



Highway Improvement Program Update

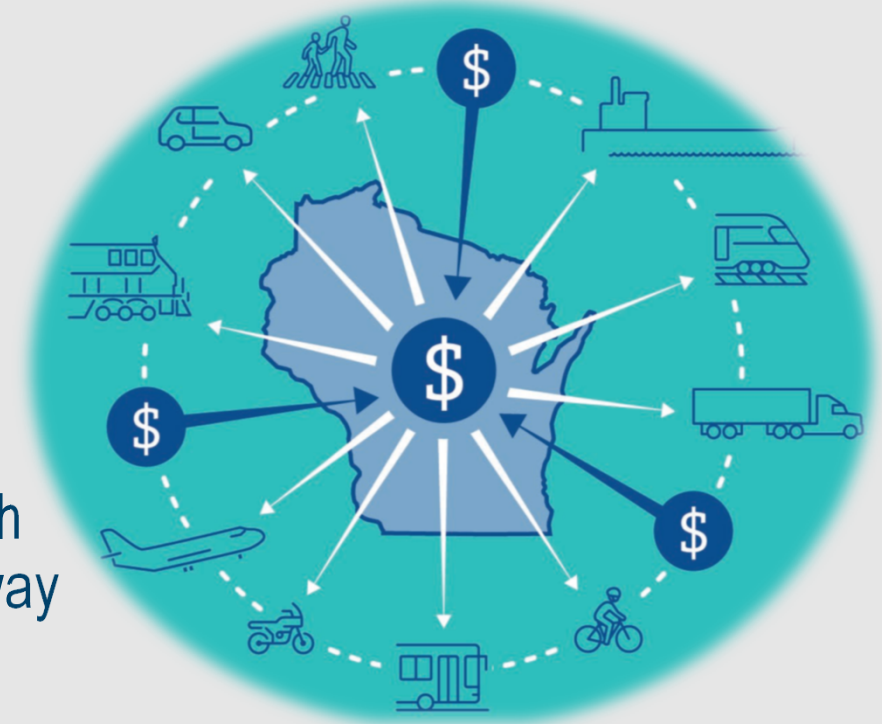
Scott Schoenmann

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

WTBA/WisDOT Contractor-Engineer Conference
January 16th, 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



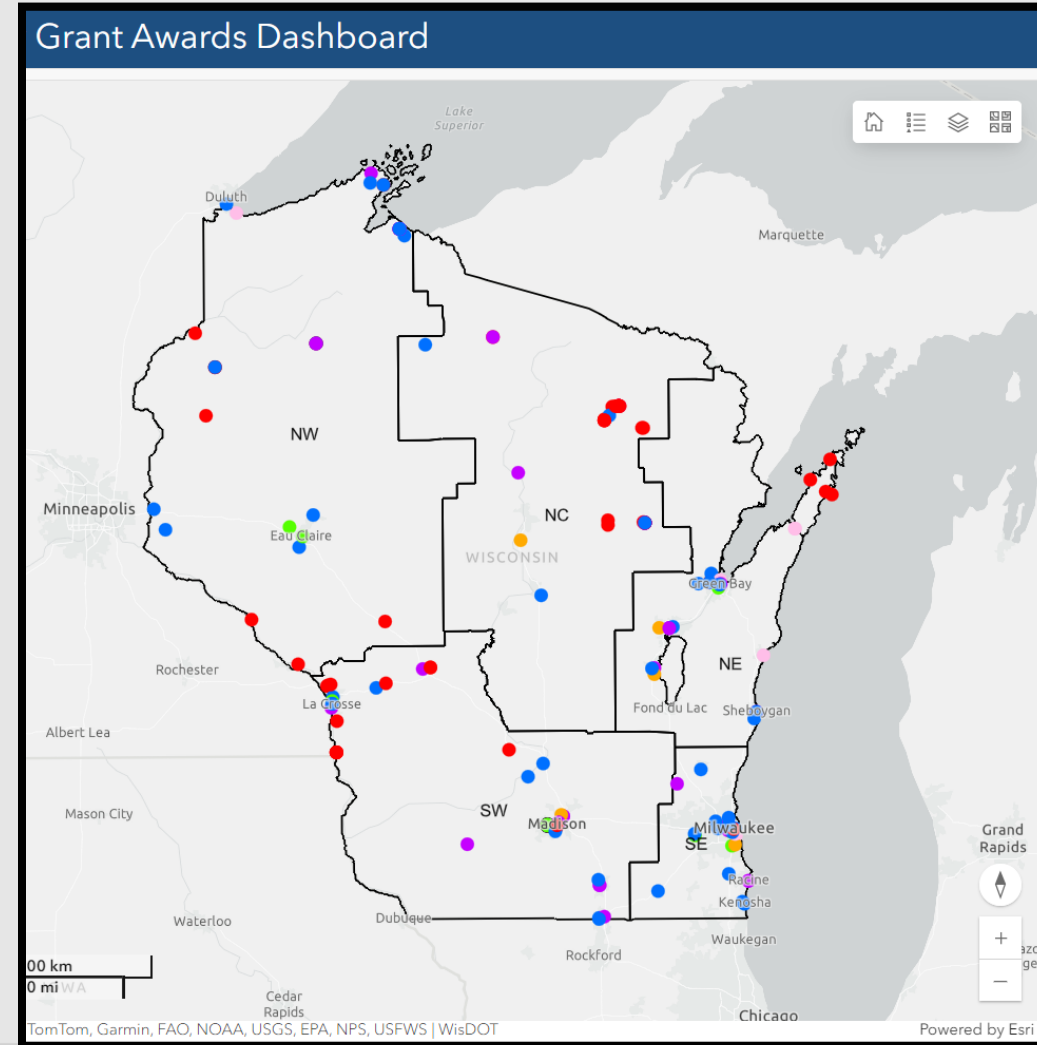
Overview

- Discretionary Grants Update
- SFY 2024 Program Recap
- SFY 2025 Program Preview
- Looking Forward



Federal Discretionary Grant Awards

- WIS 59, National Ave Complete Streets - \$25.0M
 - 2.6mile modernization from 1st to 39th 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

