



# Highway Improvement Program Update

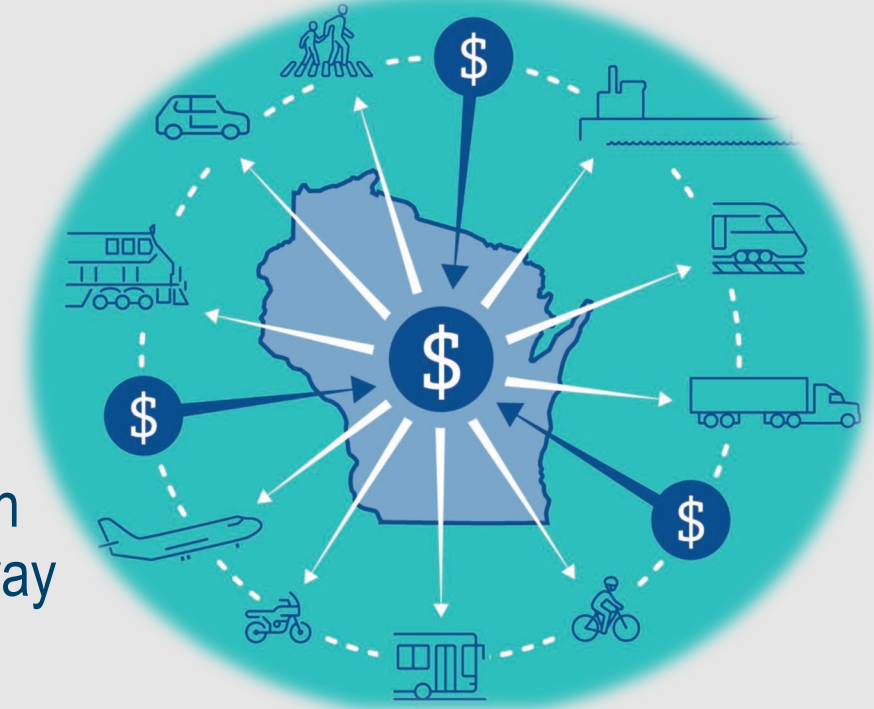
**Scott Schoenmann**

Director, Bureau of State Highway Programs  
Division of Transportation Investment Management

39<sup>th</sup> Annual DBE Workshop & Networking Summit  
January 29th, 2025

# DTIM Mission & Goals

- The Division of Transportation Investment Management (DTIM) develops plans, policies, and strategies to make sound investment decisions to create a safe and effective-statewide transportation system
  - Bureau of Planning & Economic Development
  - Bureau of Transit, Local Roads, Rails & Harbors
  - Bureau of Aeronautics
  - Bureau of State Highway Programs
    - Administers the highway improvement programs, which manage the nearly 12,000 miles of State-owned highway
    - Highway Safety Improvement Program (HSIP), State Highway Rehabilitation (SHR), Majors, SE Megas & Large Bridge programs



