



Legislative Fiscal Bureau

One East Main, Suite 301 • Madison, WI 53703 • (608) 266-3847 • Fax: (608) 267-6873
Email: fiscal.bureau@legis.wisconsin.gov • Website: <http://legis.wisconsin.gov/lfb>

May, 2019

Joint Committee on Finance

Paper #730

State Highway Rehabilitation Program (Transportation -- State Highway Program)

[LFB 2019-21 Budget Summary: Page 421, #1]

CURRENT LAW

The state highway rehabilitation program is responsible for the reconstruction, reconditioning, and resurfacing of the highways and bridges of the state highway system, except for highway projects that exceed the capacity expansion thresholds established for the major highway development, southeast Wisconsin freeway megaprojects, high-cost bridge, and major interstate bridge programs. In 2017-19, a total of \$1,626.2 million (\$740.6 million in state funds and \$885.6 million in federal funds) was provided for the state highway rehabilitation program.

GOVERNOR

Make the following changes to the state highway rehabilitation program's funding in order to provide a 2019-21 funding level of \$1,877,813,600: (a) an increase \$120,000,000 SEG in 2019-20 and \$200,000,000 SEG in 2020-21; and (b) a decrease of \$60,000,000 FED in 2020-21. [Standard budget adjustment reductions of \$2,928,800 SEG annually and \$813,900 FED annually would also be made under the bill.]

DISCUSSION POINTS

Background

1. There are three main components of the state highway improvement program: (a) the state highway rehabilitation program (SHR); (b) the major highway development program; and (c) the southeast Wisconsin freeway megaprojects program. As shown in Attachment 1, the SHR

program is the largest of these programs, with a proportionate share of program funding over the past decade generally in the range of 50% to 60% of the total funding for these three programs.

2. The Department of Transportation's (DOT) central office, in consultation with its five administrative regions, creates and follows a comprehensive, six-year program (or schedule) for state highway rehabilitation. The six-year program is updated periodically based on changes in funding and in the plans for individual projects. The proportionate, regional distribution of state highway rehabilitation funding is shown in Attachment 2.

3. The primary method that DOT uses to assess the impact of a given funding level within the state highway rehabilitation program over time is estimating the percentage of "backbone" and "non-backbone" state highways that would be in "fair and above" condition at the end of a 10-year period at that funding level. The backbone system includes multilane interstate, the US, and significant segments of the state highways that connect the major regions and economic centers of the state, as well as to the national highway system outside of Wisconsin. The remainder of this system is classified as "non-backbone" and is generally comprised of lower order or lower traffic volume state highways. Generally, a highway in "fair or above" condition can be treated to extend pavement life without a more costly, full-depth reconstruction.

4. During 2019, Transportation Task Force discussions, DOT estimated that backbone and non-backbone state highways would be, respectively, in 98.3% and 74.3% fair and above condition at the start of 2019-20. The alternatives in this paper assume this estimate of 2019-20 highway conditions as the starting point for assessing the effects of the Governor's recommendation and alternative SHR funding scenarios over a 10-year period (through the beginning 2028-29). As part of informing the Task Force's work, DOT estimated that a funding level of approximately \$1,985.3 million per biennium (with inflationary adjustments) would be required to maintain state highway conditions over a 10-year period.

5. The Governor's SHR program funding level incorporates the Department's recent asset management policy changes that have reduced the estimated funding level needed to maintain these conditions over time, by approximately \$200 million per year. In essence, this new asset management strategy uses a "replace in kind" assumption as the base condition for all state highway rehabilitation projects in developing a 10-year programming plan. As an example, rather than assuming that state highway rehabilitation projects will be constructed according to current standards for roadway geometry and capacity as the starting point for all planning-level project design, DOT indicates that it now only "designs up" projects to include these standards as necessary based on actual roadway conditions and safety data. The Department indicates that safety, not congestion and mobility, is the essential factor in the extent to which a project will be "designed up" to include geometric modifications and/or additional capacity. Although the Department indicates that there are no safety tradeoffs to such an approach, one potential concern with this "replace in kind" approach is that it could limit some of the safety benefits that could otherwise accrue to the state from having constructed highway infrastructure to a higher standard in the long term. Conversely, this approach will likely benefit the pavement conditions on state highways at a reduced funding level.

6. Over the past decade, limited transportation fund revenue growth and the extensive use of transportation fund-supported debt to finance highway infrastructure have contributed to an

increasing percentage of transportation fund revenue being used to pay debt service on that debt. Increased state funding for local transportation infrastructure has also lessened the availability of funding for state highway infrastructure. In addition, over the past several biennia, DOT has identified substantial current and future program needs in the state highway improvement program that continue to demand significant resources from the transportation fund. Although the Governor's budget recommendations would provide significant additional transportation fund revenue to address some of these programming needs (\$520.6 million in above current law revenue), absent these, or some similar means of increasing revenue to the fund, program reductions, as compared to the bill, will need to be made.

7. In this regard, although bonds have been used for SHR in several prior biennia, the use of bonds, which are a long-term capital financing option, often does not align well with the shorter, expected useful life of improvements to rehabilitated highway facilities. Accordingly, to accommodate the use of bonds for SHR projects, the Department of Administration's policy is to issue bonds authorized for these projects with two-thirds 10-year maturities and one-third 20-year maturities, for an average maturity of 13.33 years, instead of the usual 20-year maturity for state highway infrastructure. As a result, the principal amount borrowed is repaid more quickly, which results in the annualized debt service being higher compared to 20-year debt. However, the overall interest costs are lower than 20-year debt.

8. Given the concern over using long-term debt for shorter life SHR projects, none of the alternatives presented in this paper would rely on the use of bonds for the SHR program. However, the Committee could decide to vary the mix of funds (including bonds) used in any of these alternatives and may also elect to provide increases or reductions to the other state highway program components or local programs based on these decisions.

Funding Level

9. *Program Funding Erratum.* As referenced earlier, \$1,877.8 million in the 2019-21 biennium would be provided under the bill. However, subsequent to the bill's introduction, the administration submitted an erratum indicating that the Governor had intended to recommend an additional \$60.0 million SEG funding in 2020-21 to the state highway rehabilitation program (the bill inadvertently provided this \$60.0 million SEG to the southeast Wisconsin freeway megaprojects program). This additional funding would provide a total state highway rehabilitation program funding level of \$1,937.8 million in the 2019-21 biennium. Under either funding level, the amount provided would be lower than the amount that DOT indicated during the January, 2019, Transportation Task Force deliberations, would be necessary to prevent a decline in estimated state highway conditions during the 2019-21 biennium (funding of at least \$1,985.3 million). However, the Governor's intended recommendation would provide a 2020-21 base year of \$1,008.9 million, which DOT estimates would be sufficient to maintain state highway conditions over time. A modification to the bill would be needed to incorporate the administration's intent.