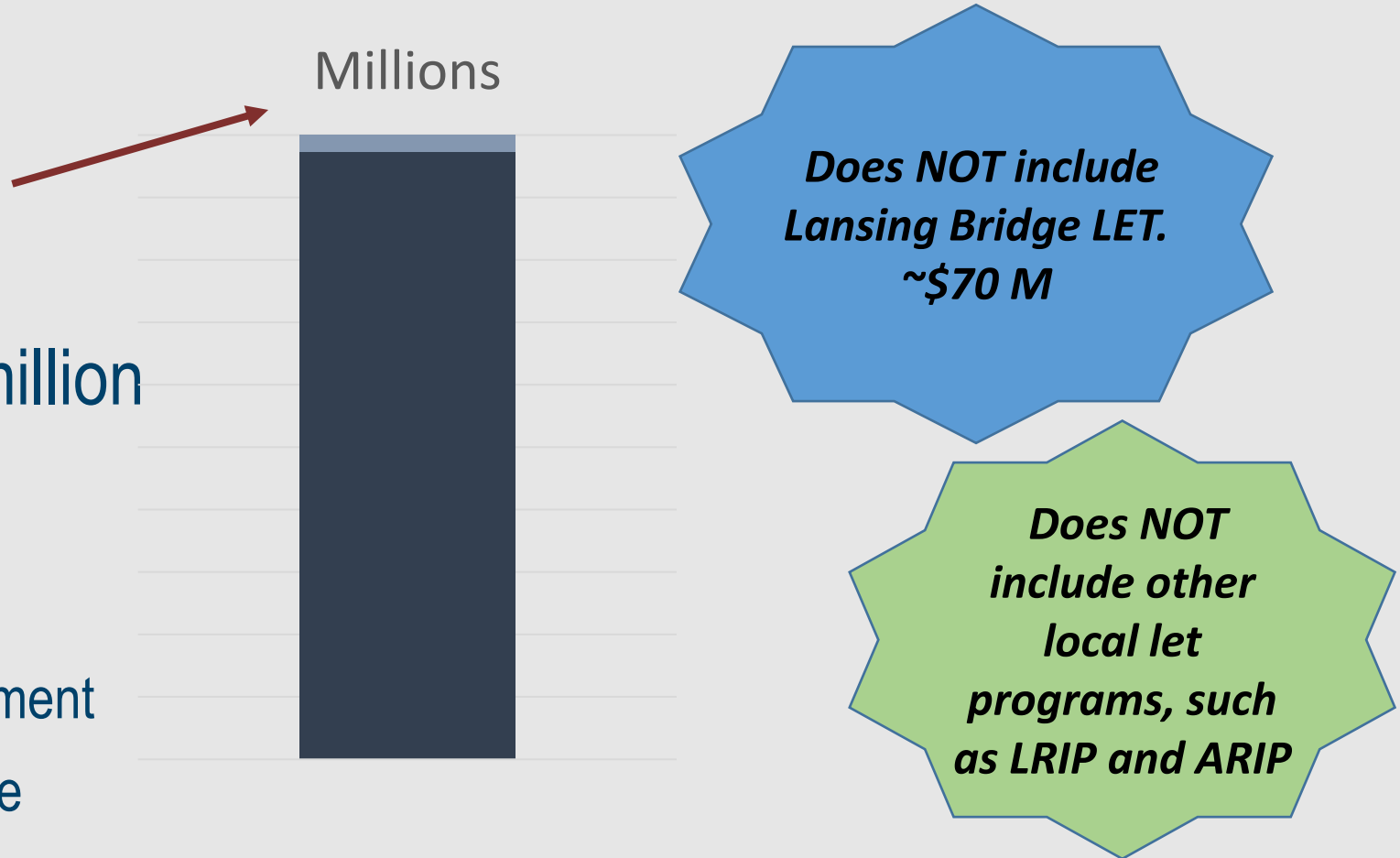


[Wisconsin Federal Discretionary Grant Dashboard](#)



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

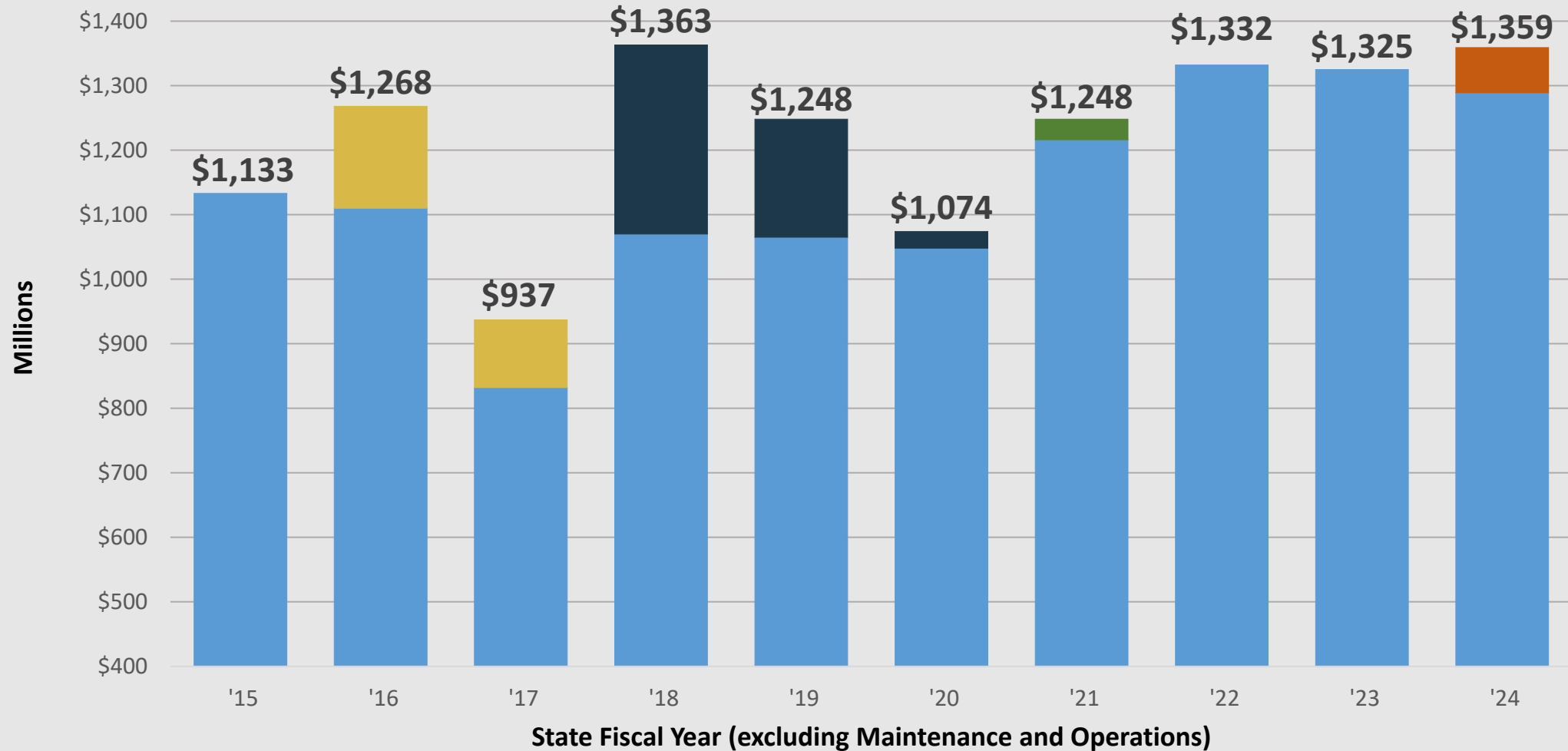
STATE FISCAL YEAR 2024

	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)



