139.5	2011	2018	2024	2024	none	Fall 2024	No	No
STH 23: STH 67 to USH 41	\$0.0 ⁴	\$39.5	\$173.4	\$0.0	\$173.4	\$173.4	1999	2014 ⁵	2022	2022	none	Fall 2022	No	No
I 39/90: USH 12 to Illinois	\$3.5	\$715.0	\$1,170.0	\$5.1	\$1,175.1	\$1,170.0	2011	2019	2020	2020	none	Fall 2021	No	No
I 41: STH 96 to Scheuring Rd	\$0.0	\$1,063.0	\$1,099.5	\$0.0	\$1,099.5	\$1,216.5	2022	2029	2029	2029	Yes	Fall 2029	Yes	
I 43: Silver Spring to STH 60	\$29.0 ⁶	\$551.6	\$531.3	\$0.0	\$531.3	\$535.8	2020	2023	2024	2024	none	Fall 2024	Yes	
I 39/90/94: Bridges over Wisc River	\$1.2	\$141.2	\$149.8	\$0.0	\$149.8	\$156.1	2021	2024	2024	2024	Yes	Fall 2024	No	No
USH 51: I 39/90 to USH 12/18	\$2.8	\$174.1	\$192.4	\$9.0 ⁷	\$201.4	\$214.3	2022	2029	2029	2029	none	Fall 2029	Yes	
STH 50: IH 41 to 43rd Ave	\$3.9	\$93.0	\$119.1	\$11.5	\$130.6	\$119.1	2014	2023	2021	2021	none	Fall 2022	Yes	
USH 53: Lacrosse Corridor	N/A ⁷	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁸	N/A ⁹	
Totals							\$3,573.4							

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)	TPC estimate - Aug 2022 (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 ⁸		\$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 Delfon to Sauk City		\$50.0	1997	\$182.0	\$0.0	\$182.0	October 2017		
USH 18: Prairie du Chien to STH 60		\$29.2	2003	\$41.8	\$0.0	\$41.8	May 2017		
STH 26: Janesville to Watertown		\$187.0	2001	\$429.7	\$0.0	\$429.7	November 2015		
USH 41: Brown County		\$205.0	2003	\$970.3	\$0.0	\$970.3	October 2016		
USH 41: Winnebago County		\$225.0	2003	\$405.6	\$0.2	\$405.8	July 2013		
USH 10: USH 10 and USH 10/STH 441	\$2.6	\$390.0	2011	\$378.0	\$0.0	\$378.0	November 2019		
USH 18/151: Verona Road	\$25.2 ¹	\$150.0	2011	\$263.1	\$2.2	\$265.3	November 2019		

Footnotes

- 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.
- Indicates the department's opinion of whether the initial schedule will be met based on the budget assumptions on page 11 of this report (under the Cost to Complete and Expenditure Schedule heading).
- Indicates the department's opinion of whether a project that cannot meet the initial schedule could do so with additional funding.
- 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.
- 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.
- I-43 project pre-enumeration costs include design, real estate and construction (Green Tree Road, ID 1228-16-01/71/73) enumerated in the State Highway Rehabilitation (SHR) program before enumeration.
- The department may not be able to provide accurate pre-enumeration costs and/or initial completion year for projects enumerated before 2011 because enumeration estimates for these projects were based on limited design and scope detail. These projects were enumerated before a final environmental document was an enumeration requirement.
- 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.
- 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.
- 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.
- The USH 51 project costs outside of the Majors program include design, real estate and construction (WIS 138, Hoel/Silverado and Roby roundabouts) enumerated in the State Highway Rehabilitation (SHR) and Safety program before the TPC approved the project for construction.
- A new approach to the La Crosse corridor was approved by the TPC in December of 2021. Major Highway Program cost associated with work prior to the new approach was \$7.1 million. Costs associated with work outside of the Major Highway Program prior to the new approach was \$1.8 million.

**Major Project Status Report
August 2022**

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.

PROJECT COST ESTIMATE INFORMATION

Cost Category	Current Status		Current Estimate				Change Since Last Report			Reason for Change in Cost Estimate
	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Design & Refinements (Millions)	Inflation (Millions)	Percent		
Design	\$7.9	\$0.6	\$8.5	\$8.5	\$0.0	\$0.0	\$0.0	0.0%		
Real Estate	\$22.7	\$2.3	\$25.0	\$25.0	\$0.0	\$0.0	\$0.0	0.0%		
Construction	\$21.9	\$82.5	\$102.9	\$104.4	\$0.0	\$0.0	\$1.5	1.5%	Construction costs adjusted to reflect increased unit prices of construction materials.	
Totals	\$52.5	\$85.4	\$136.4	\$137.9	\$0.0	\$0.0	\$1.5	1.1%		

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed	Cost to Complete Expenditure Schedule (Fiscal Year)										
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
\$29.9	Current Year \$	\$25.3	\$8.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$29.9	YOE \$	\$21.6	\$9.2	\$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 **\$139.5 million** (see Pages i-ii for budget and inflation assumptions).

**Major Project Status Report
August 2022**

Project: STH 23 STH 67 to USH 41

Enumeration Year: 1999 **Region:** NE

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

		PROJECT COST ESTIMATE INFORMATION							
		Current Status		Current Estimate			Change Since Last Report		
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	\$15.7	\$0.1	\$15.8	\$15.8	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$34.6	\$1.0	\$35.6	\$35.6	\$0.0	\$0.0	\$0.0	0.0%	
Construction¹	\$104.8	\$17.2	\$122.0	\$122.0	\$0.0	\$0.0	\$0.0	0.0%	
Totals	\$155.1	\$18.3	\$173.4	\$173.4	\$0.0	\$0.0	\$0.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed	2023											
	Current Year \$	YOE \$	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
\$16.5	Current Year \$	YOE \$	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$16.5	YOE \$	YOE \$	\$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 **\$173.4 million** (see Pages i-ii for budget and inflation assumptions).

³⁸ All construction packages have been let.

³⁹ The Construction cost includes \$1.8 million of local costs. Local governments requested these funds be added to state plans. The local governments will reimburse the department for these costs.

**Major Project Status Report
August 2022**

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.

		PROJECT COST ESTIMATE INFORMATION							
		Current Status			Change Since Last Report				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design	\$136.1	\$0.8	\$147.6	\$136.9	-\$11.2	\$0.5	\$0.0	-7.2%	This transfer is for project costs that were related to construction but were tracked under design. Hence, to track the true cost of construction, these funds are being transferred from design to construction.
Real Estate	\$39.1	\$2.0	\$40.1	\$41.1	\$0.0	\$1.0	\$0.0	2.5%	The estimate increase is associated with real estate litigation.
Construction	\$964.2	\$27.8	\$984.9	\$992.0	\$11.2	-\$4.1	\$0.0	0.7%	This transfer is for project costs that were related to construction but were tracked under design. Hence, to track the true cost of construction, these funds are being transferred to construction from design. The reduction in cost is associated with adjusting estimates to current costs as projects are closed out.
Totals	\$1,139.4	\$30.6	\$1,172.6	\$1,170.0	\$0.0	-\$2.6	\$0.0	-0.2%	

Cost to Complete Expenditure Schedule (Fiscal Year)												
Encumbered or Committed, not yet Expensed	Fiscal Year											
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
\$20.3	Current Year \$	\$8.8	\$0.9	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$20.3	YOE \$	\$8.8	\$0.9	\$0.6	\$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 **\$1,170.0 million** (see Pages i-ii for budget and inflation assumptions).