10. Table 1 provides the alternative funding levels discussed in this paper for the state highway rehabilitation program compared to a base budget. The program's base budget would provide essentially the same funding as the 2017-19 funding level (\$1,625.3 million base compared to \$1,626.2 million). In considering the Governor's recommendations for the state highway

rehabilitation program, it should be noted that the state highway rehabilitation program is a statewide infrastructure program that provides some benefit to all regions of the state. The Governor's initial recommendation would provide a significant increase over a base budget (15.5%). Although this funding level would not be expected to prevent the decline of the state's highway conditions over time, it would slow this decline significantly as compared to a base budget scenario. [Alternative 1]

TABLE 1

**Potential 2019-21 State Highway Rehabilitation Program
Funding Levels -- All Funds**

<u>Potential Funding Levels</u>	<u>2019-20</u>	<u>2020-21</u>	<u>Biennium</u>	<u>Difference</u>
Base Budget (Alt. 4)	\$812,649,500	\$812,649,500	\$1,625,299,000	
Governor Bill (Alt. 1)	928,906,800	948,906,800	1,877,813,600	\$252,514,600
Governor as Intended (Alt. 2)	928,906,800	1,008,906,800	1,937,813,600	312,514,600
Transp. Task Force (Alt. 3)	992,649,500	992,649,500	1,985,299,000	360,000,000
<u>% Difference to Base Budget</u>				
Governor (Bill)				15.5%
Governor (as Intended)				19.2
Transportation Task Force				22.1

11. The Governor's initial state highway rehabilitation program recommendation for the 2019-21 biennium included in the bill is shown in the table below and is compared to the alternative funding levels discussed in this paper.

TABLE 2

**State Highway Rehabilitation Program Funding --
2019-21 Governor's Bill Recommendation Comparisons (\$1,877.8 million)**

<u>Fund</u>	<u>Governor - Bill (Alt. 1)*</u>		<u>Biennial Total</u>
	<u>2019-20</u>	<u>2020-21</u>	
SEG	\$503,182,700	\$583,182,700	\$1,086,365,400
FED	<u>425,724,100</u>	<u>365,724,100</u>	<u>791,448,200</u>
Total	\$928,906,800	\$948,906,800	\$1,877,813,600
<u>% Difference to Alternative Funding Levels</u>			
Base Budget			15.5%
Governor (as Intended)			-3.1
Task Force			-5.5

*Includes \$2,509,200 SEG and \$2,493,300 FED annually associated with adjustment to the 2018-19 base funding amount and standard budget adjustments.

12. Table 3 reflects this additional funding and compares the Governor's intended 2019-21 funding recommendation to the alternative funding levels discussed in this paper. The 2020-21 funding level under the Governor's modified recommendation would slightly exceed the ongoing program funding level that DOT has estimated would be required to maintain highway conditions. As a result, this funding level could lead to modest improvements in state highway conditions over time. The Committee would have to modify the bill to incorporate the Governor's intended funding level. [Alternative 2]

TABLE 3

**State Highway Rehabilitation Program Funding --
2019-21 Governor's Intended Recommendation Comparisons
(\$1,937.8 million)**

<u>Fund</u>	<u>Governor as Intended (Alt. 2)*</u>		<u>Biennial Total</u>
	<u>2019-20</u>	<u>2020-21</u>	
SEG	\$503,182,700	\$643,182,700	\$1,146,365,400
FED	<u>425,724,100</u>	<u>365,724,100</u>	<u>791,448,200</u>
Total	\$928,906,800	\$1,008,906,800	\$1,937,813,600

% Difference to Alternative Funding Levels

Base Budget	19.2%
Governor (Bill)	3.2
Task Force	-2.4

*Includes \$2,509,200 SEG and \$2,493,300 FED annually associated with adjustment to the 2018-19 base funding amount and standard budget adjustments.

13. Attachments 3, 4, and 5 reflect SHR program projects that the DOT has identified as "added" or "advanced" to the program's six-year schedule under the Governor's intended budget recommendation for this program. Attachment 3 provides the list of state highway rehabilitation projects that would likely be added or advanced into the 2019-21 biennium under the bill as intended, while Attachment 4 shows the projects that would likely be added or advanced in 2021-23 and beyond if this funding level is maintained. Attachment 5 is a DOT-produced map that reflects the existing state highway rehabilitation schedule and the accelerated project work listed in the prior two attachments.

14. DOT indicates that "added" projects shown in the alternatives are new to the six-year plan and that "advanced" projects are those that would be completed sooner than they otherwise would be at a base level of SHR funding. For several advanced projects, DOT notes that the "new" year reflecting an advancement is the same as the "old" year. The Department indicates that this designation reflects that the project would have been delayed under a base level of SHR funding. If a lower amount of state highway rehabilitation program funding is provided in the 2019-21 biennium, DOT indicates that it would generally remove project work in the "added" category before removing

any of the "advanced" project work. However, there would be exceptions, as the Department would reexamine the program's schedule and regional funding levels in the context of the lower funding level.

15. Even if sufficient revenues are available in the 2019-21 biennium to fund Governor's recommendation as intended, the 2020-21 base year (\$1,008.9 million) could strain the fund's resources in subsequent biennia. Another option that would likely maintain state highway conditions in the biennium, but provide a lower 2020-21 base level funding amount for the 2021-23 biennium, would be to provide the funding level discussed by DOT as part of January, 2019, Transportation Task Force deliberations. Table 4 compares the Transportation Task Force funding level to the alternative funding levels discussed in this paper. Providing a lower base level of SHR, as compared to the Governor's intended recommendation, funding in 2020-21 would mean a lower base level funding amount for the 2021-23 biennium, which would help bring ongoing DOT appropriation in line with ongoing revenues. [Alternative 3]

TABLE 4

**State Highway Rehabilitation Program Funding --
Transportation Task Force Comparisons (\$1,985.3 million)**

<u>Fund</u>	<u>Transportation Task Force (Alt. 3)*</u>		
	<u>2019-20</u>	<u>2020-21</u>	<u>Biennial Total</u>
SEG	\$566,925,400	\$626,925,400	\$1,193,850,800
FED	<u>425,724,100</u>	<u>365,724,100</u>	<u>791,448,200</u>
Total	\$992,649,500	\$992,649,500	\$1,985,299,000
<u>% Difference to Alternative Funding Levels</u>			
Base Budget			22.1%
Governor (Bill)			5.7
Governor (as Intended)			2.5

*Includes \$2,509,200 SEG and \$2,493,300 FED annually associated with adjustment to the 2018-19 base funding amount and standard budget adjustments.

16. Although the Governor's budget recommendations would include significant additional transportation fund revenues that would be generated through the tax and fee increases in the bill, absent these or other similar measures, a substantially lower level of state highway rehabilitation programming may be required. Given the other state highway and local transportation programming demands that would be funder under the bill, some may feel that, absent any revenue increase, a base level of state highway rehabilitation program funding is all the state can afford at this time. Table 5 compares a base SHR program funding level for the 2019-21 biennium to the alternative funding levels discussed in this paper.