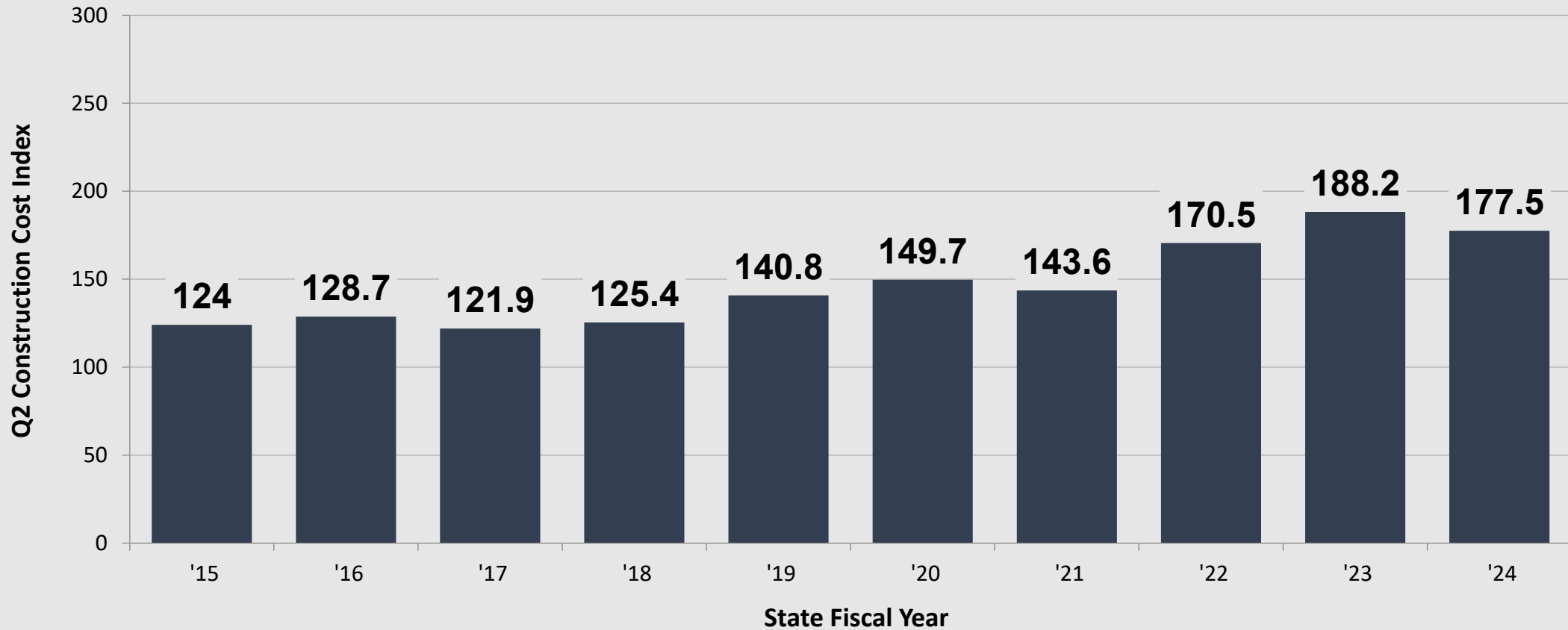
Program Dynamics – Funding & Inflation

- 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

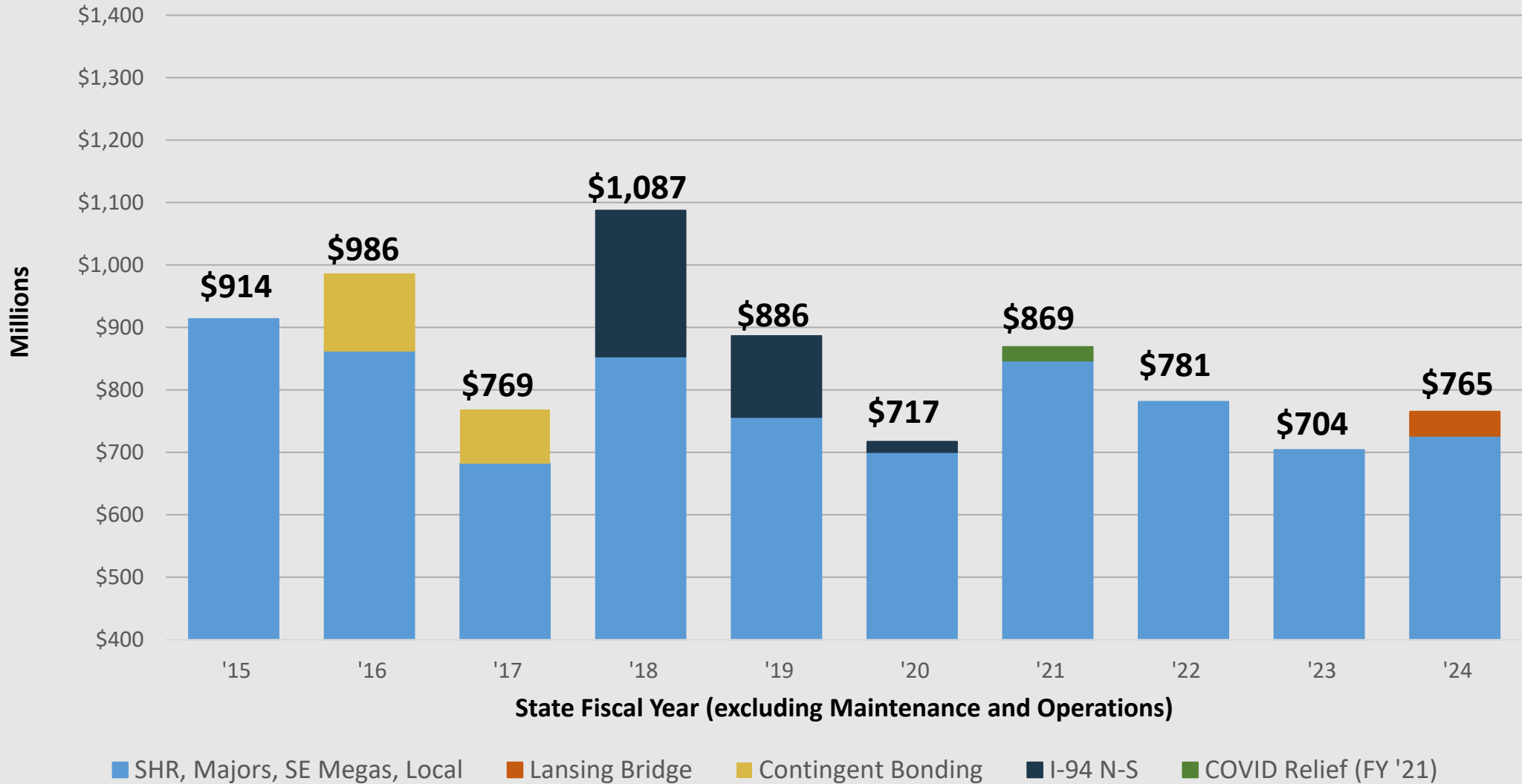


10-Year History of Construction Cost Index

[Construction Cost Index 2010 = 100]



WCCI Adjusted 10-Year History of Letting



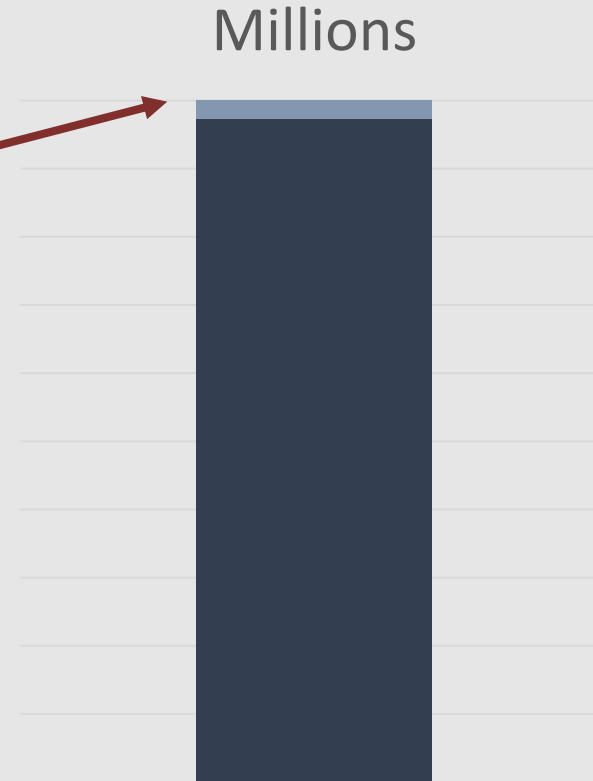
SFY 2025 Let Level Caveats

- 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



Slide 13

SSFDO

Add units

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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