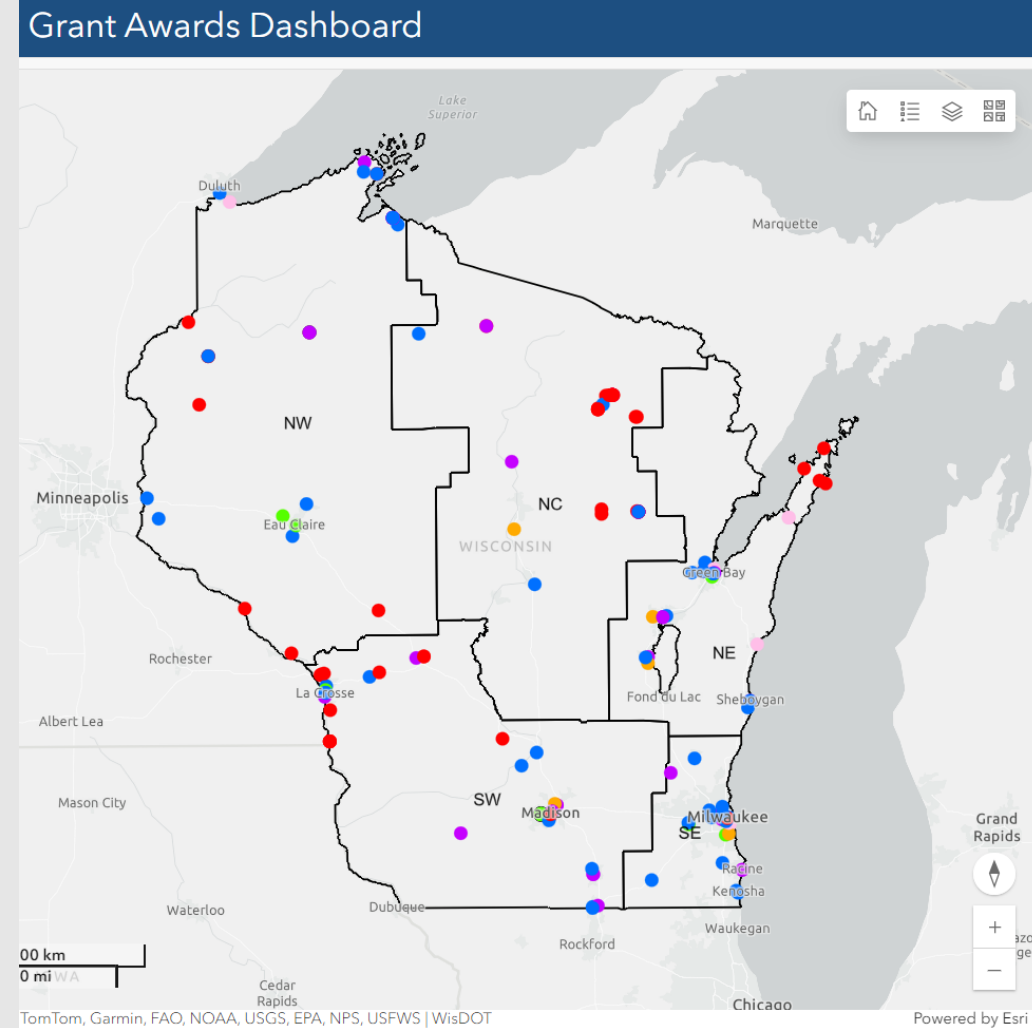
# Overview

- Discretionary Grants Update
- SFY 2024 Program Recap
- SFY 2025 Program Preview
- Majors Program Development



# Federal Discretionary Grant Awards

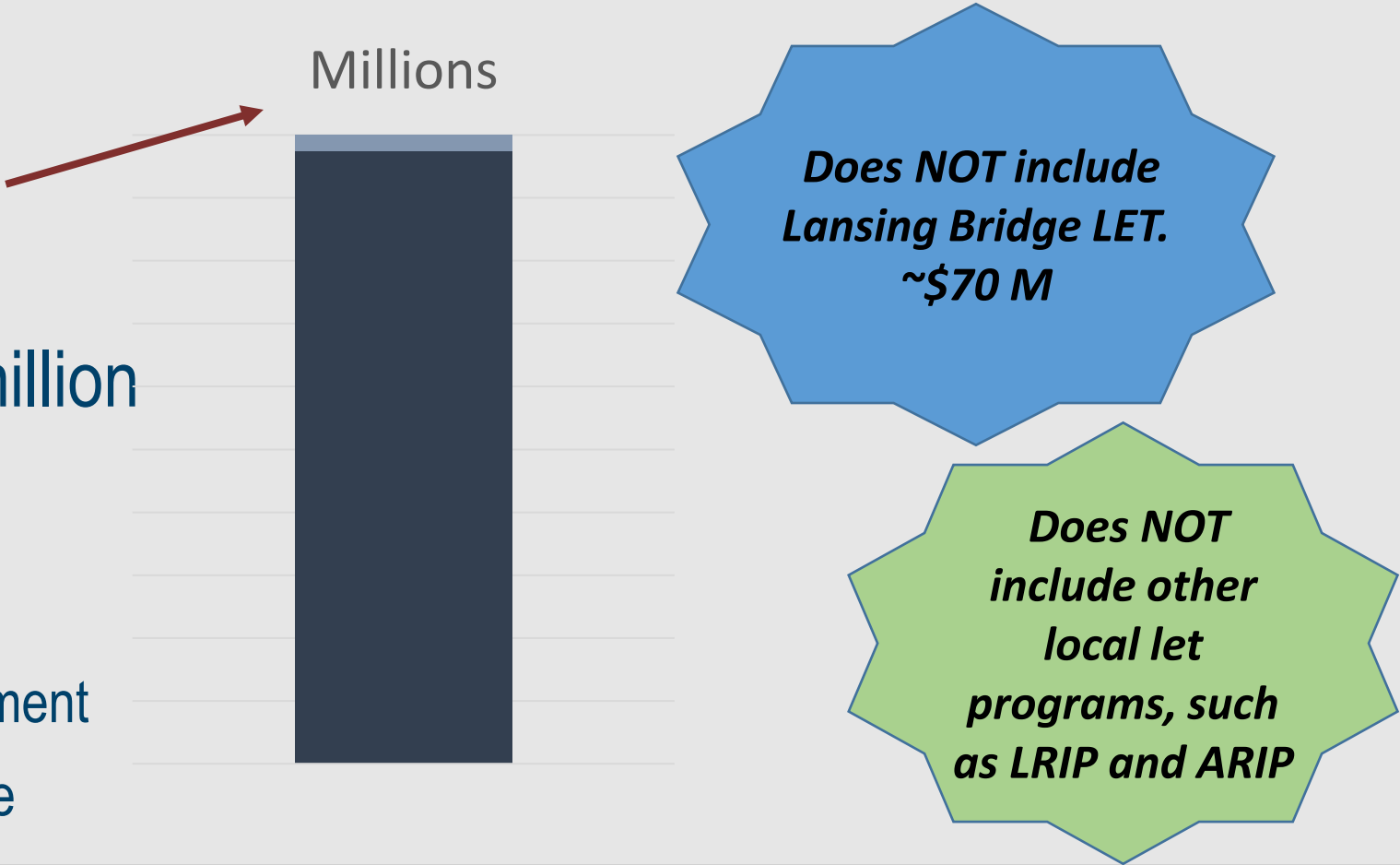
- WIS 59, National Ave Complete Streets - \$25.0M
  - 2.6mile modernization from 1<sup>st</sup> to 39<sup>th</sup> street in the City of Milwaukee including pedestrian accommodations
- WIS 47 & 55, Menominee County - \$25.0M
  - ~40miles of pavement resurfacing and 102 culvert replacements in Menominee Nation
- I-43, SRA 51 & 52 Denmark/Maribel - \$12.5M
  - Reconstruction of two safety rest areas in Manitowoc County expanding truck parking from 40 to 112 stalls
- Muskego Yard Bypass Railyard - \$72.8M
  - Reconfigure the existing track, yard facilities, and establishes a double-track mainline reducing delay and increasing safety