All construction packages have been let.

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

**Major Project Status Report
August 2022**

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 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Design & Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design¹	\$11.2	\$115.3	\$126.5	\$126.5	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$1.1	\$18.9	\$16.0	\$20.0	\$0.0	\$0.0	\$4.0	25.0%	Increased to reflect increases in real estate prices.
Construction	\$0.0	\$953.0	\$920.5	\$953.0	\$0.0	\$0.0	\$32.5	3.5%	Construction costs adjusted to reflect increased unit prices of construction materials.
Totals	\$12.3	\$1,087.2	\$1,063.0	\$1,099.5	\$0.0	\$0.0	\$36.5	3.4%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed	Current Year \$	YOE \$	Cost to Complete Expenditure Schedule (Fiscal Year)										
			2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
\$16.3	\$41.2	\$41.2	\$41.2	\$54.3	\$246.3	\$285.9	\$315.6	\$302.4	\$105.1	\$0.0	\$0.0	\$0.0	\$0.0
\$16.3	\$41.2	\$41.2	\$41.2	\$56.4	\$263.9	\$315.6	\$344.3	\$344.3	\$123.3	\$43.2	\$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 **\$1,216.5 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 2022**

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 <i>Design &</i>				
Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Quantity Refinements (Millions)	Inflation (Millions)	Percent	Reason for Change in Cost Estimate
Design¹	\$21.6	\$10.9	\$32.5	\$32.5	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$12.2	\$7.8	\$26.0	\$20.0	\$0.0	-\$6.0	\$0.0	-23.1%	Real estate activities nearing completion, adjusting to actual costs.
Construction	\$30.6	\$448.2	\$472.8	\$478.8	\$1.0	\$0.0	\$5.0	1.3%	Inflation cost increases are associated with construction costs being adjusted to reflect increased unit prices of construction materials. The scope cost increase is associated with adding/advanced bridge work on the south end of project to coincide with existing major project construction, therefore, gaining construction efficiencies and minimizing impacts to the travelling public.
Totals	\$64.4	\$466.9	\$531.3	\$531.3	\$1.0	-\$6.0	\$5.0	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)											
Encumbered or Committed, not yet Expended	Year										
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
\$178.4	Current Year \$	\$84.2	\$17.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$178.4	YOE \$	\$187.0	\$18.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

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

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

The Year of Expenditure (YOE) Total Cost Estimate (inflated) for this project is **\$535.8 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 2022**

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

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

Current Status **PROJECT COST ESTIMATE INFORMATION**

Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report			Percent	Reason for Change in Cost Estimate
			February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Quantity Refinements (Millions)	Inflation (Millions)		
Design	\$0.2	\$0.0	\$0.2	\$0.2	\$0.0	\$0.0	0.0%		
Real Estate	\$14.3	\$0.5	\$14.8	\$14.8	\$0.0	\$0.0	0.0%		
Construction	\$66.2	\$37.9	\$104.1	\$104.1	\$0.0	\$0.0	0.0%		
Totals	\$80.7	\$38.4	\$119.1	\$119.1	\$0.0	\$0.0	0.0%		

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed	2023										2031										2033									
	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$						
\$36.7																														
\$36.7																														

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 **\$119.1 million** (see Pages i-ii for budget and inflation assumptions).

**Major Project Status Report
August 2022**

Project: I 39/90/94 Bridges over Wisconsin River

Approval Year: 2020

Region: SW

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

Current Status

PROJECT COST ESTIMATE INFORMATION

Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report			Reason for Change in Cost Estimate
			February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Quantity Refinements (Millions)	Inflation (Millions)	
Design	\$0.5	\$6.0	\$6.5	\$6.5	\$0.0	\$0.0	\$0.0	0.0%
Real Estate	\$0.0	\$1.0	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	0.0%
Construction	\$0.0	\$142.3	\$133.7	\$142.3	\$0.0	\$0.0	\$8.6	6.4%
Totals	\$0.5	\$149.3	\$141.2	\$149.8	\$0.0	\$0.0	\$8.6	6.1%

Construction costs adjusted to reflect increased unit prices of construction materials.

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed	Current Year \$	YOE \$	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
			\$2.0	\$5.2	\$5.2	\$130.7	\$5.2	\$3.5	\$2.7	\$0.0	\$0.0	\$0.0
\$2.0	\$5.2	\$5.2	\$135.8	\$5.6	\$3.9	\$3.1	\$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 **\$156.1 million** (see Pages i-ii for budget and inflation assumptions).

**Major Project Status Report
August 2022**

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.

PROJECT COST ESTIMATE INFORMATION

Cost Category	Current Status		Current Estimate				Change Since Last Report Design & Refinements			Reason for Change in Cost Estimate
	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Quantity (Millions)	Inflation (Millions)	Percent		
									Cost to Date (Millions)	
Design	\$2.6	\$12.5	\$15.1	\$15.1	\$0.0	\$0.0	\$0.0	\$0.0	0.0%	
Real Estate	\$0.4	\$11.5	\$7.6	\$11.9	\$1.5	\$0.0	\$2.8	\$2.8	56.6%	Increased to reflect increases in real estate prices and added costs for real estate associated with additional intersection work.
Construction	\$0.0	\$165.4	\$151.4	\$165.4	\$4.8	\$1.5	\$7.7	\$7.7	9.2%	Scope increases associated with locally requested and funded work totaling \$3.3 million is shown as a cost increase; however, these costs will be reimbursed by the local governments. Also included with the scope increase are subgrade improvement needs identified by recent geotechnical investigations. Construction costs adjusted to reflect increased unit prices of construction materials.
Totals	\$3.0	\$189.4	\$174.1	\$192.4	\$6.3	\$1.5	\$10.5	\$10.5	10.5%	

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expended	2023		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$	Current Year \$	YOE \$
\$4.5	\$4.2	\$4.2	\$11.6	\$42.1	\$59.2	\$15.7	\$22.2	\$29.9	\$0.0	\$0.0	\$0.0	\$0.0
\$4.5	\$4.2	\$4.2	\$12.1	\$45.1	\$65.3	\$17.9	\$26.0	\$36.2	\$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 **\$214.3 million** (see Pages i-ii for budget and inflation assumptions).

**Major Project Status Report
August 2022**

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

Project Description³: At the December 15, 2021 TPC meeting, the Commission approved WisDOT's request to continue using the existing enumeration of the La Crosse Corridor to pursue a new approach for alternatives that maintain a state of good repair on the major north-south routes in the corridor, while also addressing safety, bike and pedestrian, and congestion issues.