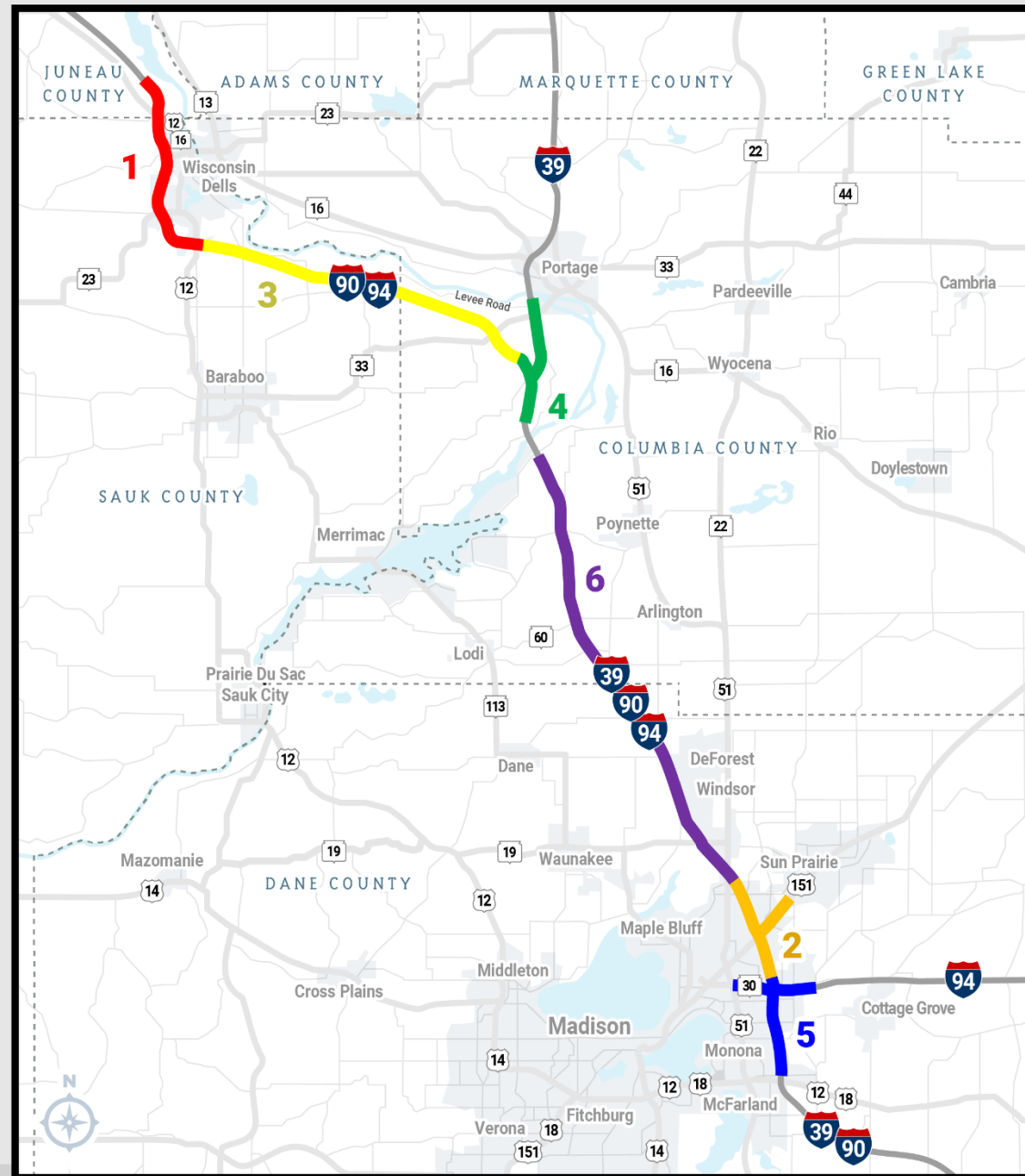
2. Madison north area

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

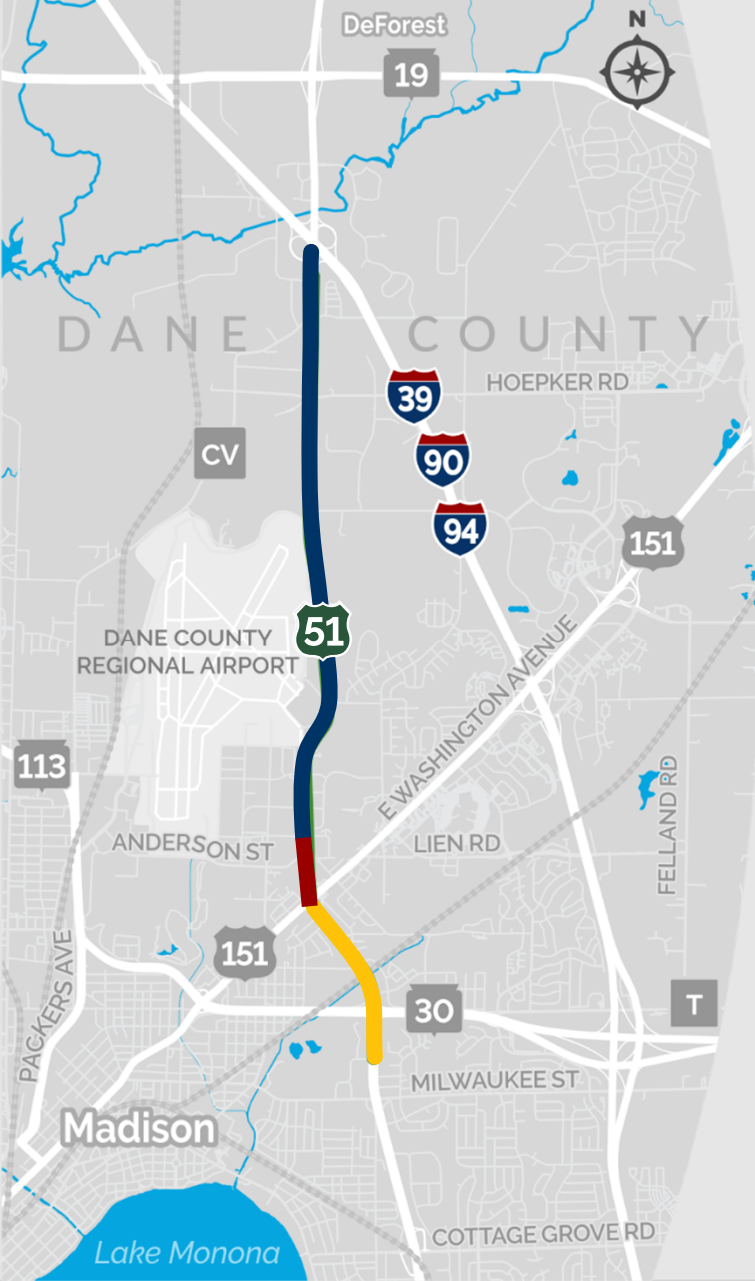
AREAS WITH CROSS
SECTION DEFICIENCIES



Preferred Alternative Overview

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

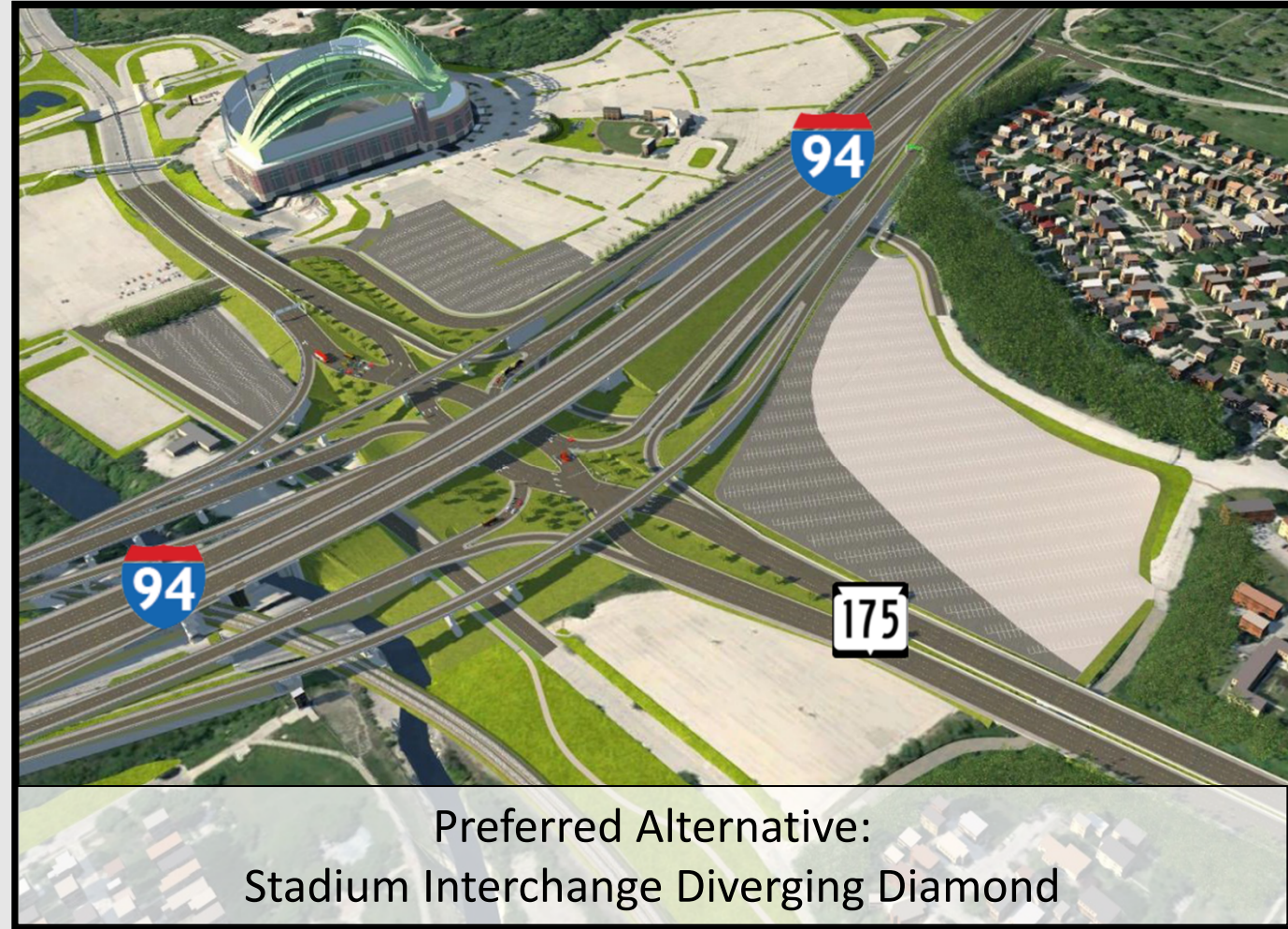
- Alternatives development focused on operational improvements at intersections to enhance safety
- No US 51 mainline capacity expansion proposed in the Preferred Alternative
- Improvements include:
 - Lengthening turn lanes
 - Adding lanes or turn lanes at intersections
 - Access control - closing or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