[Wisconsin Federal Discretionary Grant Dashboard](#)

# SFY 2024 Let Level

- Estimated let goal range
  - \$1,280—\$1,310 million
- Awarded bids were 7.9% lower than PS&E; \$112 million
- Actual let total
  - \$1,307 million
    - \$1,289 million – Improvement
    - \$18 million – Maintenance



# SFY 2024 Quantity Totals

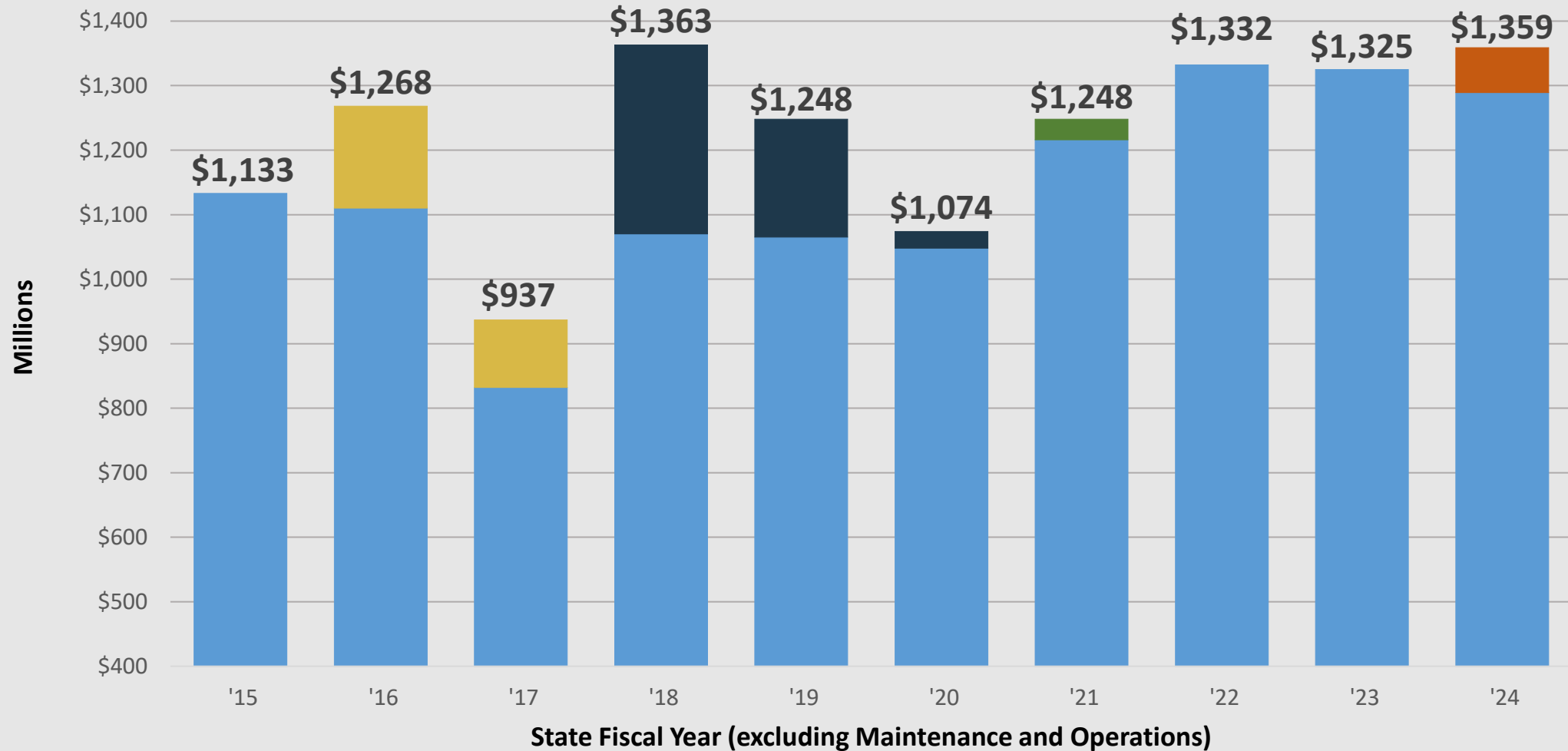
## STATE FISCAL YEAR 2024

	ASPHALT (Tons)	CONCRETE (Sq Yds)	EXCAVATION (Cu Yds)	BASE COURSE (Tons)	BRIDGE DECK (Sq Ft)	MILLING (Sq Yds)	GRINDING (Sq Yds)	STRIPING (Lin Ft)
SFY 24 Goals	2,917,043	1,616,674	5,018,928	4,273,360	992,491	11,961,128	870,870	43,861,300
SFY 24 Actuals	3,279,759	1,652,010	5,674,693	4,640,182	955,346	14,127,421	668,163	47,522,974