PROJECT COST ESTIMATE INFORMATION

Cost Category	Current Status		Change Since Last Report				Reason for Change in Cost Estimate	
	Cost to Date ⁴ (Millions)	Estimated Cost to Complete (Millions)	Current Estimate	Scope (Millions)	Design & Refinements (Millions)	Inflation (Millions)		Percent
Design¹	TBD ²	TBD ²	February 2022 (Millions) \$7.4	August 2022 (Millions) \$4.1	N/A	N/A	0.0%	The TPC approved WisDOT's request to study new alternatives. Therefore, no project estimate exists at this time.
Real Estate	TBD ²	TBD ²	TBD ²	TBD ²	N/A	N/A	0.0%	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.
Construction	TBD ²	TBD ²	TBD ²	TBD ²	N/A	N/A	0.0%	These costs will be populated with the official estimates once a preferred alternative has been established and a cost estimate has been completed.
Totals	TBD ²	TBD ²	TBD ²	TBD ²	N/A	N/A	0.0%	

Cost to Complete Expenditure Schedule (Fiscal Year)

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
Encumbered or Committed, not yet Expensed											
\$0.0	Current Year \$	TBD ²	TBD ²	TBD ²	TBD ²	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$0.0	YOE \$	TBD ²	TBD ²	TBD ²	TBD ²	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Current Year Dollar Costs (Current Year \$) represent a schedule of estimated future costs listed at current market prices (see Page ii for budget assumption). Year of Expenditure Costs (YOE \$) represent current year costs inflated to a projected year of expenditure cost.

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

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

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

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

⁴ A new approach to the La Crosse corridor was approved by the TPC in December of 2021. Major Highway Program costs associated with work prior to the new approach was \$7.1 million.

**Southeast Megaproject Status Report
August 2022**

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.

PROJECT COST ESTIMATE INFORMATION

Cost Category	Current Status		Current Estimate				Change Since Last Report				Reason for Change in Cost Estimate
	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent			
Design	\$137.1	\$0.0	\$137.1	\$137.1	\$0.0	\$0.0	\$0.0	0.0%			
Real Estate	\$67.2	\$0.0	\$67.2	\$67.2	\$0.0	\$0.0	\$0.0	0.0%			
Construction¹	\$1,370.0	\$10.8	\$1,381.4	\$1,380.8	\$0.0	-\$0.6	\$0.0	0.0%		The project is complete and some costs have come in less than expected during project closeout. The estimate is reduced accordingly.	
Totals	\$1,574.3	\$10.8	\$1,585.7	\$1,585.1	\$0.0	-\$0.6	\$0.0	0.0%			

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed	Cost to Complete Expenditure Schedule (Fiscal Year)										
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
\$1.8	Current Year \$	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$1.8	YOE \$	\$9.0	\$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 costs are for unprogrammed costs, such as construction change orders and real estate litigation.

**Southeast Megaproject Status Report
August 2022**

Project: Zoo Interchange Project

Enumeration Year: 2012 **Region:** SE

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

		Current Status		PROJECT COST ESTIMATE INFORMATION						
		Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report			Reason for Change in Cost Estimate	
Cost Category		February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)	Percent			
Design	\$138.4	\$139.3	\$139.3	\$0.0	\$0.0	\$0.0	0.0%			
Real Estate	\$95.0	\$95.2	\$95.2	\$0.0	\$0.0	\$0.0	0.0%			
Construction	\$1,168.1	\$1,304.9	\$1,304.9	\$0.0	\$0.0	\$0.0	0.0%			
Totals	\$1,401.5	\$1,539.4	\$1,539.4	\$0.0	\$0.0	\$0.0	0.0%			

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
\$113.5	\$19.0	\$5.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
\$113.5	\$19.0	\$5.6	\$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 **\$1,539.6 million** (see Pages i and ii for budget and inflation assumptions).

Southeast Megaproject Status Report
August 2022

Project: I 94 East-West Freeway Project

Enumeration Year: 2021

Region: SE

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

Current Status

Cost Category	Cost to Date (Millions)	Estimated Cost to Complete (Millions)	Current Estimate		Change Since Last Report			Reason for Change in Cost Estimate	
			February 2022 (Millions)	August 2022 (Millions)	Scope (Millions)	Design & Quantity Refinements (Millions)	Inflation (Millions)		Percent
Design^{1,2}	\$5.4	TBD	\$16.1	\$16.7	N/A	N/A	N/A	0.0%	This project was enumerated without a preferred alternative. Therefore, a current year estimate of total project cost is not included in this table.
Real Estate¹	\$0.0	TBD	TBD	TBD	N/A	N/A	N/A	0.0%	The total estimated cost for the range of alternatives being considered in the Supplemental Environmental Impact Statement (SEIS) is between \$1.2 billion and \$1.3 billion (current year).
Construction¹	\$0.0	TBD	TBD	TBD	N/A	N/A	N/A	0.0%	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.
Totals	\$5.4	TBD	\$16.1	\$16.7	N/A	N/A	N/A	0.0%	These costs will be populated with the official estimates once a preferred alternative has been established and a cost estimate has been completed.

Cost to Complete Expenditure Schedule (Fiscal Year)

Encumbered or Committed, not yet Expensed	Cost to Complete Expenditure Schedule (Fiscal Year)											
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
\$11.3	Current Year \$	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
\$11.3	YOE \$	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD

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

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

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

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

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

Majors Projects with Mainline Open to Traffic Status Report
August 2022

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

Project	Year (Calendar Year)	Mainline Opened to Traffic	Current Status		Current Cost Category Totals				Project Cost Estimate Information				Remaining Items to be Completed	
			Cost to Date (Millions)	Cost to Complete (Millions)	Design (Millions)	Real Estate (Millions)	Construction (Millions)	February 2022 (Millions)	August 2022 (Millions)	Design (Millions)	Real Estate (Millions)	Construction (Millions)		Percent
USH 10, Marshfield to Stevens Point ¹	1989	August 2012	\$249.4	\$0.0	\$14.1	\$25.3	\$210.0	\$249.4	\$249.4	\$0.0	\$0.0	\$0.0	0.0%	See note ⁴
USH 10, Marshfield to Appleton ²	1989	August 2012	\$498.7	\$0.0	\$31.8	\$55.7	\$411.2	\$498.7	\$498.7	\$0.0	\$0.0	\$0.0	0.0%	See note ⁴
USH 12, Lake Delton to Sauk City	1997	October 2017	\$181.8	\$0.2	\$13.9	\$41.2	\$126.7	\$182.0	\$182.0	\$0.0	\$0.0	\$0.0	0.0%	See note ⁴
USH 18, Prairie du Chien to STH 60	2003	May 2017	\$41.7	\$0.1	\$5.1	\$7.1	\$29.5	\$41.8	\$41.8	\$0.0	\$0.0	\$0.0	0.0%	See note ⁴
STH 26, Janesville to Watertown	2001	November 2015	\$429.7	\$0.0	\$28.5	\$73.3	\$327.9	\$429.7	\$429.7	\$0.0	\$0.0	\$0.0	0.0%	See note ³
USH 41, Brown County	2003	October 2016	\$969.9	\$0.4	\$137.9	\$52.5	\$779.5	\$970.3	\$970.3	-\$0.1	\$0.0	\$0.0	0.0%	See note ⁴
USH 41, Winnebago County	2003	\$41,456.0	\$405.6	\$0.0	\$53.8	\$31.5	\$320.3	\$405.6	\$405.6	-\$0.1	\$0.0	\$0.1	0.0%	See note ⁴
USH 10: USH 10 and USH 10/STH 441	2011	November 2019	\$375.7	\$2.3	\$48.9	\$20.2	\$306.6	\$378.0	\$378.0	\$0.0	\$0.0	\$0.0	0.0%	
USH 18/151: Verona Road	2011	November 2019	\$262.4	\$0.7	\$25.4	\$26.7	\$210.3	\$263.1	\$263.1	\$0.0	\$0.0	\$0.1	0.0%	
Totals					\$359.4	\$333.5	\$2,722.0	\$3,418.6	\$3,418.6	-\$0.2	\$0.0	\$0.2	0.0%	