I-94 East-West Corridor Project

Anticipated Schedule:

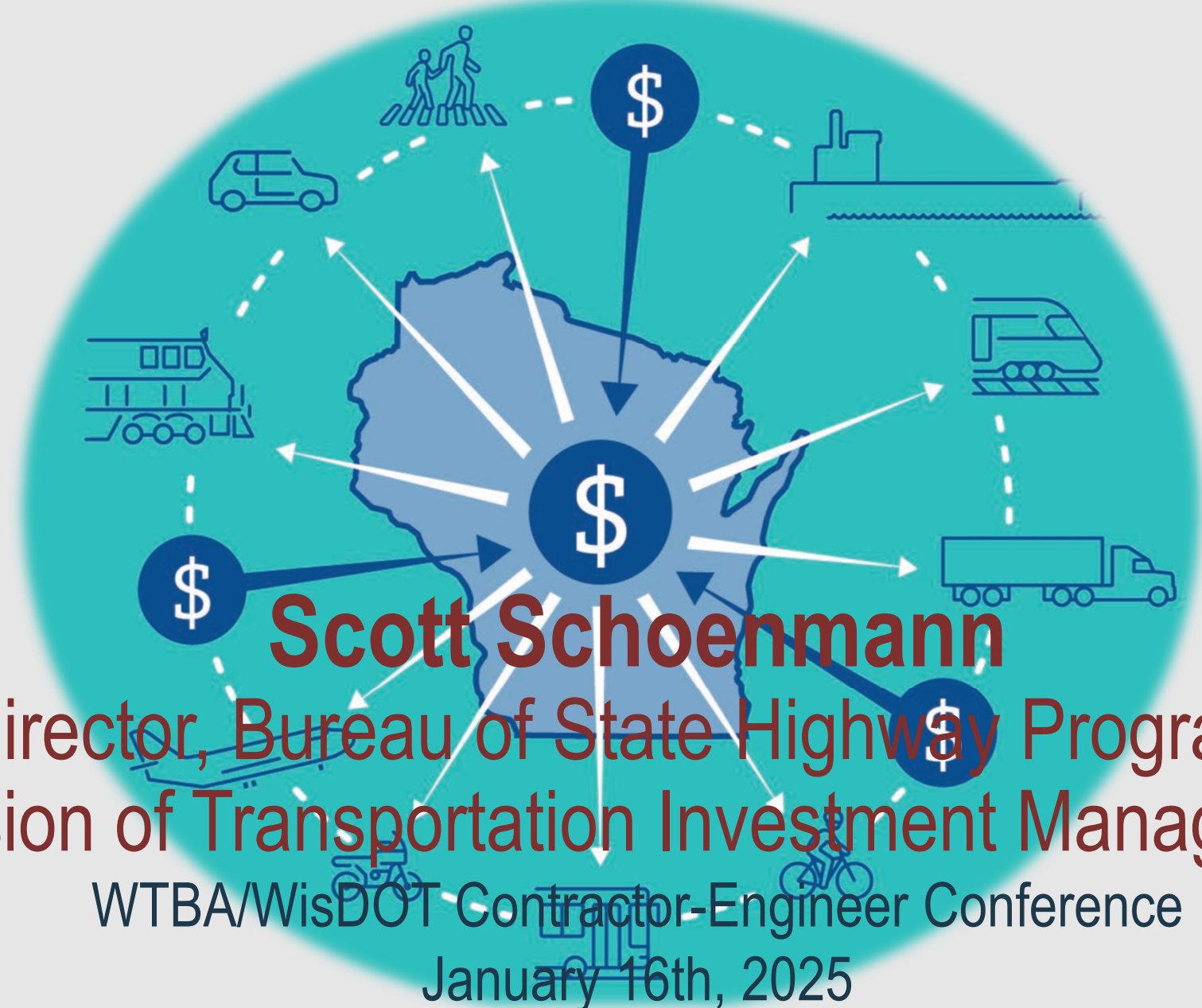
- FEIS/ROD was signed in March 2024
- 2024-2025: Preliminary & Final Design
- 2025-2027: West Leg and East Leg construction (starts fall 2025)
- 2025-2027: Final Design continues – Stadium and East Leg
- 2027-2032: Stadium and East Leg construction



I-535: Blatnik Bridge Replacement Project

- MnDOT is the lead agency and will be utilizing Design-Build delivery method for the project work
- Awarded INFRA Grant of \$1.058B – January 2024
- Currently completing pile load test study
- Current procurement schedule:
 - RFQ June 2025
 - RFP December 2025
- Construction anticipated to begin in 2026