Difference (in %)	12.4%	2.2%	13.1%	8.6%	-3.7%	18.1%	-23.3%	8.3%

- Due to let savings, WisDOT advanced projects in the SHR and Majors programs, which helped ensure most quantity goals were met or exceeded.



# 10-Year History of Letting



■ SHR, Majors, SE Megs, Local   
 ■ Lansing Bridge   
 ■ Contingent Bonding   
 ■ I-94 N-S   
 ■ COVID Relief (FY '21)



# Program Dynamics – Funding & Inflation

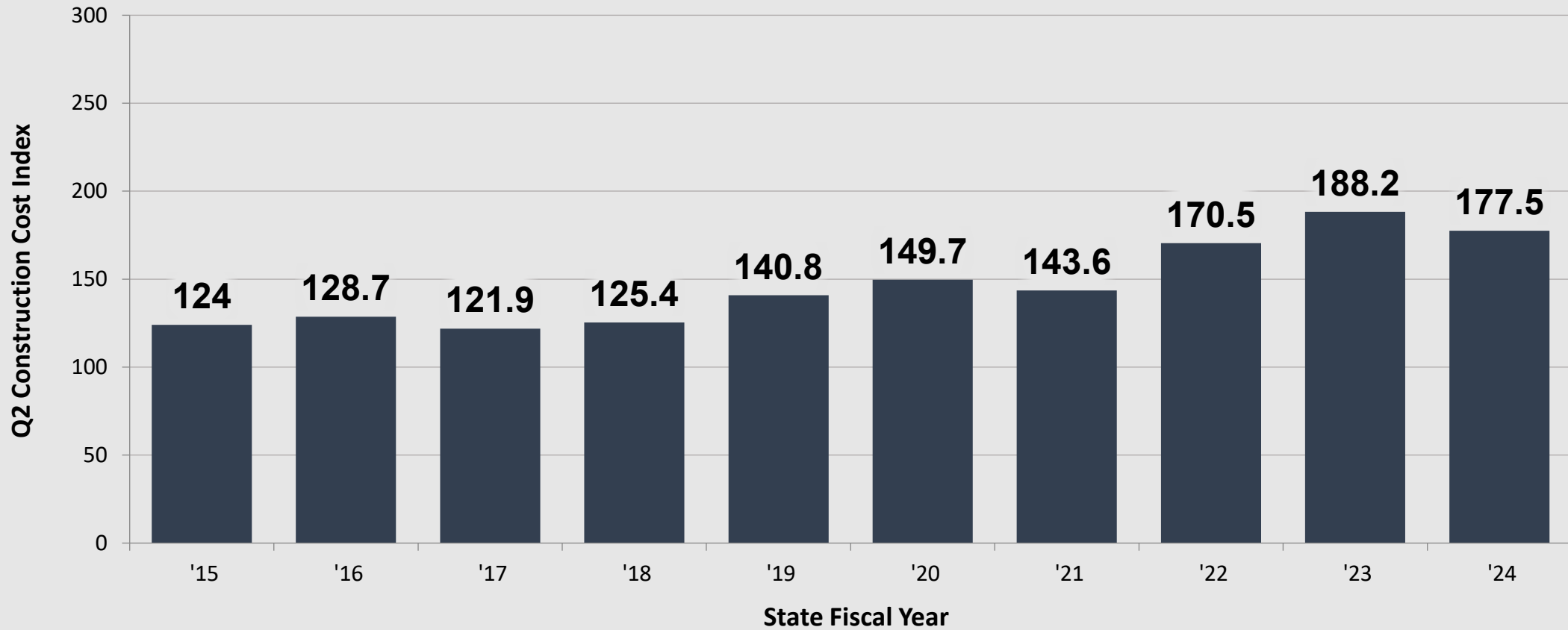
- Recall inflation over the past three years
  - 18.7% in SFY 2022
  - 11.4% in SFY 2023
  - -6.6% in SFY 2024
- SHR funding increases in the same period
  - 16% in SFY 2022
  - -8% in SFY 2023
  - 9% in SFY 2024