TABLE 5

**State Highway Rehabilitation Program Funding --
Base Budget Comparisons (\$1,625.3 million)**

<u>Fund</u>	<u>Base Budget (Alt. 4)*</u>		
	<u>2019-20</u>	<u>2020-21</u>	<u>Biennial Total</u>
SEG	\$386,111,500	\$386,111,500	\$772,223,000
FED	<u>426,538,000</u>	<u>426,538,000</u>	<u>853,076,000</u>
Total	\$812,649,500	\$812,649,500	\$1,625,299,000
% Change in Resources			-0.1%
<u>% Difference to Alternative Funding Levels</u>			
Governor (Bill)			-13.4%
Governor (as Intended)			-16.1
Task Force			-18.1

*Includes \$2,509,200 SEG and \$2,493,300 FED annually associated with adjustment to the 2018-19 base funding amount and standard budget adjustments.

17. During 2019, Transportation Task Force discussions, DOT estimated that backbone and non-backbone state highways would be, respectively, in 98.3% and 74.3% fair and above condition at the start of 2019-20. Under an ongoing base budget scenario, it could be expected that these conditions would decline to 93.1% and 61.4% fair and above by the beginning of 2028-29.

Other Factors Related to Program Funding

18. In providing analysis related the funding discussion for the state highway improvement program, the Department noted that the SHR program funding level has the most significant, direct impact on highway conditions. However, DOT has also stressed that major highway development and southeast Wisconsin freeway megaprojects must also be funded at a sufficient level in order to avoid spillover effects to the SHR program that would negatively affect these highway conditions over time. Although both of these programs typically deal with capacity expansion issues, these reconstruction projects eliminate the highway rehabilitation needs on those redeveloped highways as well. Absent sufficient funding for the majors and megaprojects programs, additional pressure would be placed on state highway rehabilitation program funding, primarily due to significant age-related infrastructure issues in the southeast region of the state, as well as other parts of the state.

19. In order to avoid drawing additional resources from statewide state highway rehabilitation programming, DOT estimates that these other two programs would require the following funding levels: (a) at least \$550 million for the major highway development program in the 2019-21 biennium, \$300 million in 2021-22, and \$400 million annually thereafter; and (b) \$206.4 million in the 2019-21 biennium, \$343.6 million in 2021-23, and \$350 million annually thereafter for

the southeast megaprojects program. Absent these funding levels, DOT will likely need to fund significant amounts of highway and bridge rehabilitation work using the SHR program particularly on the southeast Wisconsin freeway system. This situation would reduce the available SHR funding for other areas of the state.

20. Over the past several biennia, significant let savings have accrued in the major highway development program, such that more major project work than was anticipated was able to be funded. "Let savings" occur when DOT lets a contract for an amount that is less than the funds that were encumbered for that project based on an estimated cost. Any let savings are then available within the program that generated the savings to fund additional, unplanned work. When a project costs more than anticipated, this is termed "negative let savings." Beginning in 2017-18, the state highway construction market, including inputs, became less favorable to the state, eroding some of the "let savings" that had been realized earlier in this year. Through April, 2019, all state and local highway programs had realized negative let savings of -\$77.5 million in 2018-19. As a result, the relatively favorable bidding conditions that had lasted for several years do not appear likely to continue in 2019-21.

21. The availability of transportation fund revenue to fund any of the alternatives described in this paper would depend on other actions taken by the Committee relative to SEG revenue to the fund, overall state highway improvement program SEG funding, local transportation program SEG funding, and the level of transportation fund-supported debt authorized for the 2019-21 biennium.

ALTERNATIVES

1. Approve the Governor's recommendations and make the following changes to the SHR program funding in order to provide a 2019-21 funding level of \$1,877,813,600: (a) an increase \$120,000,000 SEG in 2019-20 and \$200,000,000 SEG in 2020-21; and (b) a decrease of \$60,000,000 FED in 2020-21. [Standard budget adjustment reductions of \$2,928,800 SEG annually and \$813,900 FED annually were made under an earlier action of the Committee.] This program funding level would provide \$107.5 million less in the 2019-21 biennium than DOT has indicated would be necessary to maintain state highway conditions over time.

ALT 1	Change to	
	Base	Bill
SEG	\$320,000,000	\$0
FED	<u>- 60,000,000</u>	<u>0</u>
Total	\$260,000,000	\$0

2. Approve the Governor's recommendation, as modified by an erratum, and make the following changes to the SHR program funding in order to a 2019-21 funding level of \$1,937,813,600: (a) an increase \$120,000,000 SEG in 2019-20 and \$260,000,000 SEG in 2020-21; and (b) a decrease of \$60,000,000 FED in 2020-21. [Standard budget adjustment reductions of \$2,928,800 SEG annually and \$813,900 FED annually were made under an earlier action of the Committee.] This program funding level would provide \$47.5 million less in the 2019-21 biennium

than DOT has indicated would be necessary to fund maintain state highway conditions over time. However, the 2020-21 base year would slightly exceed the funding that DOT has indicated would be necessary to maintain these conditions.

ALT 2	Change to	
	Base	Bill
SEG	\$380,000,000	\$60,000,000
FED	<u>- 60,000,000</u>	<u>0</u>
Total	\$320,000,000	\$60,000,000

3. Provide the Transportation Task Force funding level and make the following changes to the SHR program funding in order to provide a 2019-21 funding level of \$1,985,299,000: (a) an increase \$183,742,700 SEG in 2019-20 and \$243,742,700 SEG in 2020-21; and (b) a decrease of \$60,000,000 FED in 2020-21. [Standard budget adjustment reductions of \$2,928,800 SEG annually and \$813,900 FED annually were made under an earlier action of the Committee.] This is the biennial funding level that DOT has indicated would be necessary in the 2019-21 biennium to maintain state highway conditions.

ALT 3	Change to	
	Base	Bill
SEG	\$427,485,400	\$107,485,400
FED	<u>- 60,000,000</u>	<u>0</u>
Total	\$367,485,400	\$107,485,400

4. Take no action, which would provide a 2019-21 funding level for the SHR program of \$1,625,299,000. [Standard budget adjustment reductions of \$2,928,800 SEG annually and \$813,900 FED annually were made under an earlier action of the Committee.] This program funding level would provide \$360 million less in the 2019-21 biennium than DOT has indicated would be necessary to maintain state highway conditions over time.

ALT 4	Change to	
	Base	Bill
SEG	\$0	-\$320,000,000
FED	<u>0</u>	<u>60,000,000</u>
Total	\$0	-\$260,000,000

Prepared by: John Wilson-Tepeli
Attachments

ATTACHMENT 1

Recent Biennial Funding Levels for Three Main Components of State Highway Improvement Program (\$ in Millions)

<u>Biennium</u>	<u>State Highway Rehabilitation</u>	<u>Major Highway Development</u>	<u>Southeast Wisconsin Freeways*</u>	<u>Total</u>
2009-11	\$1,545.8	\$713.6	\$643.0	\$2,902.4
2011-13	1,607.6	743.6	420.0	2,771.2
2013-15	1,640.4	728.4	517.0	2,885.8
2015-17	1,698.0	641.1	414.6	2,753.7
2017-19	1,626.2	563.7	535.6	2,725.7
2019-21*	\$1,877.8	\$558.2	\$331.9	\$2,767.9

<u>Biennium</u>	<u>State Highway Rehabilitation</u>	<u>Major Highway Development</u>	<u>Southeast Wisconsin Freeways*</u>	<u>Total</u>
2009-11	53.3%	24.6%	22.2%	100.0%
2011-13	58.0	26.8	15.2	100.0
2013-15	56.8	25.2	17.9	100.0
2015-17	61.7	23.3	15.1	100.0
2017-19	59.7	20.7	19.6	100.0
2019-21*	67.8%	20.2	12.0%	100%

*Governor's budget recommendation. The administration intended to provide \$60.0 million of the amount shown under the southeast Wisconsin freeway megaprojects program to the state highway rehabilitation program.