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

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

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

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

Major Highway Study Projects and Southeast Freeway Mega Study Projects



Number Key to Map	Hwy	Termini	Status	Page
Major Highway Study Projects				
1	US 12	US 14 to County N (Madison Beltline)	In Progress	16
2	I-39/90	US 12 (Madison) to US 12 (Wis Dells)	In Progress	17
3	US 51	US 12 to WIS 19 (Stoughton Road)	In Progress	18

General Information

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

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

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

Estimated Cost to Date: is the dollar amount expended on the study to date (as of 7/04/2022). 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 2023 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 2022							
Project: Sample Study Project							
Region:							
Cost Information (Millions)							
Cost Category	Cost to Date	Estimated Cost to Complete	Total Study Cost Estimate (Feb 2022)	Total Study Cost Estimate (Aug 2022)	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 2022							
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 2022)	Total Study Cost Estimate (Aug 2022)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$11.5	\$11.0	\$22.5	\$22.5	\$0.0	0.0%	

- Length: 18.7 miles in Dane County
- Existing AADT: 30,800 – 146,500 vehicles per day
- Need for study: Address ways to increase capacity for existing and future traffic demand. Improve safety issues to reduce crash rates significantly greater than statewide average.
- Possible concept: Will begin by examining Madison metro area and looking for alternatives to improve the whole corridor from severe congestion. Anticipate auto, freight, transit, bike and pedestrian needs throughout corridor.
- Study status: WisDOT, in coordination with FHWA, is advancing the Planning and Environmental Linkages (PEL) phase to further develop and refine strategies for potential future improvement concepts that could satisfy study goals and objectives of this corridor. WisDOT is conducting public involvement activities and anticipates completing the PEL phase in Spring/Summer 2023. Following completion of the PEL phase, WisDOT anticipates beginning the NEPA phase of the study.

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



Study Project Cost Status Table – August 2022							
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 2022)	Total Study Cost Estimate (Aug 2022)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$9.1	\$27.9	\$37.0	\$37.0	\$0.0	0.0%	

- Length: 63 miles in Dane/Columbia/Sauk Counties
- Existing AADT: 37,800 – 90,000 vehicles per day
- Need for study: The corridor is an important route for recreational travelers and for moving freight, both within the state and to destinations outside of Wisconsin. If no improvements are made, the majority of the corridor will have significant problems from reductions in travel speeds and recurring breakdowns in traffic flow. There have been flooding occurrences on I-39/90 and I-39 that have significantly affected the operations of this important corridor. Need to find ways to ensure the corridor remains safe and effective as it has national, state, and regional importance.
- Possible concept: Find ways to increase capacity for existing and future traffic demands and improve safety to reduce crash rates significantly greater than the statewide average. Look for interchange improvements as well as expansion along corridor.
- Study status: Currently gathering data to identify corridor alternatives (will focus on design alternatives within the existing Interstate corridor). Public involvement activities are expected to begin in fall 2022. An Environmental Impact Statement (EIS) will be prepared for the entire corridor, with the Final EIS/Record of Decision (ROD) anticipated in fall 2024.

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



Study Project Cost Status Table – August 2022							
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 2022)	Total Study Cost Estimate (Aug 2022)	Change in Total Cost Estimate	Percent Change	Reason for Change
Environmental Study	\$7.0	\$6.9	\$13.6	\$13.9	\$0.3	2.2%	*

* The increase in cost is due to the addition of two alternatives for evaluation during the NEPA phase. These alternatives were not included in the initial scope.

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 to WIS 30) and a North section (WIS 30 to WIS 19). 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. Environmental analysis is anticipated to be complete in fall 2024 for the north section and fall 2026 for the south section.

Chapter 4

Federal Discretionary Grants

- **Discretionary grant presentation**

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Federal Discretionary Grants

Jeff Gust, P.E.

Bureau of State Highway Programs, Director

Transportation Projects Commission

December 14, 2022



1

Federal Discretionary Grants

\$140 billion in grant opportunities authorized in Bipartisan Infrastructure Law (BIL)

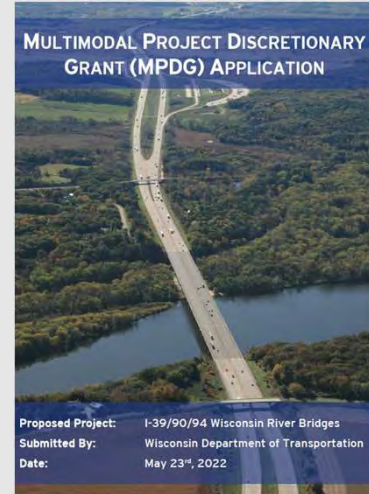
- Discretionary grants are a high priority for WisDOT
- Identifying projects for next cycle of grants
- Partnerships with other states and communities



2

Wisconsin River Bridges

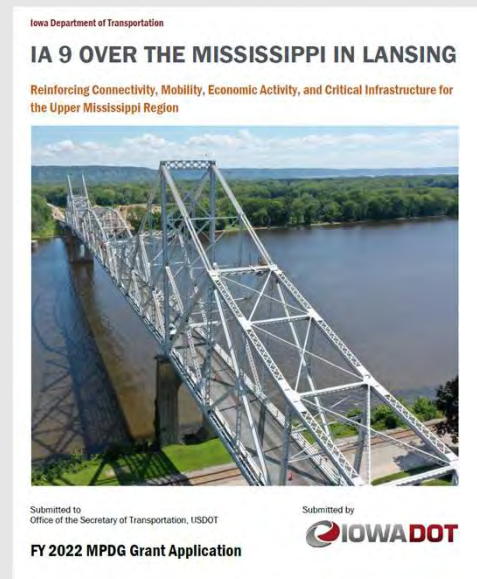
- Major Highway Development program
- Estimated total construction cost
 - \$136.5 million (2022 \$)
- Awarded INFRA grant
 - \$80 million
- Begin construction in 2024



3

Lansing Bridge

- Interstate Bridge
- Iowa DOT leads project, WisDOT shares 50% of total project cost
- Estimated total construction cost
 - \$137.5 million (2022 \$)
- Grant request: \$100 million
 - Wisconsin would receive 50% of grant
- Awaiting results of grant application
- Begin construction in 2024