Scott Schoenmann

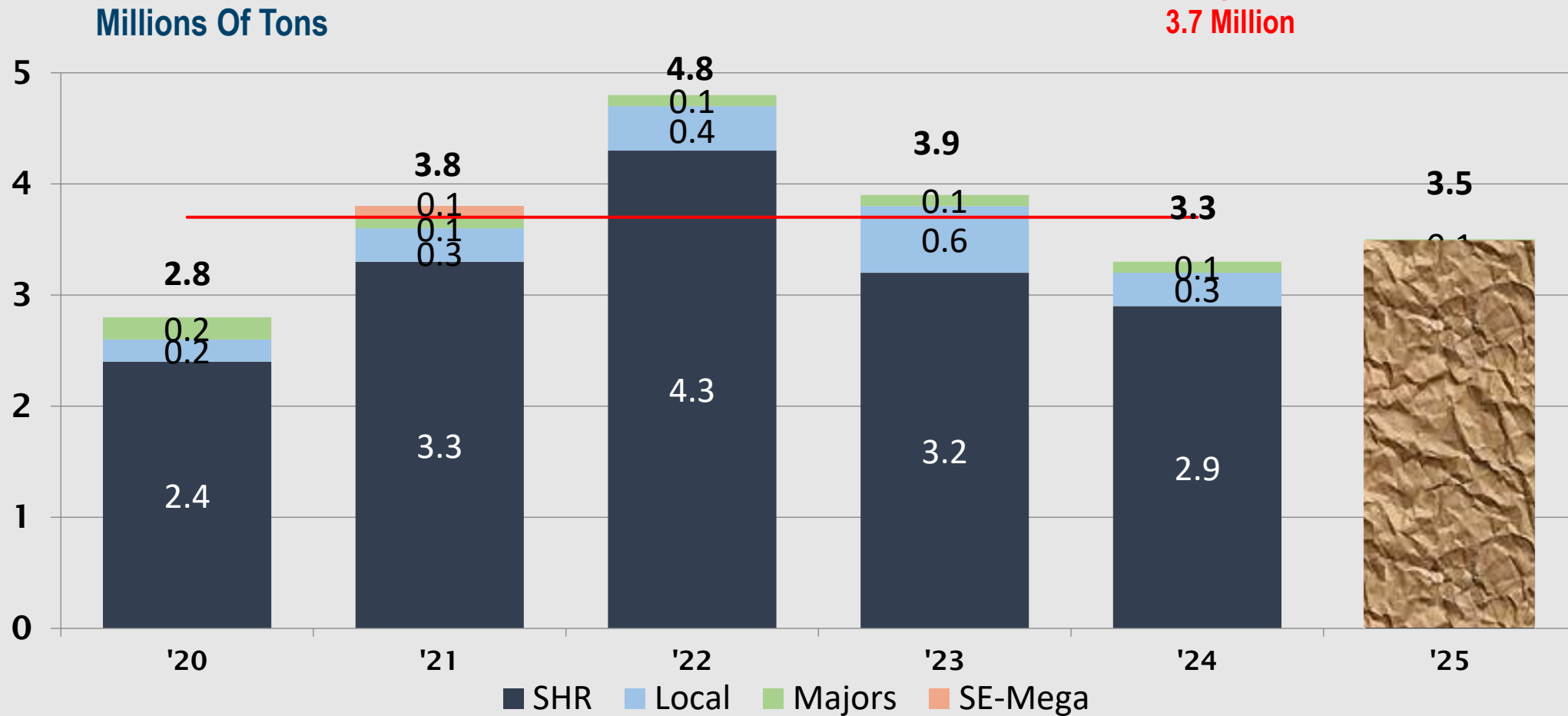
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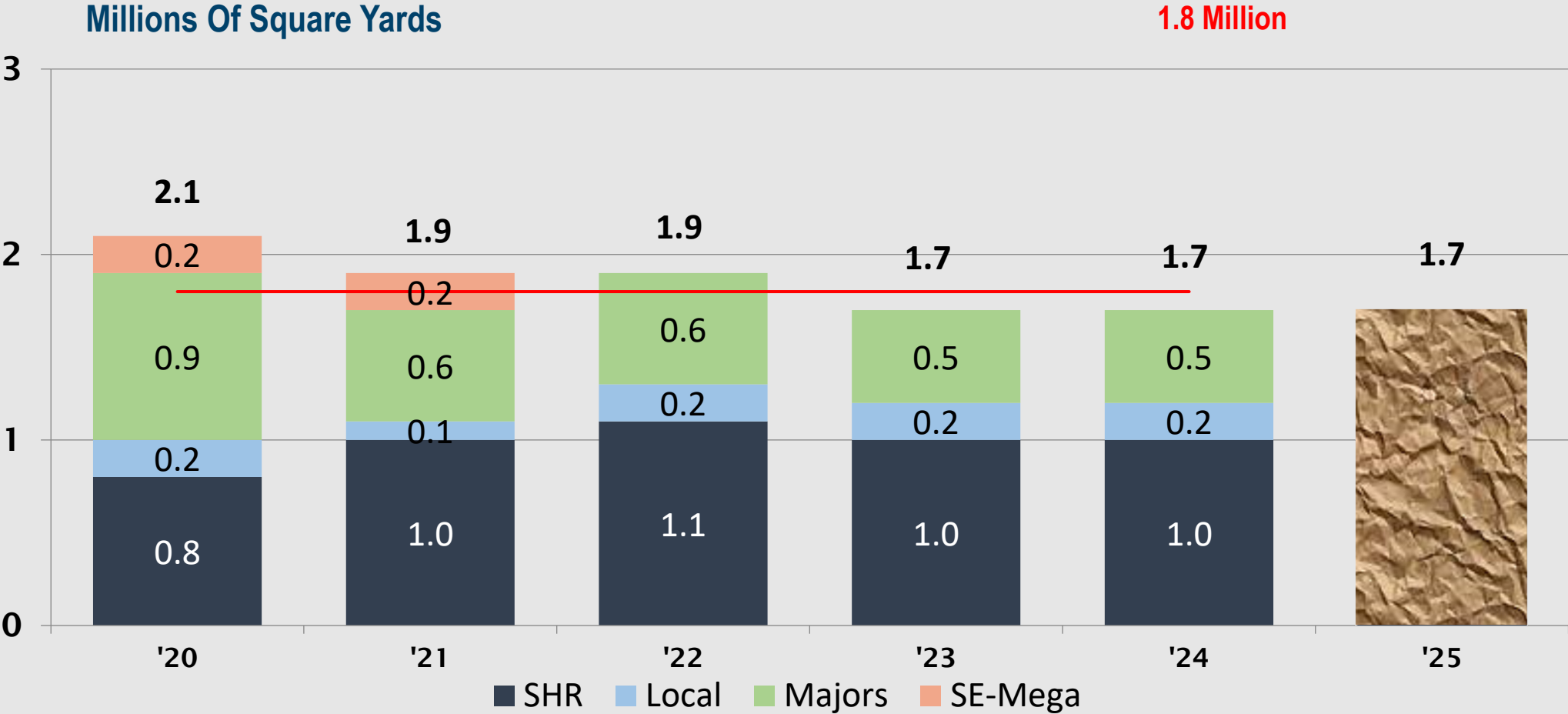
Estimated Asphalt Quantities for SFY 2025

5-Year Average 2020 – 2024
3.7 Million



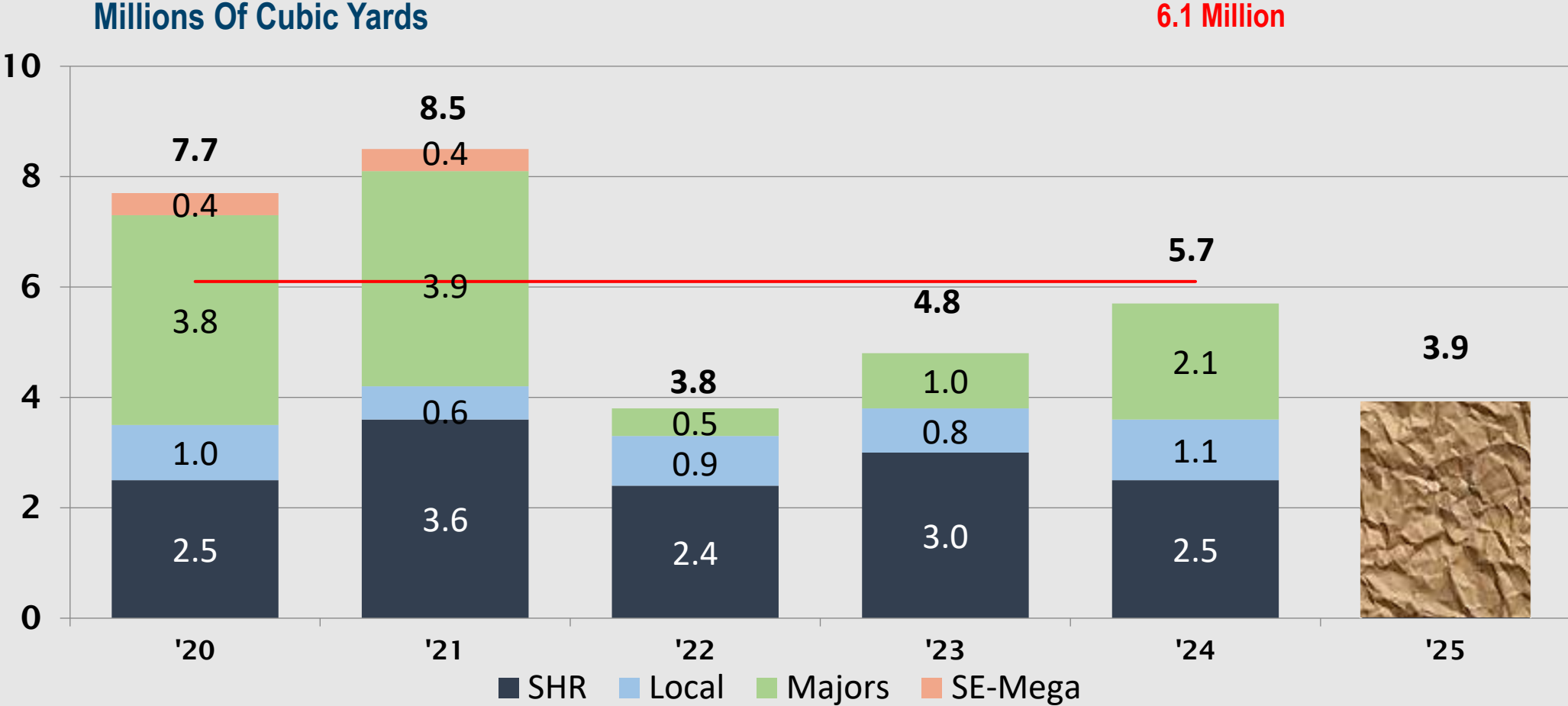
Estimated Concrete Quantities for SFY 2025