ATTACHMENT 2

Current Regional State Highway Funding Allocations of Funding

<u>Allocations</u>	<u>% of Total Funding</u>
Regions (Non-Backbone)*	
Southwest Region	17.9%
Southeast Region	12.9
Northeast Region	6.7
North Central Region	7.8
Northwest Region	<u>10.6</u>
Subtotal	56.0%
Centrally-Scheduled (Backbone)	44.0%
Total	100.0%

Note: Percentage total does not add due to rounding. The regional allocation of state highway rehabilitation program funding is for non-backbone highways, which are typically lower-order or relatively less travelled highways in the state. The centrally-scheduled funding is provided for projects on the state's backbone highway system, which is a 1,590 mile system of highways connecting major economic areas of the state.

*The five regions and the counties in each region are:

- North Central Region: Adams, Florence, Forest, Green Lake, Iron, Langlade, Lincoln, Marathon, Marquette, Menominee, Oneida, Portage, Price, Shawano, Vilas, Waupaca, Waushara, and Wood counties.
- Northeast Region: Brown, Calumet, Door, Fond du Lac, Kewaunee, Manitowoc, Marinette, Oconto, Outagamie, Sheboygan, and Winnebago counties.
- Northwest Region: Ashland, Barron, Bayfield, Buffalo, Burnett, Chippewa, Clark, Douglas, Dunn, Eau Claire, Jackson, Pepin, Pierce, Polk, Rusk, St. Croix, Sawyer, Taylor, Trempealeau, and Washburn counties.
- Southeast Region: Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha counties.
- Southwest Region: Columbia, Crawford, Dane, Dodge, Grant, Green, Iowa, Jefferson, Juneau, La Crosse, Lafayette, Monroe, Richland, Rock, Sauk, and Vernon counties.

ATTACHMENT 3

Projects Added and Advanced -- 2019-21 Governor's Budget Recommendation for SHR (as Intended)

<u>Primary County</u>	<u>Project ID</u>	<u>Primary Highway</u>	<u>Limits</u>	<u>Mileage</u>	<u>Old Year</u>	<u>New Year</u>	<u>Concept</u>	<u>Low</u>	<u>High</u>
Added									
Dane	5600-05-80	STH 078	Vermont Creek Bridge B-13-855	0.20	2030	2021	Bridge Replace	\$500,000	\$749,999
Forest	9090-01-61	STH 070	Divide Road to STH 55 Culverts	-	2025	2021	Miscellaneous	500,000	749,999
Forest	9090-01-72	STH 070	Divide Road to STH 55	7.50	2025	2021	Resurface	1,000,000	1,999,999
Langlade	9140-12-73	STH 064	USH 45 to Clover Road	4.20	2026	2021	Resurface	1,000,000	1,999,999
Langlade	9140-12-74	STH 064	CTH P to Oconto County Line	10.80	2026	2021	Resurface	2,000,000	2,999,999
Milwaukee	2040-14-20	USH 045	St Martins Road to College Ave.	3.00	2025	2021	Reconstruct Expansion	2,000,000	2,999,999
Oneida	9050-03-70	STH 047	USH 8 to Kildeer Road	12.50	2025	2020	Resurface	3,000,000	39,991,000
Racine	2260-00-71	STH 011	STH 31 to Kentucky St	1.30	2030	2020	Reconstruct	9,000,000	9,999,999
Vilas	9080-14-75	STH 070	USH 45 to Divide Road	13.50	2025	2021	Resurface	3,000,000	39,991,000
Waushara	6150-00-72	STH 022	Marquette CTY L/CTH JJ to STH 21W	7.00	2025	2021	Resurface	1,000,000	1,999,999
Advanced									
Adams	6160-00-61	STH 021	Wis River Bridge B-1-13	0.20	2023	2021	Bridge Rehabilitation	\$500,000	\$749,999
Barron	1196-04-77	USH 053	Chippewa County Line - USH 8 (SB)	16.60	2023	2021	Resurface	12,000,000	12,999,999
Bayfield	1180-03-76	USH 002	Sznaider Road to CTH A	5.60	2023	2020	Resurface	3,000,000	39,991,000
Columbia	1161-00-66	I-H 039	STH 78 to Marquette County Line, NB	11.10	2022	2021	Pavement Preservation	3,000,000	39,991,000
Columbia	6130-02-60	STH 013	Wisconsin River Strucs B-11-001/104	-	2022	2021	Bridge Rehabilitation	1,000,000	1,999,999
Columbia	6040-00-73	STH 033	STH 22 to 0.19 Mile W of Morris Drive	9.50	2022	2021	Resurface	4,000,000	4,999,999
Columbia	6020-04-61	USH 051	E Jct STH 60 to Tomlinson Road	5.90	2023	2021	Pavement Preservation	3,000,000	39,991,000
Dane	5601-00-60	STH 078	USH 14 to USH 12	7.90	2022	2021	Pavement Preservation	2,000,000	2,999,999
Dane	1206-06-79	USH 012	Whitney Way to I-H 39/90	10.40	2021	2021	Resurface	15,000,000	29,999,999
Dane	1204-08-65	USH 018	Town Hall Road to CTH PD	13.70	2022	2021	Pavement Preservation	7,000,000	7,999,999
Dane	5845-01-76	USH 051	STH 138 to Silverado Dr/Hoel Ave	0.20	2022	2021	Reconstruct	4,000,000	4,999,999
Dane	5845-01-78	USH 051	Roby Road Intersection	0.40	2022	2021	Recondition	1,000,000	1,999,999
Dodge	1111-03-62	USH 151	STH 73 to CNW RR	7.10	2022	2021	Pavement Preservation	4,000,000	4,999,999
Douglas	1198-00-72	USH 053	Kent Road to CTH C (NB & SB)	6.00	2021	2020	Resurface	9,000,000	9,999,999
Dunn	7220-00-60	STH 025	South County Line to Red Cedar Rvr	6.60	2022	2021	Resurface	2,000,000	2,999,999
Dunn	8949-05-72	USH 012	Wilson Creek Bridge B-17-0206	-	2024	2021	Bridge Replace	750,000	999,999
Grant	5215-03-80	STH 081	Hackett Branch Bridge B-22-292	0.10	2023	2021	Bridge Replace	750,000	999,999
Jefferson	1067-04-71	I-H 094	Airport Road to CTH Y	10.80	2021	2020	Resurface	13,000,000	13,999,999