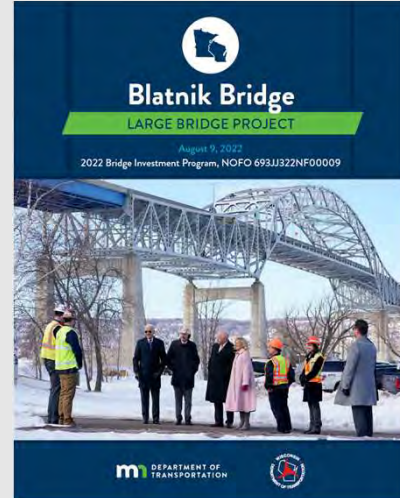


4

Bridge Investment Program (BIP) Grant

• Blatnik Bridge

- MnDOT leads project, WisDOT shares 50% of total project cost
 - Estimated total cost \$1.8 billion (2022 \$)
- Competitive grant application submitted
- Grant request: \$833 million
 - Wisconsin would receive 50% of grant
- \$2.34 billion in available FFY2022 BIP funds
- Awaiting results of BIP grant applications
- Anticipate construction from 2027-2031



5

Project Location

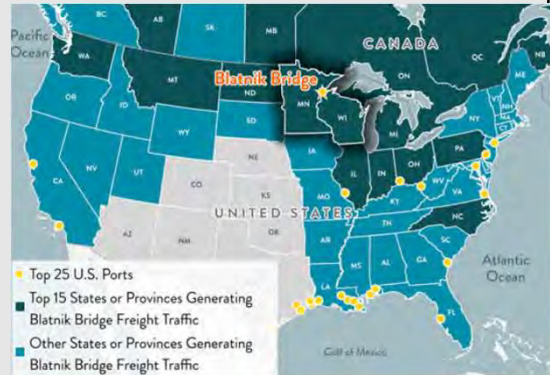
I-535 and US 53, Douglas County



6

Corridor Information

- Important regional and international connection
 - Critical freight link for domestic and international markets
 - Billions in freight crosses bridge annually
- Critical to the Port of Duluth-Superior
 - Largest port on the Great Lakes
- Designated as high risk for service interruption in MnDOT's Statewide Bridge inventory
 - The bridge is an essential improvement project for both Wisconsin and Minnesota



Significant Bridge Freight Traffic Generators



7

Project need

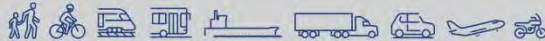
- July 2019, main truss span and approach spans load posted for 40 tons
 - No longer accommodates overweight or over-dimension loads
- Significant deterioration in truss elements
- Safety inspections required every year
 - Requires lane closure for one to three weeks
- Additional maintenance requires additional closures up to three times annually
- Reactionary structural repairs needed every four years



8

Summary

- Pursuing financing options to begin construction as early as 2026.
- No action required by TPC.
 - Anticipated Blatnik Bridge build alternatives would require enumeration and funding under the Major Interstate Bridge Program



9

Thank You
Additional Questions?

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



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Chapter 5

Project Updates

- **Project update presentation**

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Major and Southeast Freeway Mega Project and Study Updates

Jeff Gust, P.E.

Bureau of State Highway Programs, Director

Transportation Projects Commission

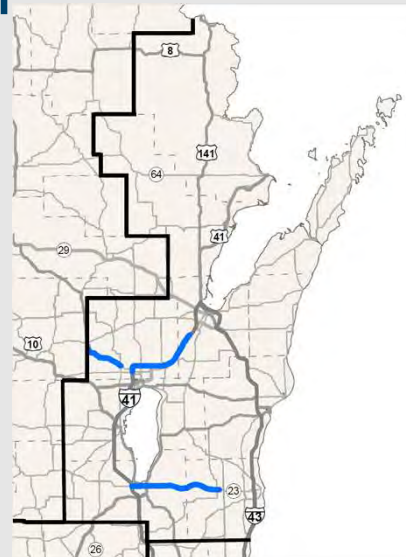
December 14, 2022



1

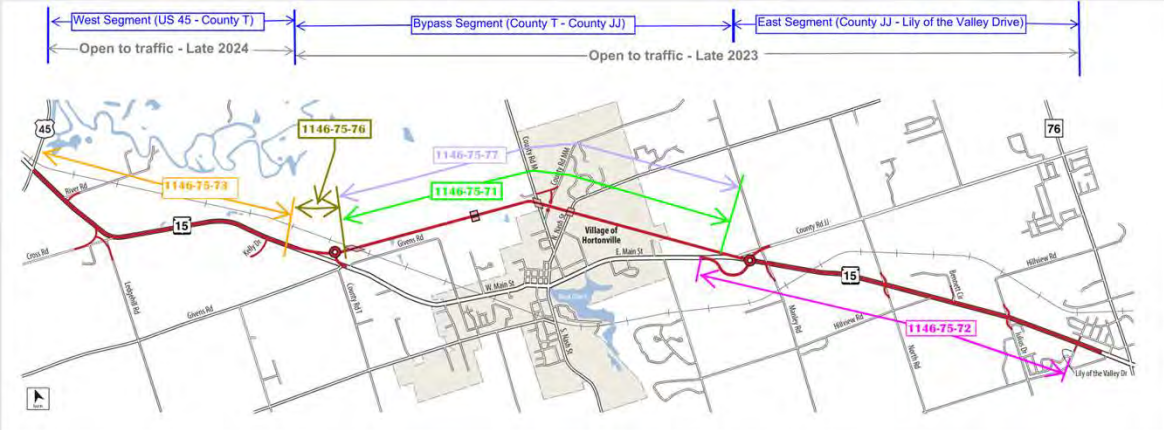
Majors updates – Northeast region

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

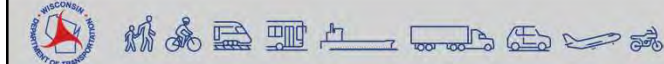


2

WIS 15, WIS 76 to New London



Anticipated mainline open traffic: Fall 2024



3

WIS 15, WIS 76 to New London



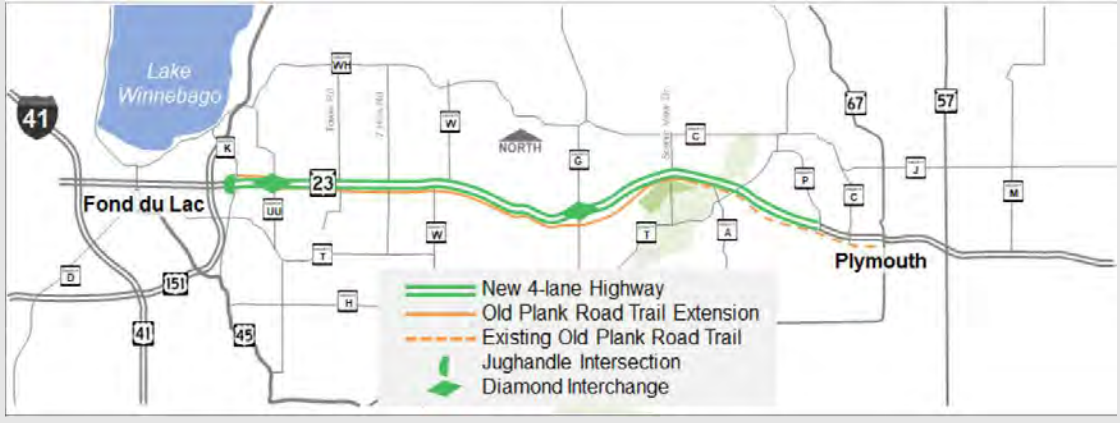
2021

2022

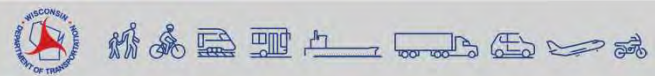
West of County M and Nash Street (looking east)