5-Year Average 2020 – 2024
1.8 Million



Estimated Excavation Quantities for SFY 2025

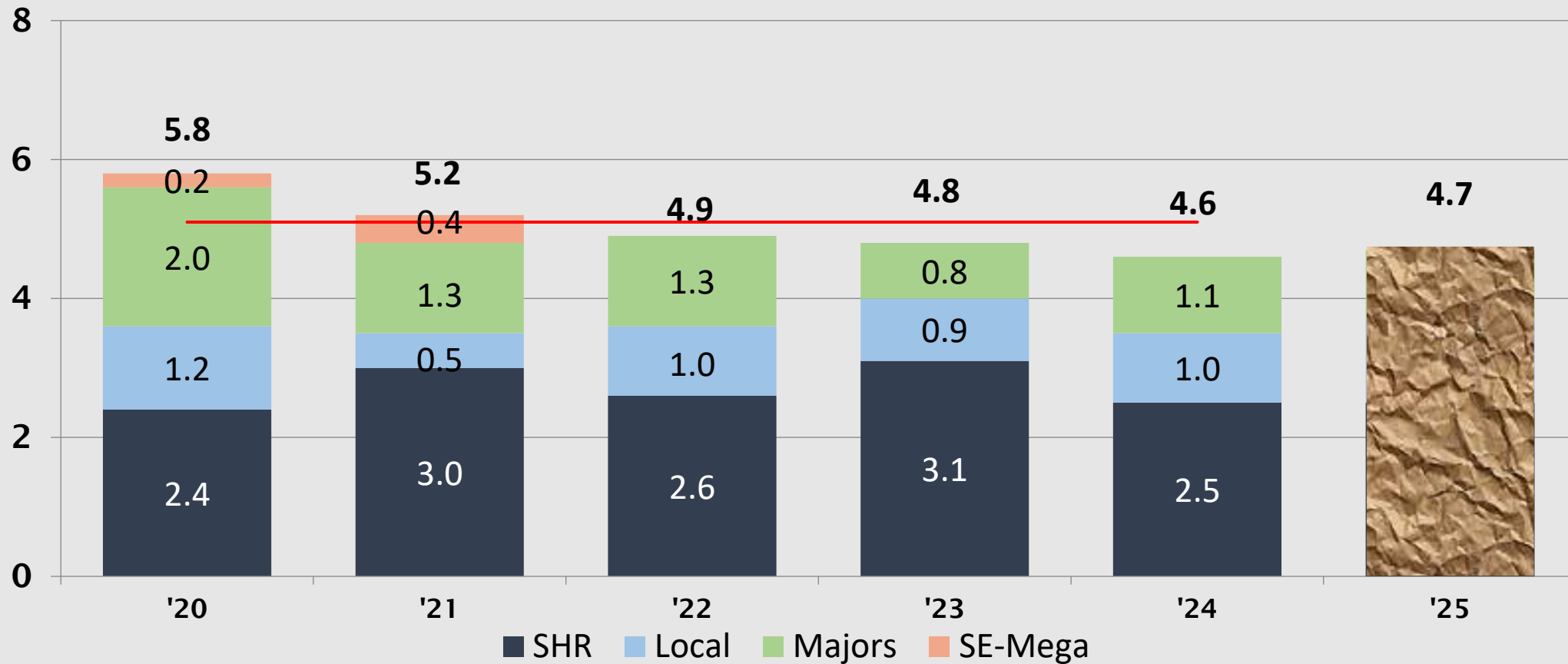
5-Year Average 2020 – 2024
6.1 Million



Estimated Base Course for SFY 2025

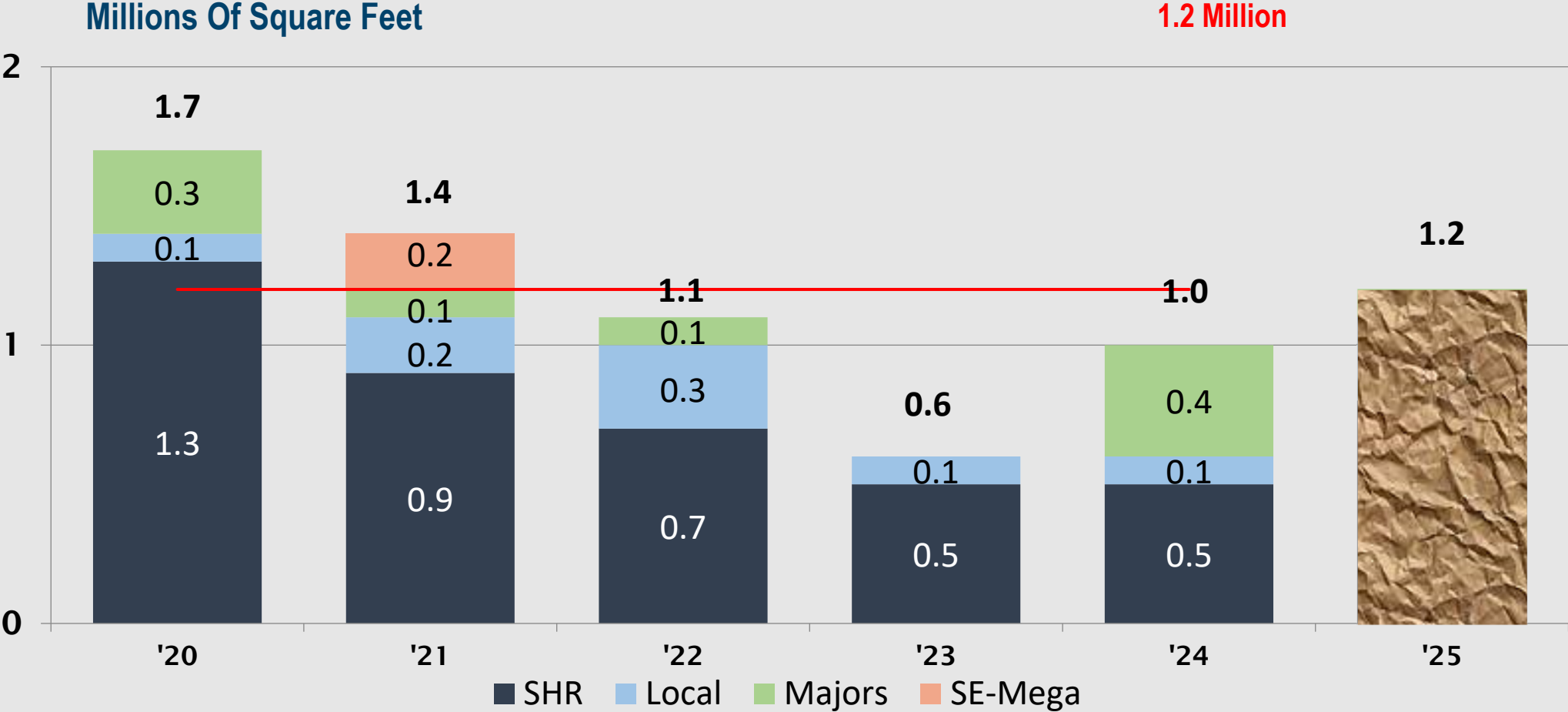
5-Year Average 2020 – 2024
5.1 Million

Millions Of Tons



Estimated Bridge Deck for SFY 2025

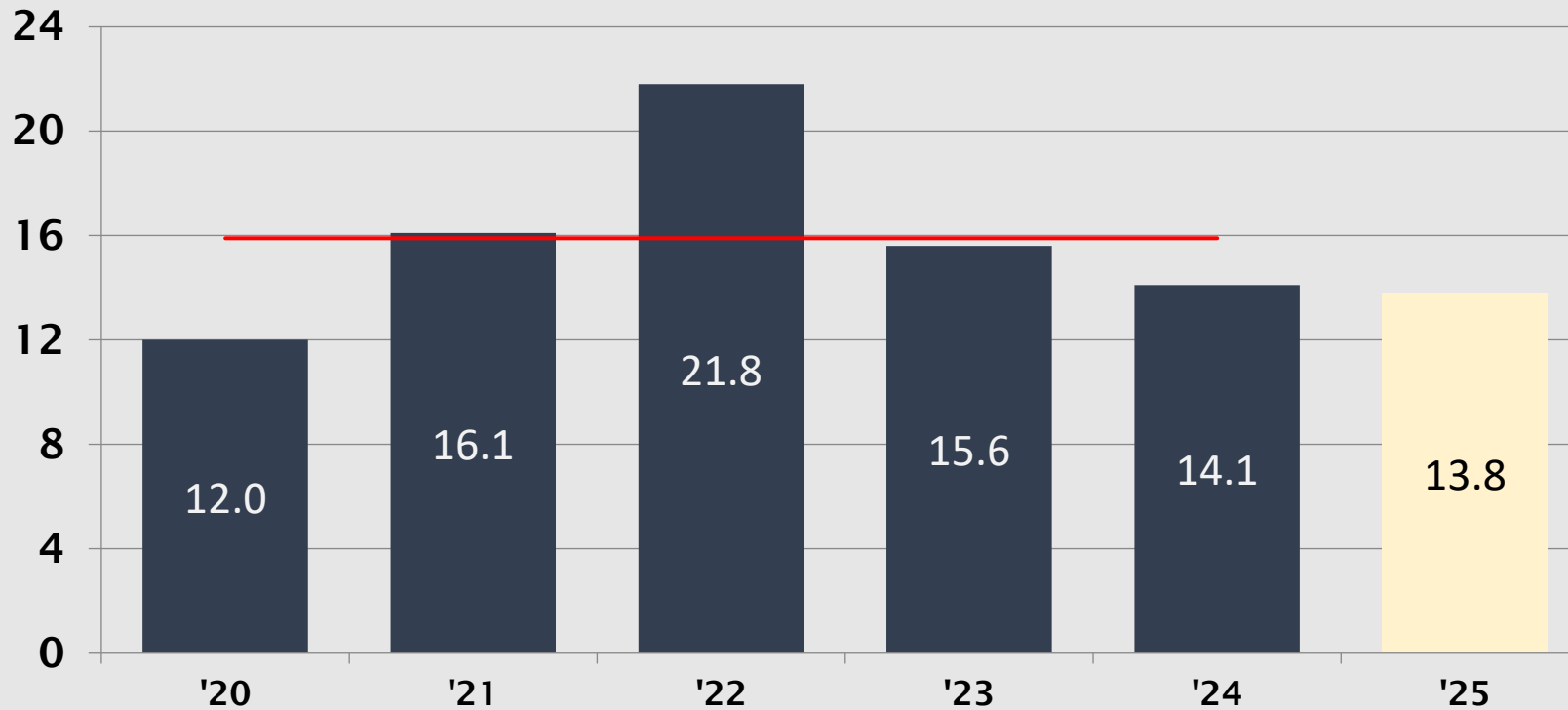
5-Year Average 2020 – 2024