<u>Primary County</u>	<u>Project ID</u>	<u>Primary Highway</u>	<u>Limits</u>	<u>Mileage</u>	<u>Old Year</u>	<u>New Year</u>	<u>Concept</u>	<u>Low</u>	<u>High</u>
Advanced (continued)									
Jefferson	1067-04-72	I-H 094	STH 26 to East County Line	11.10	2022	2021	Resurface	12,000,000	12,999,999
Juneau	7020-02-60	STH 173	STH 21 to County Line Road	19.40	2020	2020	Resurface	7,000,000	7,999,999
Milwaukee	2150-00-71	STH 100	91st Street to Deerbrook Trail	3.20	2022	2021	Resurface	10,000,000	10,999,999
Oconto	9190-26-71	STH 032	Pulaski Nvl - CTH E	7.60	2023	2021	Resurface	4,000,000	4,999,999
Oneida	1170-16-71	USH 051	Bearskin Bridge to Rocky Run Road	3.20	2021	2021	Resurface	\$1,000,000	\$1,999,999
Pierce	7650-01-74	STH 029	USH 10 to South Junction CTH QQ	5.20	2022	2021	Pavement Replacement	5,000,000	5,999,999
Pierce	1530-05-72	USH 010	CTH A to East County Line	10.90	2022	2021	Resurface	6,000,000	6,999,999
Polk	1570-00-74	USH 008	STH 46 South Junction to Front Ave	9.80	2024	2021	Resurface	5,000,000	5,999,999
Portage	1166-00-79	I-H 039	N 2nd St to CTH X	3.30	2022	2020	Pavement Replacement	8,000,000	8,999,999
Racine	1320-23-72	STH 011	56th Rd to I-H 41/94 W Frontage Rd	1.00	2022	2021	Reconstruct Expansion	6,000,000	6,999,999
Racine	2240-00-77	STH 036	STH 20 to CTH Y	6.00	2022	2021	Recondition	11,000,000	11,999,999
Rock	5670-03-70	STH 059	STH 213 to Garrison Drive	2.30	2023	2021	Resurface	1,000,000	1,999,999
Sauk	5630-06-72	STH 078	Eagle View Court to Weynand Road	8.50	2023	2021	Pavement Replacement	10,000,000	10,999,999
St. Croix	1020-01-77	I-H 094	Kinnickinnic Riv to CTH T (EB & WB)	4.10	2021	2020	Resurface	5,000,000	5,999,999
Vernon	5730-00-80	STH 056	Bishop Branch Bridge B-62-258	0.20	2023	2021	Bridge Replace	1,000,000	1,999,999
Waushara	6310-00-60	STH 073	STH 22 (N) to CTH BB	14.60	2021	2021	Pavement Preservation	3,000,000	39,991,000

ATTACHMENT 4

Projects Added and Advanced Beyond 2019-21 Biennium -- Under Ongoing Funding Level Equal to Governor's 2019-21 Budget Recommendation for SHR (as Intended)

<u>Primary County</u>	<u>Project ID</u>	<u>Primary Highway</u>	<u>Limits</u>	<u>Mileage</u>	<u>Old Year</u>	<u>New Year</u>	<u>Concept</u>	<u>Low</u>	<u>High</u>
Added									
Adams	6566-00-72	STH 023	Columbia Co Line to Marquette Co Line	6.50	2025	2022	Resurface	\$1,000,000	\$1,999,999
Ashland	1180-44-70	USH 002	Government Road to East County Line	9.00	2027	2022	Resurface	4,000,000	4,999,999
Barron	1550-04-74	USH 063	West Junction STH 48 to Charrie Ln	1.30	2027	2022	Resurface	1,000,000	1,999,999
Bayfield	8725-02-70	STH 118	USH 63 to STH 112	6.90	2027	2022	Pavement Replacement	5,000,000	5,999,999
Brown	1227-08-73	I-H 043	STH 172 - Webster Drive	10.80	2027	2022	Resurface	12,000,000	12,999,999
Brown	4085-33-71	STH 032	South County Line-Duester Street	6.60	2025	2023	Resurface	3,000,000	39,991,000
Brown	1480-27-71	STH 054	I-43-STH57	4.80	2026	2024	Resurface	5,000,000	5,999,999
Brown	4075-35-72	STH 096	CTH JJ - CTH D	3.10	2025	2024	Resurface	1,000,000	1,999,999
Calumet	4085-60-71	STH 032	CTH Aa-Jordan Avenue	2.40	2025	2024	Resurface	750,000	999,999
Calumet	4050-15-71	STH 055	STH 114-USH 10	1.60	2025	2024	Resurface	750,000	999,999
Chippewa	7070-06-72	STH 027	Eau Claire/Chippewa Co Ln to STH 29	5.50	2025	2024	Resurface	2,000,000	2,999,999
Chippewa	1191-05-76	USH 053	CTH B to STH 64	10.50	2025	2024	Pavement Replacement	15,000,000	29,999,999
Clark	7050-00-72	STH 073	Hunt Street to STH 29 E	11.70	2027	2024	Pavement Replacement	9,000,000	9,999,999
Columbia	6040-00-74	STH 033	0.19 Mile W of Morris Drive to STH 73	6.00	2026	2023	Pavement Replacement	5,000,000	5,999,999
Columbia	6225-01-70	STH 127	STH 16 to La Dawn Drive	14.00	2026	2024	Pavement Replacement	12,000,000	12,999,999
Columbia	6020-04-72	USH 051	Tomlinson Road to Ontario Street	10.70	2025	2024	Resurface	5,000,000	5,999,999
Crawford	5790-01-80	STH 171	Flowing Stream Structure C-12-Xxxx	0.10	2025	2023	Reconstruct	250,000	599,999
Dane	1693-05-72	STH 069	CTH D to Valley Road	8.70	2025	2022	Reconstruct	12,000,000	12,999,999
Dane	5420-02-72	STH 113	Knutson Drive to STH 19	3.50	2025	2024	Resurface	2,000,000	2,999,999
Dodge	3270-01-74	STH 028	Ellsworth Street to N Jct CTH TW	3.50	2025	2023	Resurface	1,000,000	1,999,999
Dodge	1390-06-70	STH 026	STH 33 to Barnes Street	12.40	2025	2024	Pavement Replacement	7,000,000	7,999,999
Door	4430-21-71	STH 042	Egg Harbor Road - Mid Jct 42/57	0.80	2025	2024	Resurface	750,000	999,999
Douglas	8510-01-70	STH 013	CTH H to Engdahl Road	15.80	2027	2024	Resurface	6,000,000	6,999,999
Florence	9304-11-70	STH 101	CTH F to Woods Creek Road	8.70	2025	2022	Resurface	1,000,000	1,999,999
Forest	9260-00-70	STH 032	Crandon RR Overhead to Railroad Ave	5.90	2025	2022	Resurface	1,000,000	1,999,999
Forest	9304-12-70	STH 101	USH 8 to West Oneonta Lane	5.00	2025	2022	Resurface	1,000,000	1,999,999
Forest	9130-03-63	STH 032	Forest Avenue to USH 8 Culverts	-	2025	2024	Miscellaneous	500,000	749,999
Forest	9130-03-73	STH 032	Forest Avenue to USH 8	8.70	2025	2024	Pavement Replacement	3,000,000	39,991,000
Grant	1706-06-71	STH 011	V Hazel Green W Limit to V N Limit	1.50	2026	2024	Pavement Replacement	1,000,000	1,999,999
Grant	5580-04-70	STH 035	W Junction STH 133 to USH 18	5.40	2025	2024	Resurface	3,000,000	39,991,000
Grant	5330-02-73	STH 080	Illinois State Line to STH 11	1.80	2026	2024	Pavement Replacement	1,000,000	1,999,999
Grant	1650-06-72	USH 061	Hickory Lane to Alona Lane	17.70	2030	2024	Miscellaneous	6,000,000	6,999,999