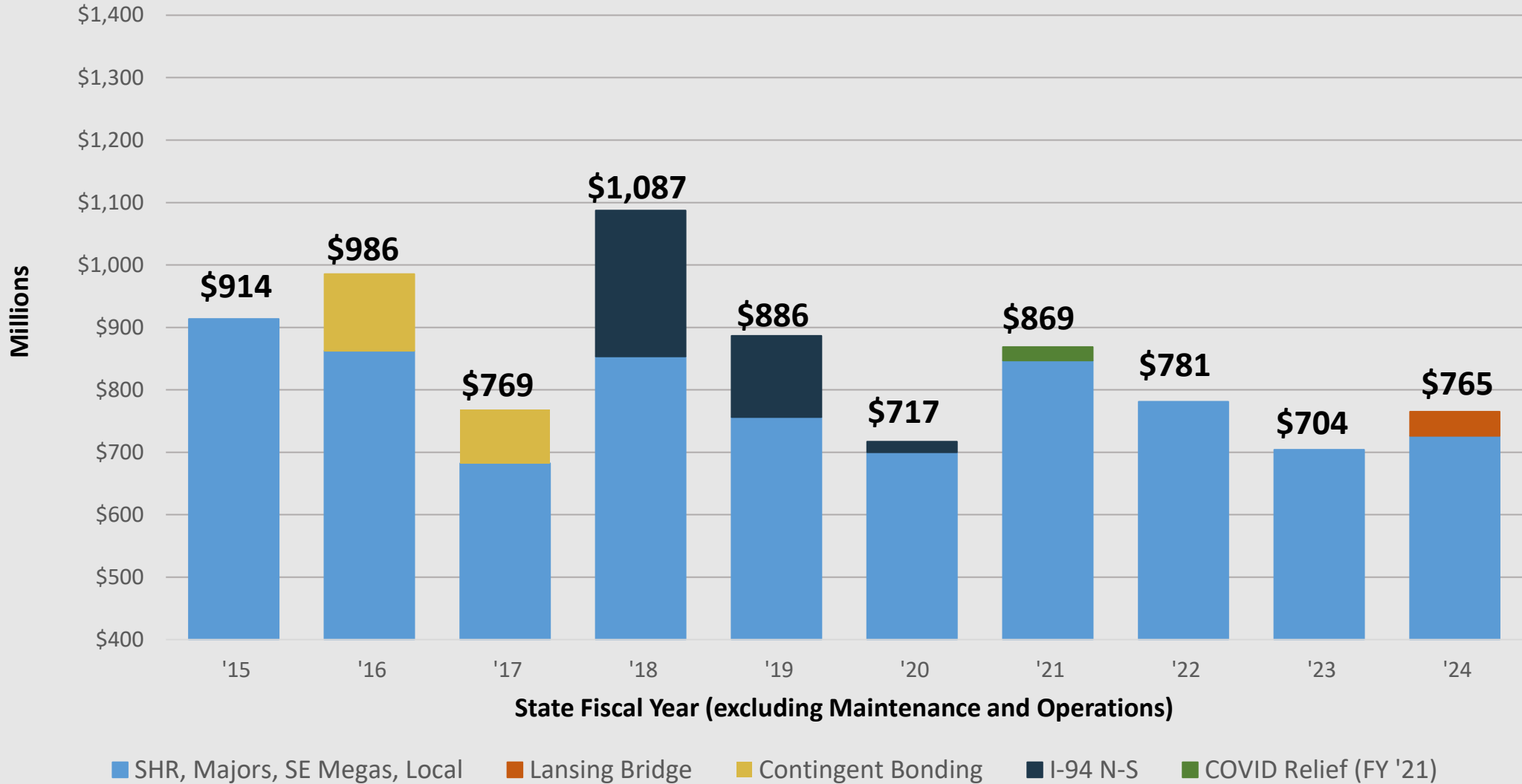


# 10-Year History of Construction Cost Index

[Construction Cost Index 2010 = 100]