4

WIS 23, WIS 67 to I-41



Mainline opened to traffic: October 2022



5

WIS 23, WIS 67 to I-41



Ribbon cutting ceremony, October 2022

6

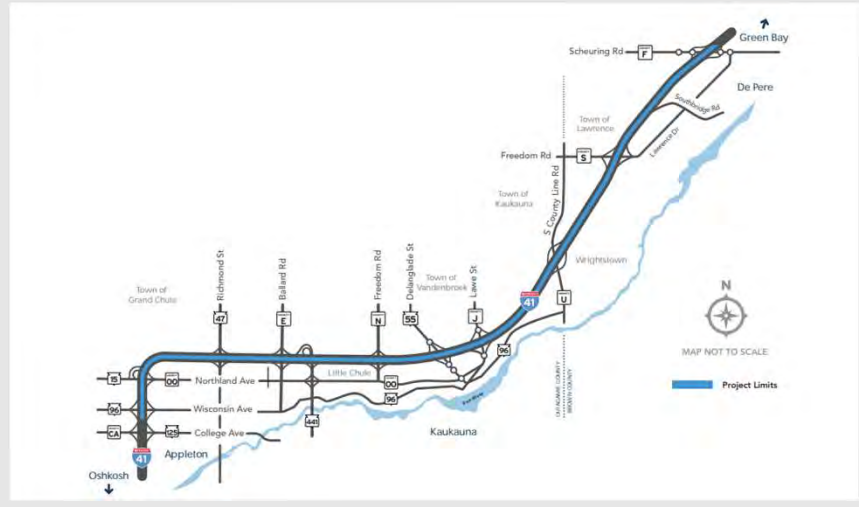
WIS 23, WIS 67 to I-41



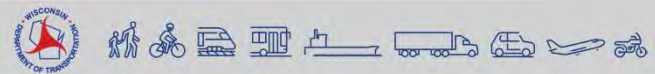
Looking east towards County G (Fond du Lac County)