<u>Primary County</u>	<u>Project ID</u>	<u>Primary Highway</u>	<u>Limits</u>	<u>Mileage</u>	<u>Old Year</u>	<u>New Year</u>	<u>Concept</u>	<u>Low</u>	<u>High</u>
Added (continued)									
Green	5606-03-70	STH 092	East Avenue to USH 14	13.10	2025	2024	Resurface	\$2,000,000	\$2,999,999
Green Lake	6530-01-72	STH 073	Fox River Bridge to CTH J	0.70	2025	2022	Resurface	250,000	599,999
Jackson	7505-00-76	STH 121	CTH FF South to STH 95	7.00	2027	2023	Resurface	2,000,000	2,999,999
Jefferson	3993-01-81	LOC STR	Rock River Structure B-28-0192	0.10	2030	2022	Bridge Replace	3,000,000	39,991,000
Jefferson	3576-01-71	STH 106	STH 73 to Park Drive	11.40	2025	2022	Resurface	4,000,000	4,999,999
Jefferson	3601-00-74	STH 089	Kiesling Road to USH 18	2.70	2025	2023	Resurface	1,000,000	1,999,999
Jefferson	1067-02-73	I-H 094	Newville Road Br; Rock Lake Road Br	-	2025	2024	Bridge Replace	4,000,000	4,999,999
Jefferson	1370-00-73	STH 016	E Main St to 0.23Mile E Rock River Rd	7.90	2026	2024	Pavement Replacement	6,000,000	6,999,999
Juneau	1620-02-78	STH 080	STH 21 to County Line Road	16.00	2025	2023	Resurface	8,000,000	8,999,999
Kenosha	3330-07-70	STH 031	STH 50 to CTH S	2.60	2025	2024	Pavement Preservation	4,000,000	4,999,999
Kenosha	3240-16-70	STH 032	Illinois State Line to 91st St	3.30	2025	2024	Resurface	3,000,000	39,991,000
Kenosha	1310-14-70	STH 050	S CTH W to 1750 Feet East	0.10	2025	2024	Reconstruct	3,000,000	39,991,000
La Crosse	7930-08-71	STH 108	Old 16 Road to North County Line	12.30	2027	2024	Pavement Replacement	11,000,000	11,999,999
Lafayette	5590-00-72	STH 078	STH 11 to CTH D	6.50	2025	2023	Resurface	2,000,000	2,999,999
Langlade	9140-12-71	STH 064	Wolf River Crossing B-34-0838	-	2025	2024	Bridge Rehabilitation	250,000	599,999
Manitowoc	1500-71-71	USH 010	Unnamed Creek Box Culvert C360058	-	2025	2024	Bridge Replace	250,000	599,999
Marathon	9535-05-70	STH 097	Black Creek Brdge to Taylor Co Line	6.80	2026	2022	Resurface	1,000,000	1,999,999
Marathon	1166-00-83	I-H 039	Portage Co Ln to Maple Ridge Rd, NB	9.40	2025	2023	Resurface	3,000,000	39,991,000
Marathon	6360-05-70	STH 107	North Street to Maratech Avenue	0.60	2026	2023	Resurface	250,000	599,999
Marathon	6360-06-70	STH 107	STH 153 to CTH B	8.80	2025	2023	Resurface	3,000,000	39,991,000
Marathon	1009-46-64	VAR HWY	Marathon County Bridge Overlays	-	2030	2023	Bridge Rehabilitation	750,000	999,999
Marathon	1620-03-72	STH 013	26Th Road to STH 98	4.20	2025	2024	Resurface	1,000,000	1,999,999
Marinette	9160-19-71	STH 064	CTH E-STH 180	7.00	2025	2023	Resurface	2,000,000	2,999,999
Marquette	6530-01-71	STH 073	CTH J to White River Bridge	8.80	2025	2022	Resurface	2,000,000	2,999,999
Milwaukee	1360-15-70	STH 145	Good Hope Rd Interchange to 68th St	3.90	2025	2022	Resurface	12,000,000	12,999,999
Milwaukee	2195-04-70	STH 032	N Broadway to N Prospect Ave	0.40	2025	2024	Reconstruct	4,000,000	4,999,999
Milwaukee	2225-15-70	STH 032	Newberry Blvd to Edgewood Ave	0.90	2025	2024	Resurface	5,000,000	5,999,999
Milwaukee	2275-05-70	STH 057	North Ave to Hopkins St	1.10	2025	2024	Resurface	3,000,000	39,991,000
Milwaukee	2015-10-71	STH 119	STH 119 At Howell Ave	0.20	2025	2024	Resurface	1,000,000	1,999,999
Milwaukee	2040-14-70	USH 045	Rawson North Ramp to College Ave	1.00	2027	2024	Reconstruct	12,000,000	12,999,999
Milwaukee	1000-09-78	VAR HWY	Bridge Rehab	-	2025	2024	Bridge Rehabilitation	500,000	749,999
Outagamie	6230-16-71	STH 054	Wcl-Park Avenue	9.20	2026	2024	Resurface	6,000,000	6,999,999
Outagamie	6518-07-71	STH 076	Boelter Rd - CTH W	2.60	2025	2024	Bridge Replace	250,000	599,999
Outagamie	4075-35-71	STH 096	Claribel Street-CTH JJ	1.90	2025	2024	Resurface	500,000	749,999
Pierce	8070-03-70	USH 063	USH 10 to East Junction STH 29	10.20	2027	2022	Resurface	6,000,000	6,999,999
Polk	8865-00-74	STH 065	North Jct Jewell Street to USH 8	15.00	2027	2023	Pavement Replacement	11,000,000	11,999,999
Polk	1550-02-76	USH 063	St Croix/Polk Co Ln to CTH J	8.40	2025	2024	Resurface	4,000,000	4,999,999
Portage	6280-00-60	STH 066	North CTH J to STH 49	10.50	2025	2022	Pavement Preservation	2,000,000	2,999,999