1.2 Million



Estimated Milling Quantities for SFY 2025

5-Year Average 2020 – 2024
15.9 Million

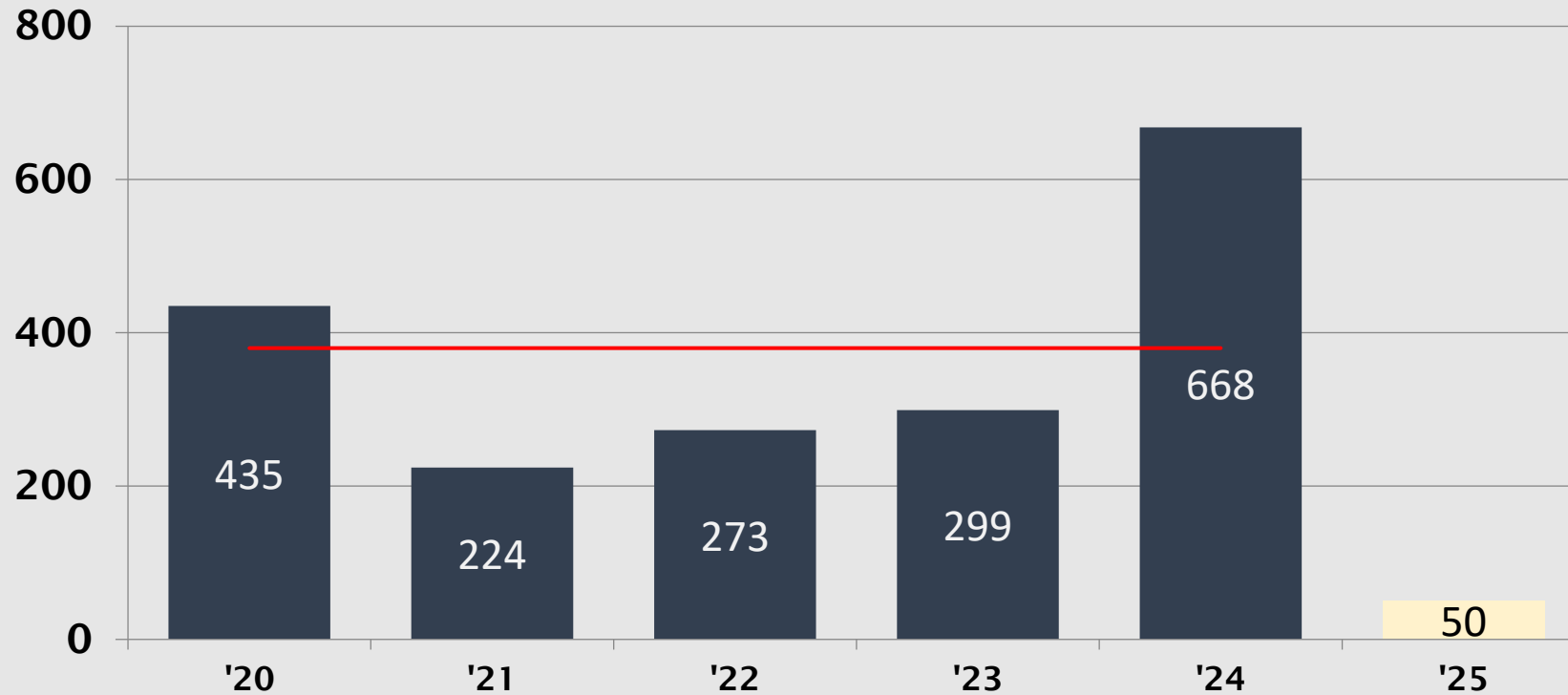
Millions Of Square Yards



Estimated Grinding Quantities for SFY 2025

5-Year Average 2020 – 2024
380 Thousand

Thousands Of Square Yards



Estimated Striping Quantities for SFY 2025

5-Year Average 2020 – 2024
43.9 Million

Millions Of Linear Feet