7

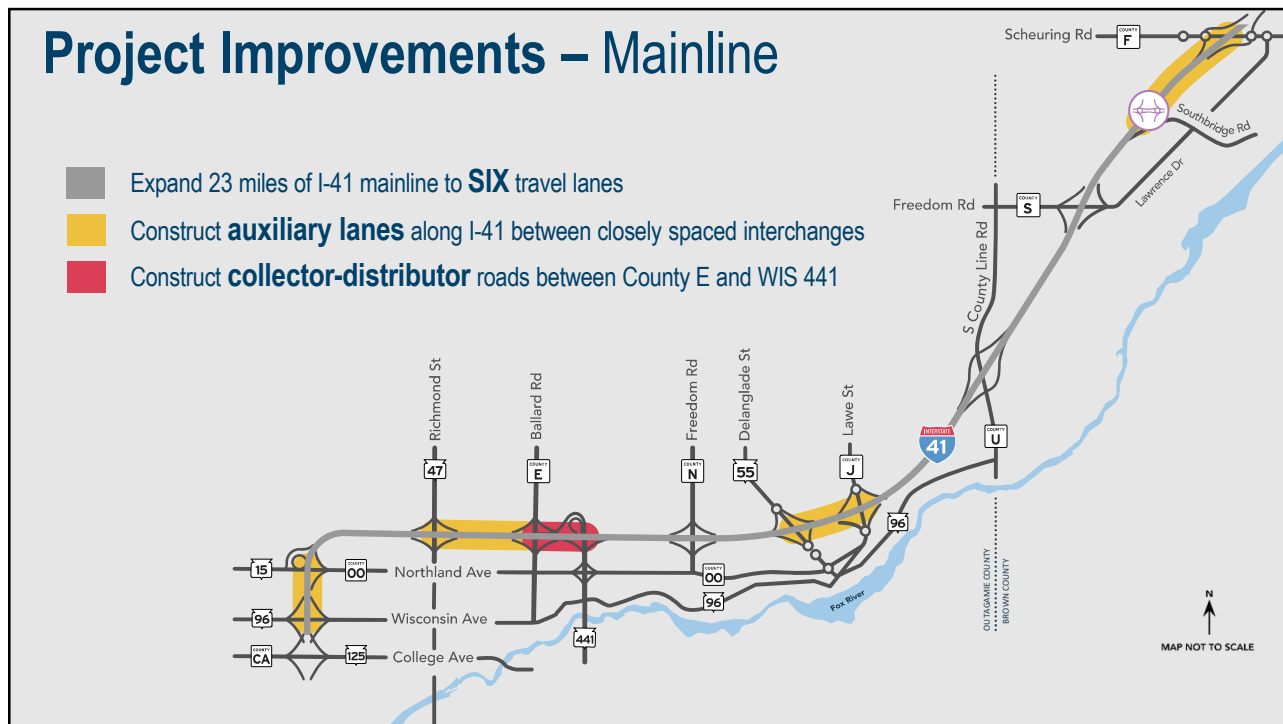
I-41, WIS 96 to Scheuring Road



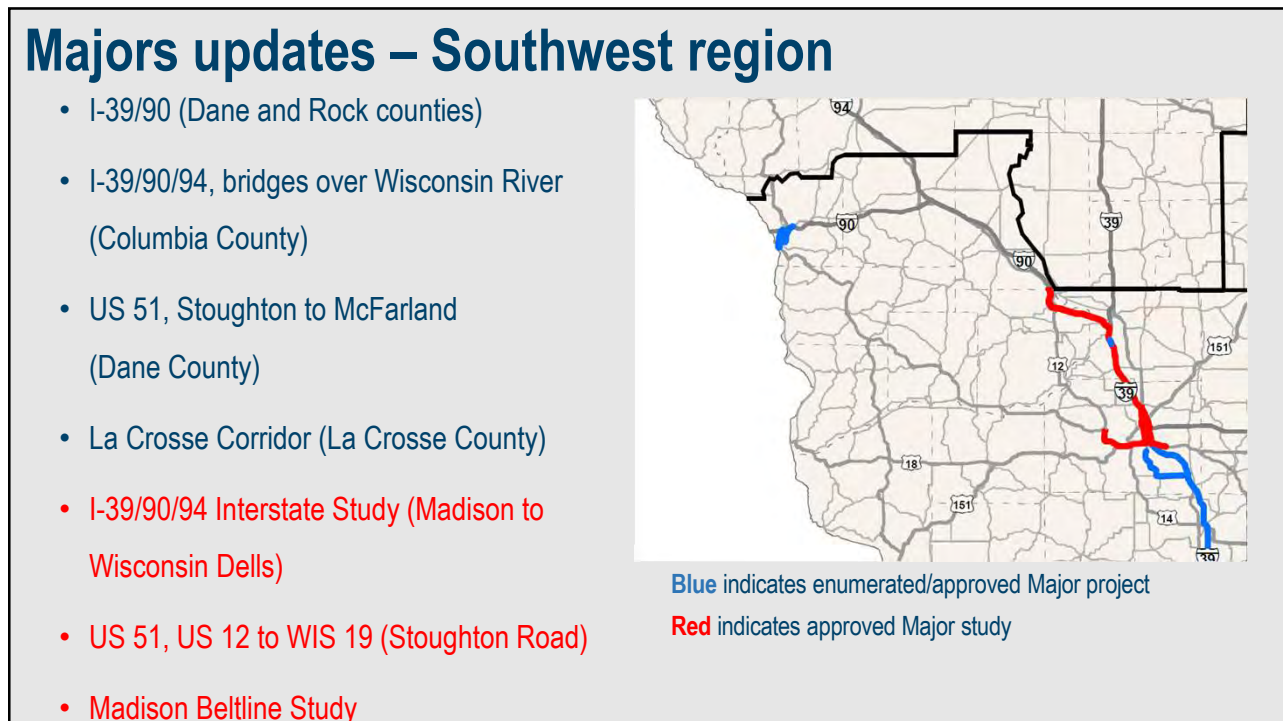
Begin construction: 2024



8



9



10

I-39/90, Beltline to Illinois

Project Status – All construction work completed as of November 2022



US 14 ribbon cutting ceremony in Janesville (Oct 2022)

11

I-39/90, Beltline to Illinois



WIS 26 diverging diamond interchange (looking north)

12

I-39/90, Beltline to Illinois



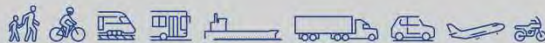
WIS 26 Interchange (looking towards Beloit)

13

I-39/90/94 Wisconsin River Bridges

Awarded \$80 million 2022 INFRA Grant

- Project will replace aging I-39/90/94 bridges over the Wisconsin River
- Approved by TPC as High-Cost Major during December 2020 meeting
- Final design stage
- Construction anticipated: 2024-2027



14

US 51, Stoughton to McFarland

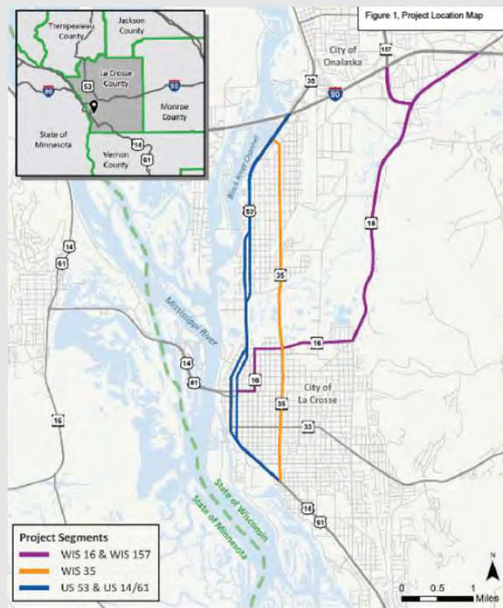
- Project addresses safety and poor pavement condition
- Approved by TPC as High-Cost Major during December 2020 meeting
- Uses existing alignment
- Construction anticipated: 2024-2029
 - First construction let Nov 2023



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La Crosse Corridor

- 2021
 - TPC approved new approach presented during December TPC meeting
- 2022
 - Proactive engagement with FHWA
 - Concluding data collection
 - Engaging with local agencies
- 2023 – Start NEPA/Environmental Process
- Construction on WIS 35 could begin as early as 2026



16

I-39/90/94, Interstate Study

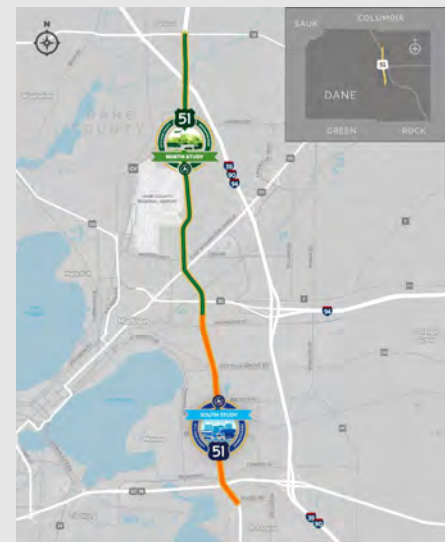
- 67 miles of I-39/90/94
- From US 12/18 to US 12/WIS 16 interchange (just north of Wisconsin Dells)
- Spans Dane, Columbia, Sauk and Juneau counties
- Completion of the study expected in 2024
 - Intend to request that TPC consider an enumeration recommendation in 2024



17

US 51 (Stoughton Road)

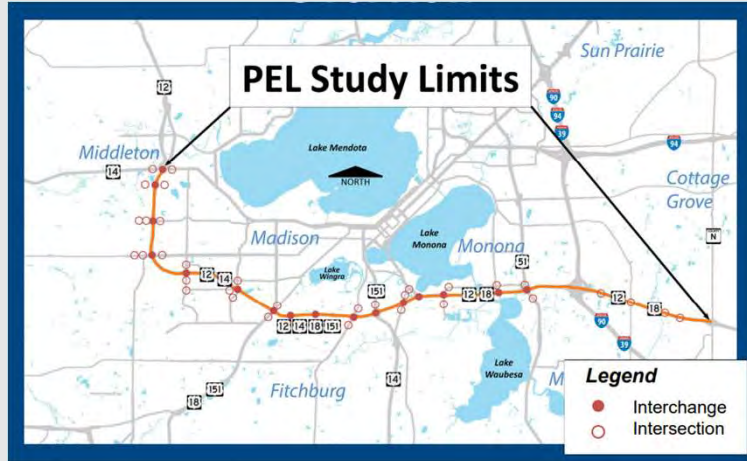
- Environmental analysis will be completed in two sections:
 - US 51 North study – WIS 30 to I-39/90/94
 - US 51 South study – Voges Road to WIS 30
- Anticipate recommending north section for approval/enumeration in 2024



18

Madison Beltline Study

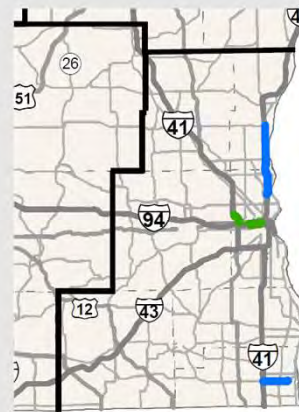
- Study influenced by the Flex Lane
- Flex Lane is performing well
 - Only 3 months of data