<u>Primary County</u>	<u>Project ID</u>	<u>Primary Highway</u>	<u>Limits</u>	<u>Mileage</u>	<u>Old Year</u>	<u>New Year</u>	<u>Concept</u>	<u>Low</u>	<u>High</u>
Added (continued)									
Portage	1166-12-78	I-H 039	STH 54 to N 2nd Street	11.10	2025	2023	Resurface	\$7,000,000	\$7,999,999
Price	1610-44-62	STH 013	Flambeau River Bridges B-50-21,22	-	2025	2022	Bridge Rehabilitation	1,000,000	1,999,999
Racine	2390-12-20	STH 031	STH 20 to STH 11	1.50	2025	2022	Miscellaneous	1,000,000	1,999,999
Racine	2250-15-70	STH 020	Oakes Rd to STH 31	1.20	2025	2024	Resurface	5,000,000	5,999,999
Racine	2340-10-70	STH 020	STH 36 to Sb USH 45	8.50	2026	2024	Recondition	11,000,000	11,999,999
Racine	2350-15-70	STH 032	2000' N 4Mi Rd to 800' S E Co Ln Rd	4.60	2026	2024	Resurface	3,000,000	39,991,000
Rock	3320-02-71	STH 140	0.17 Mile N Ogden Avenue to USH 14	6.20	2026	2023	Pavement Replacement	5,000,000	5,999,999
Rusk	1580-00-70	USH 008	Little Soft Maple Cr Brg B-54-0131	-	2025	2022	Bridge Replace	750,000	999,999
Rusk	1580-04-73	USH 008	Prentice Street to Rusk/Price Co Ln	11.10	2025	2024	Resurface	4,000,000	4,999,999
Sauk	5080-09-73	STH 023	Elder Ridge Road to CTH K	8.10	2026	2024	Pavement Replacement	7,000,000	7,999,999
Shawano	6251-11-70	STH 022	Waupaca County Line to CTH Cc	7.90	2025	2023	Resurface	2,000,000	2,999,999
Shawano	9180-17-71	STH 022	CTH BE to CTH R	5.80	2025	2024	Pavement Replacement	3,000,000	39,991,000
Shawano	9180-17-72	STH 022	CTH R to Oconto County Line	5.90	2025	2024	Pavement Replacement	3,000,000	39,991,000
Shawano	9220-04-72	STH 117	Express Way to CTH BE	0.60	2025	2024	Pavement Replacement	750,000	999,999
St. Croix	1020-00-73	I-H 094	CTH Bb to STH 128 (EB & WB)	5.80	2025	2023	Resurface	8,000,000	8,999,999
St. Croix	1540-04-73	STH 065	STH 65 Expansion//70th Av Intersect	0.60	2025	2023	Reconstruct Expansion	3,000,000	39,991,000
St. Croix	1020-07-70	I-H 094	CTH T to CTH Bb (EB & WB)	5.80	2025	2024	Resurface	10,000,000	10,999,999
Vernon	5730-00-71	STH 056	Mahoney Rd to S Junction STH 131	11.60	2025	2023	Resurface	4,000,000	4,999,999
Vernon	5710-00-71	STH 082	STH 56 to Kickapoo River	11.10	2025	2023	Resurface	4,000,000	4,999,999
Vernon	5100-01-60	STH 033	Kickapoo R Br to C Hillsboro Limit	15.00	2025	2024	Pavement Preservation	4,000,000	4,999,999
Vilas	9205-03-60	STH 155	STH 70 to Lake Street	6.90	2025	2024	Pavement Preservation	1,000,000	1,999,999
Walworth	1080-12-73	USH 012	WB STH 50 to STH 67	9.20	2025	2022	Resurface	11,000,000	11,999,999
Walworth	1320-22-70	STH 011	Indian Run Cr 0.7 Mi E Claussen Rd	-	2025	2024	Miscellaneous	500,000	749,999
Washington	2310-13-70	STH 060	CTH P to Eagle Dr	1.00	2025	2024	Resurface	2,000,000	2,999,999
Waukesha	1060-47-70	I-H 094	STH 83 to CTH T	6.00	2025	2024	Resurface	15,000,000	29,999,999
Waukesha	2810-08-70	STH 164	Henneberry Ave to Denoon Rd	2.30	2027	2024	Pavement Replacement	6,000,000	6,999,999
Waukesha	2210-12-70	USH 018	STH 83 to CTH Tt	5.10	2025	2024	Resurface	3,000,000	39,991,000
Waukesha	3080-04-70	USH 018	STH 67 to Moraine View Dr	4.00	2026	2024	Resurface	3,000,000	39,991,000
Waupaca	6250-02-73	STH 022	STH 156 to Lake Wagner Road	4.40	2025	2023	Pavement Replacement	3,000,000	39,991,000
Waupaca	6590-02-76	STH 022	CTH N (N) to USH 45	12.20	2025	2023	Resurface	3,000,000	39,991,000
Waushara	6170-00-73	STH 021	3rd Lane to Madison St	1.90	2025	2022	Resurface	1,000,000	1,999,999
Winnebago	6540-08-71	STH 091	Wcl-STH 44	14.80	2028	2024	Resurface	5,000,000	5,999,999
Wood	1520-00-64	STH 073	Wood Cty Bridge Overlay B-71-78	-	2030	2023	Bridge Rehabilitation	-	249,999
Southeast Region Wide	4890-01-70	VAR HWY	Crack Sealing - Fy2025	TBD	2025	2024	Pavement Preservation	1,000,000	1,999,999