# WCCI Adjusted 10-Year History of Letting



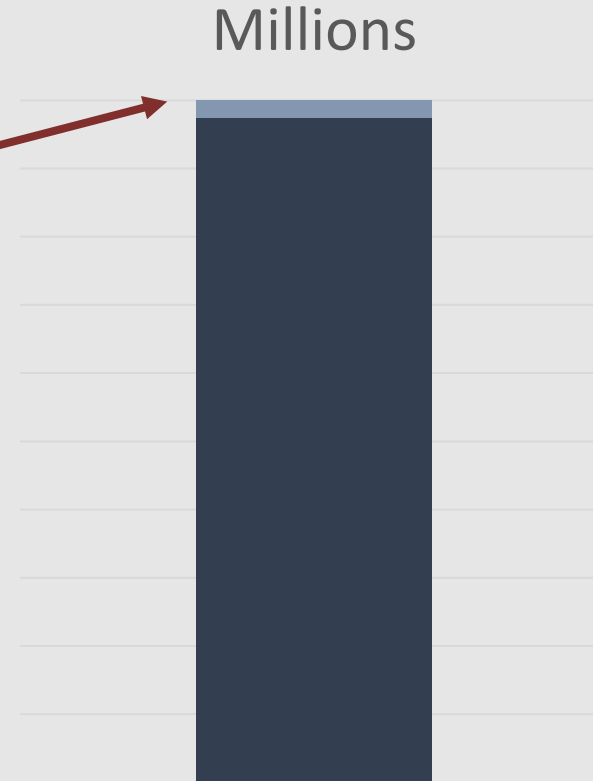
# SFY 2025 Let Level Caveats

- Total local program projects awarded
  - SFY 2022 – 155
  - SFY 2023 – 156
  - SFY 2024 – 108
  - *SFY 2025 – 232 (estimated)*
- Bridge Formula Program projects (included above)
  - SFY 2024 – 43
  - *SFY 2025 – 125 (estimated)*



# SFY 2025 Projected Let Level

- Estimated let goal range
  - \$1,340—\$1,370 Million
- Assumptions include
  - Additional local bridge and roadway projects



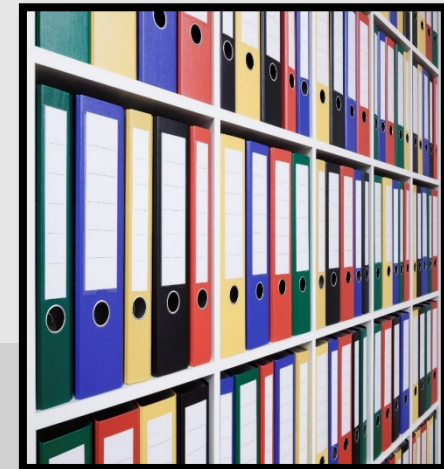
*Does NOT include other local let programs, such as LRIP and ARIP*

# SFY 2025 Quantity Goals & Caveats

## STATE FISCAL YEAR 2025 GOALS

	ASPHALT (Tons)	CONCRETE (Sq Yds)	EXCAVATION (Cu Yds)	BASE COURSE (Tons)	BRIDGE DECK (Sq Ft)	MILLING (Sq Yds)	GRINDING (Sq Yds)	STRIPING (Lin Ft)
SFY 25 Goals	3,500,000	1,700,000	3,900,000	4,700,000	1,200,000	13,800,000	50,000	49,500,000

- Quantity goals similar to 2024 and near the 5-year averages
- Higher levels of local bridge and roadway projects
- Continued let savings could provide additional quantities
  - As of 7/1/24; there are 108 advanceable projects for \$684M



# Majors Program Development

- Ongoing I-41 (Appleton – De Pere) Modernization Project
- December 2024 Transportation Projects Commission (TPC):
  - I-39/90/94 (US 12-Madison to US 12-WI Dells) – *Traditional Major Project*
    - Voted to recommend approval of enumeration into the next Biennial Budget '25-'27
    - Needs to be included in the budget in order to proceed to Final Design
    - Assuming enumeration, construction could begin as early as SFY 2029
  - US 51 North (WIS 30 – I-39/90/94) – *High-Cost Major Project*
    - Voted to approve proceeding to construction
    - Allowed to continue immediately into Final Design with construction beginning as early as SFY 2029



# I-39/90/94 Study Purpose & Needs

- **Safety Issues**

- Over 70% of the corridor exceeds statewide average
  - 2.5 crashes per day, 4-5 injuries per week, 1 fatality every two months

- **Aging and outdated Infrastructure**

- Original construction during the 1960s
- Over 60% of the 113 structures in the corridor are close to end of life

- **Existing and Future Traffic Demands**

- AADT ranges from 40,000 to 109,000 per day
- Truck percentages along the corridor range from 19-31%
- One of the highest volume freight corridors in the State
  - Critically important for economic development throughout the State