19

Majors and SE Mega updates – Southeast region

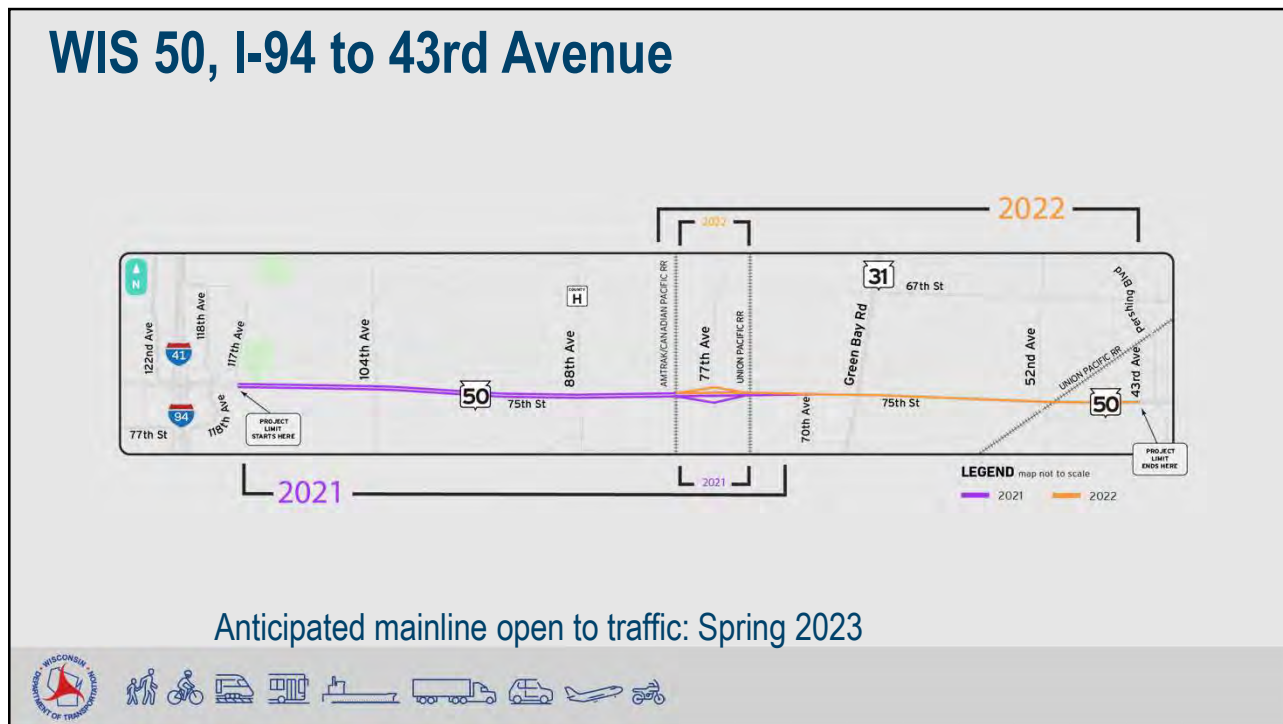
- WIS 50, I-94 to 43rd Avenue (Major)
- I-43, Silver Spring Drive to WIS 60 (Major)
- Zoo Interchange, North Leg
- I-94 East-West



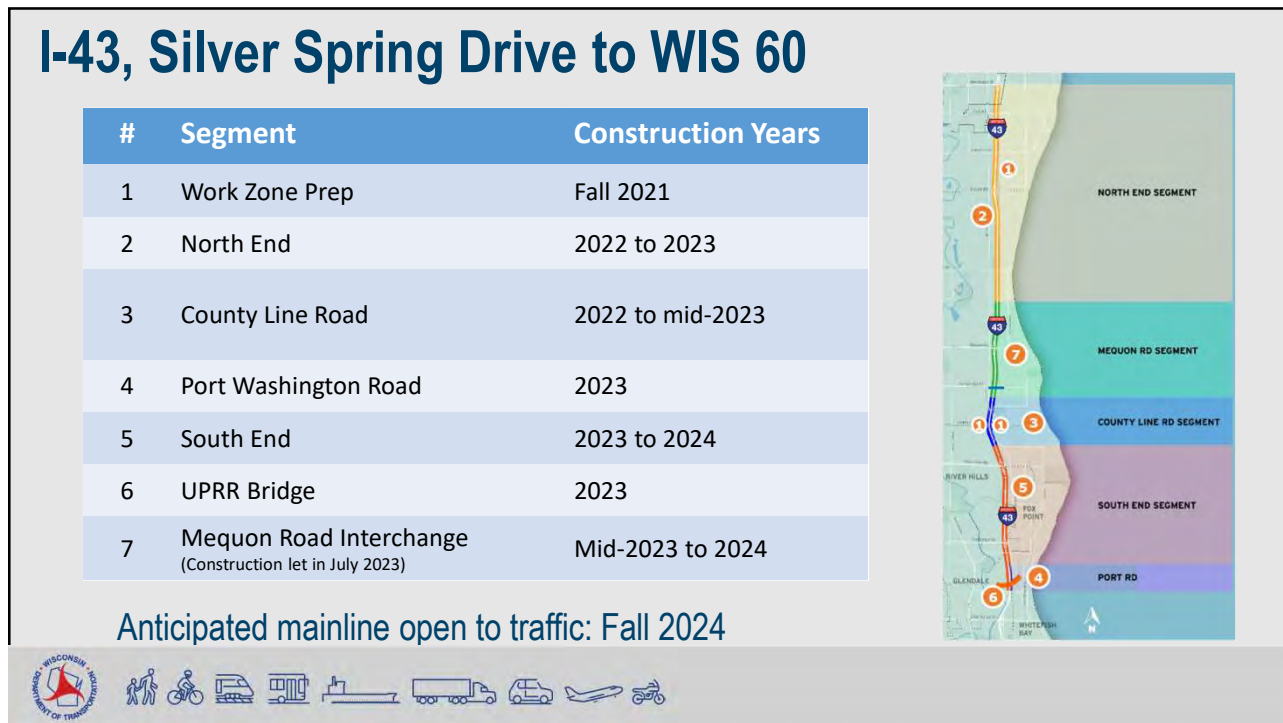
Blue indicates enumerated/approved Major project
 Green indicates approved SE Mega project



20



21



22



23

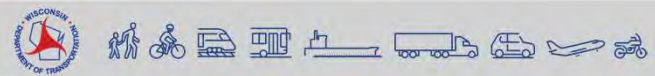


24

Zoo Interchange, North Leg



Anticipated mainline open to traffic: Fall 2023



25



26



27

I-94 East-West

- The 2021-2023 biennial budget enumerated the I-94 East-West Freeway Project.
- Evaluated two interchange alternatives for the Stadium Interchange
- Preferred alternative for corridor announced November 11, 2022 and includes:
 - Construct a modern eight-lane freeway
 - Replace Stadium Interchange with a diverging diamond interchange
- A Record of Decision for the Supplemental Environmental Impact Statement is anticipated in Fall 2023
- Construction could begin as early as 2025

28

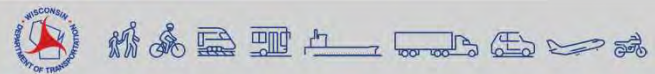
I-94 East-West



Stadium Interchange diverging diamond, Preferred Alternative

29

Thank You
Additional Questions?



30

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