- **Corridor Resiliency**

- Five flooding events in 2000, 2004 (twice), 2008 and 2018



# I-39/90/94 Preferred Alternative

- Modernization of 67-miles of mainline 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
  - Potentially two new interchanges at Hoepker Road and Milwaukee Street
  - Noise Walls for reasonable and feasible
  - Bike and pedestrian accommodations





# Potential Sequencing

- Focusing on biggest needs first & maximizing asset life
- Exact construction schedule and timeline still being developed
- High level potential sequencing:

**1. Wisconsin Dells area**

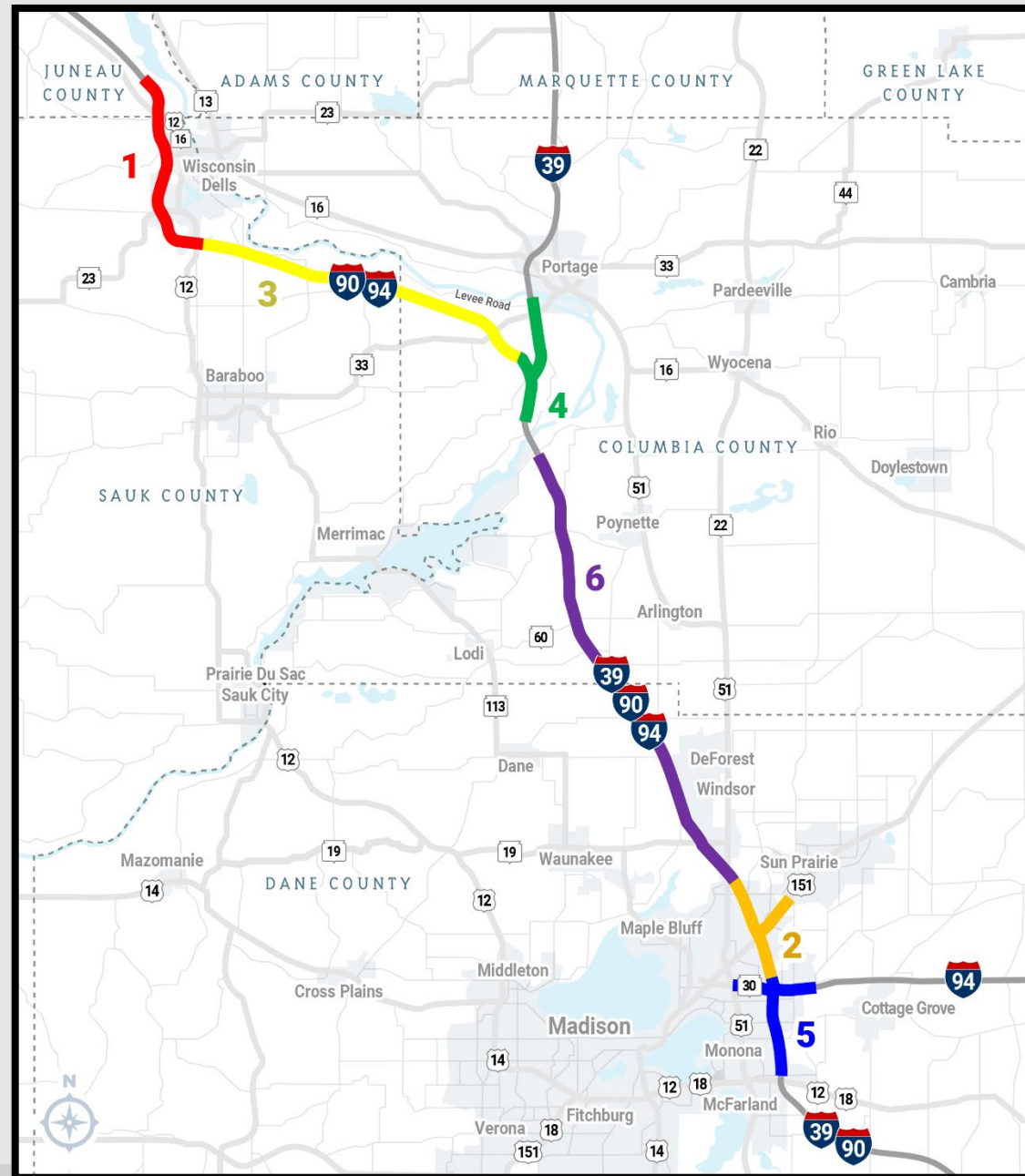
**2. Madison north area**

**3. Portage to Wisconsin Dells**

**4. I-39 & I-90/94 split**

**5. Madison south area**

**6. Madison to Portage**



# USH 51 North: Study Purpose and Need

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

## Safety

**579** TOTAL CRASHES

**2** FATAL CRASHES

**12** SERIOUS INJURY  
CRASHES

**3** INTERSECTIONS WITH  
NOTABLE CRASH  
RATES



**FOUR SEGMENT  
CRASH RATES  
EXCEED STATEWIDE  
AVERAGES**

CRASH DATA FROM 2017-2021

**4** INTERSECTIONS WITH  
OBSERVED HIGH-STRESS  
BIKE AND PEDESTRIAN  
MOVEMENTS

**2** UNMARKED MID-BLOCK  
PEDESTRIAN  
CROSSING LOCATIONS

## Travel Demand and Traffic Operations

LOS E OR WORSE:

**6**

INTERSECTIONS  
EXISTING  
YEAR 2022

**9**

INTERSECTIONS  
FUTURE  
YEAR 2050

WORST PEAK HOUR  
MOVEMENT

## Pavement

TWO LOCATIONS  
OF PAVEMENT  
CONDITIONS AT  
OR NEARING THE  
THRESHOLD FOR  
REPLACEMENT

## Roadway Geometric Deficiencies



**LARGE SKEW ANGLE  
AT US 51 AND US 151**



**SUBSTANDARD CURVES  
BETWEEN PIERSTORFF  
ST AND RIEDER RD**

**7**

AREAS WITH HORIZONTAL  
ALIGNMENT DEFICIENCIES

**18**

AREAS WITH VERTICAL  
ALIGNMENT DEFICIENCIES

**7**

AREAS WITH STOPPING  
SIGHT DISTANCE  
DEFICIENCIES

**10**

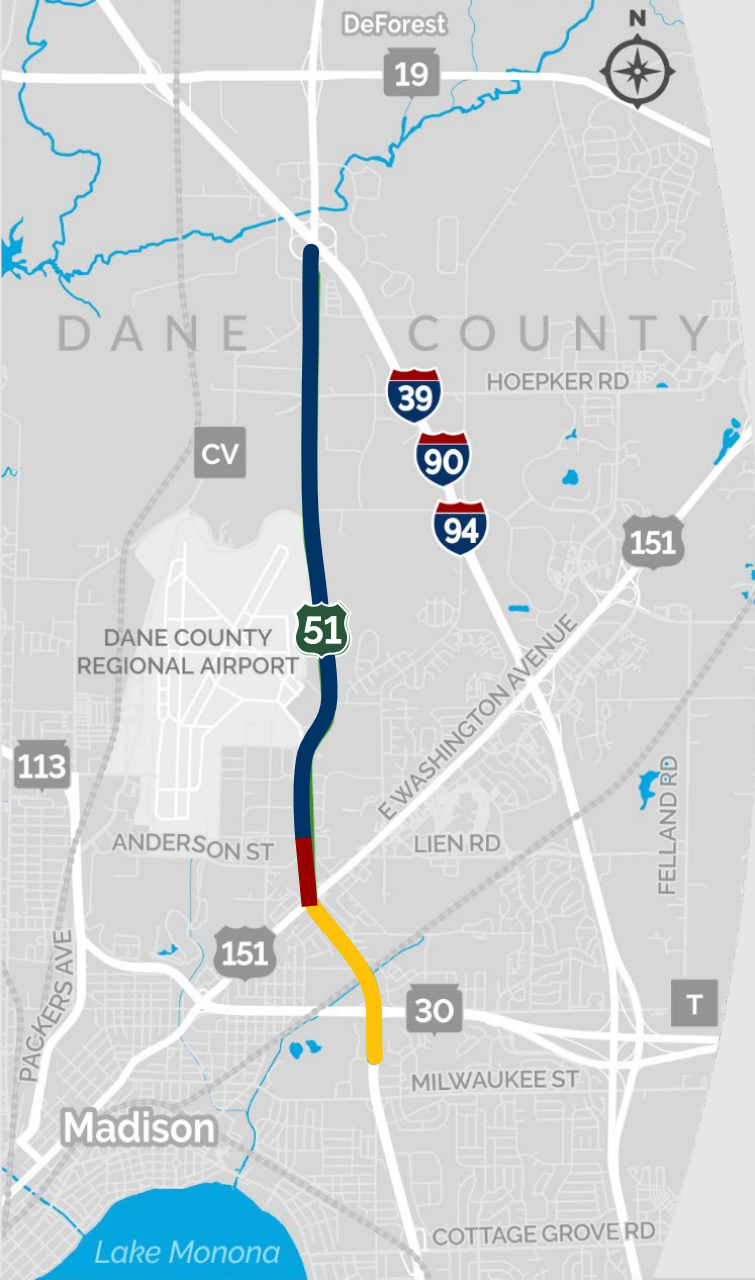
AREAS WITH CROSS  
SECTION DEFICIENCIES



# 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





**Thank You!**