<u>Primary County</u>	<u>Project ID</u>	<u>Primary Highway</u>	<u>Limits</u>	<u>Mileage</u>	<u>Old Year</u>	<u>New Year</u>	<u>Concept</u>	<u>Low</u>	<u>High</u>
Advanced									
Barron	8120-02-76	STH 048	USH 63 North to STH 25	9.10	2024	2022	Resurface	\$3,000,000	\$39,991,000
Brown	4075-39-71	STH 096	STH 32 - CTH G	9.80	2023	2022	Resurface	5,000,000	5,999,999
Brown	1210-11-71	STH 172	Airport Entrance-I-H 41	2.80	2024	2023	Resurface	3,000,000	39,991,000
Brown	1210-17-71	STH 172	STH 54 - Airport Entrance	2.60	2024	2023	Resurface	1,000,000	1,999,999
Brown	1210-18-71	STH 172	Unnamed Creek, C-05-0122	-	2024	2023	Bridge Replace	250,000	599,999
Buffalo	1533-00-70	USH 010	Holmes Creek Bridge B-06-0New	-	2024	2023	Bridge Replace	750,000	999,999
Clark	1520-02-72	USH 010	USH 12 East Jct to Bachelors Avenue	8.80	2024	2023	Resurface	4,000,000	4,999,999
Columbia	1400-01-70	STH 016	Lincoln to Fall River-Columbus Rd	12.20	2024	2022	Resurface	5,000,000	5,999,999
Columbia	1400-01-73	STH 016	USH 51 to Lincoln Ave	10.00	2024	2022	Resurface	4,000,000	4,999,999
Columbia	6630-00-70	STH 044	STH 33 to CTH HH	6.20	2024	2023	Resurface	2,000,000	2,999,999
Crawford	5180-00-70	STH 060	E Jct Old Hwy 60 to Kickapoo River	11.00	2024	2023	Resurface	4,000,000	4,999,999
Dane	1204-05-73	USH 018	W County Line to Town Hall Road	7.90	2023	2022	Resurface	15,000,000	29,999,999
Dane	5490-00-62	STH 030	Fair Oaks Ave B-13-206	0.40	2024	2023	Bridge Rehabilitation	750,000	999,999
Dane	5490-00-63	STH 030	Fair Oaks Avenue to Ih 39 Ramp	1.80	2024	2023	Pavement Preservation	1,000,000	1,999,999
Dane	3060-03-70	STH 073	N Marshall V Limit to Deansville Rd	9.40	2024	2023	Resurface	3,000,000	39,991,000
Dane	5926-05-60	STH 092	E Jct CTH G to STH 69	7.30	2024	2023	Resurface	2,000,000	2,999,999
Dodge	1400-00-89	STH 016	Cmstpp RR Bridge B-14-066	0.30	2024	2023	Bridge Rehabilitation	750,000	999,999
Dodge	3042-01-71	STH 060	.32M E of CTH W to STH 67	10.60	2024	2023	Resurface	4,000,000	4,999,999
Fond Du Lac	4050-23-71	USH 151	Drainage Way Culvert Replacement	0.90	2024	2023	Bridge Replace	1,000,000	1,999,999
Iowa	5952-03-72	STH 039	USH 18 to N Limits V Linden	3.50	2024	2023	Resurface	1,000,000	1,999,999
Iowa	5952-03-73	STH 039	N Limits V Linden to Fair Street	6.30	2024	2023	Resurface	2,000,000	2,999,999
Iowa	5939-00-70	STH 080	USH 18 to Kennedy Street	6.70	2024	2023	Resurface	2,000,000	2,999,999
Lincoln	1176-22-73	USH 051	Marathon County Line to CTH K, NB	6.70	2023	2022	Pavement Replacement	6,000,000	6,999,999
Marathon	1170-01-76	USH 051	Decator Drive to Lincoln Co Line	8.70	2023	2022	Resurface	6,000,000	6,999,999
Marinette	9160-17-71	STH 064	USH 141-CTH E	10.80	2024	2023	Resurface	4,000,000	4,999,999
Marinette	1491-22-71	USH 141	CTH Z-CTH R	3.80	2024	2023	Resurface	2,000,000	2,999,999
Milwaukee	1100-46-70	I-H 043	60th Street Bridge	3.10	2023	2022	Bridge Replace	12,000,000	12,999,999
Milwaukee	1300-03-72	STH 794	E Lincoln Ave to S Pennsylvania Ave	3.80	2023	2022	Resurface	10,000,000	10,999,999
Milwaukee	1228-22-70	I-H 043	Brown Street to Capitol Drive	2.40	2024	2023	Resurface	30,000,000	49,999,999
Milwaukee	2060-18-70	STH 038	Bridge Over Up RR B40-571	-	2024	2023	Bridge Replace	3,000,000	39,991,000
Milwaukee	1360-12-70	STH 145	107th St Bridge	-	2024	2023	Bridge Replace	3,000,000	39,991,000
Milwaukee	1360-13-70	STH 145	Silver Spring, 76th, Ped Bridges	-	2024	2023	Bridge Rehabilitation	6,000,000	6,999,999
Milwaukee	2025-20-70	STH 190	EB Bridge Over Menomonee River	-	2024	2023	Bridge Rehabilitation	500,000	749,999
Monroe	5130-00-80	STH 071	Kickapoo River Bridge B-41-303	0.20	2023	2022	Bridge Replace	1,000,000	1,999,999
Oconto	9170-12-71	STH 032	Trinity Church Rd-CTH AA	10.10	2022	2022	Resurface	5,000,000	5,999,999
Oconto	9190-28-71	STH 032	South Branch Oconto River Bridge	-	2022	2022	Bridge Rehabilitation	750,000	999,999
Pierce	1530-00-79	USH 010	Spring Cr Culverts C-47-0New & 0New	1.00	2023	2022	Miscellaneous	750,000	999,999
Pierce	1530-02-70	USH 010	STH 29 to South Junction USH 63	14.40	2023	2022	Resurface	8,000,000	8,999,999

<u>Primary County</u>	<u>Project ID</u>	<u>Primary Highway</u>	<u>Limits</u>	<u>Mileage</u>	<u>Old Year</u>	<u>New Year</u>	<u>Concept</u>	<u>Low</u>	<u>High</u>
Advanced (continued)									
Pierce	1540-01-72	STH 065	USH 10 to Midway Avenue	0.30	2024	2023	Resurface	-	\$249,999
Racine	2340-03-73	STH 020	Willow Road to Up RR Bridges	0.20	2024	2023	Bridge Rehabilitation	\$3,000,000	39,991,000
Richland	5190-00-70	STH 060	CTH W to STH 80	11.50	2024	2022	Resurface	4,000,000	4,999,999
Rock	3140-00-72	STH 059	Vickerman Road to E County Line	7.10	2024	2022	Resurface	2,000,000	2,999,999
Sauk	1014-00-77	I-H 090	Ishnala Rd to Schepps Rd, Eb Only	8.40	2024	2022	Resurface	5,000,000	5,999,999
Sauk	5080-02-74	STH 023	USH 14 to CTH GG	12.00	2024	2023	Resurface	4,000,000	4,999,999
Sauk	5080-02-82	STH 023	Structures B-56-235 & B-56-236	-	2024	2023	Bridge Replace	1,000,000	1,999,999
Sauk	5090-05-71	STH 033	W City Limit to Lincoln Avenue	1.90	2024	2024	Pavement Replacement	4,000,000	4,999,999
Shawano	1600-02-70	USH 045	STH 29 to Langlade County Line	15.30	2023	2023	Resurface	\$4,000,000	\$4,999,999
St. Croix	1021-00-76	I-H 094	RUSH River Bridge WB B-55-0262	0.10	2024	2023	Bridge Replace	5,000,000	5,999,999
St. Croix	1021-00-77	I-H 094	RUSH River Bridge EB B-55-0263	0.10	2024	2023	Bridge Replace	3,000,000	39,991,000
Vernon	5160-07-71	STH 035	Old Hwy 35 to STH 56	11.80	2023	2022	Resurface	6,000,000	6,999,999
Vernon	5040-03-70	STH 080	CTH C to S Fork Baraboo R Bridge	11.80	2024	2023	Resurface	7,000,000	7,999,999
Vilas	1601-14-75	USH 045	CTH K West to Michigan State Line	8.50	2022	2022	Resurface	2,000,000	2,999,999
Walworth	1080-12-70	USH 012	STH 50 to STH 67	9.30	2023	2022	Bridge Rehabilitation	3,000,000	39,991,000
Walworth	1080-12-72	USH 012	EB STH 50 to STH 67	9.10	2024	2022	Resurface	10,000,000	10,999,999
Walworth	2698-03-70	STH 020	Thomas Drive to Honey Creek Road	6.00	2024	2023	Recondition	9,000,000	9,999,999
Walworth	3150-07-70	USH 014	I-H 43 to CTH K	2.80	2024	2023	Recondition	4,000,000	4,999,999
Washington	1100-43-70	I-H 041	Washington Co Line to STH 60	11.50	2024	2023	Bridge Rehabilitation	15,000,000	29,999,999
Waukesha	3120-01-61	STH 067	1000' N STH 59 to 200' S USH 18	9.60	2024	2023	Pavement Preservation	4,000,000	4,999,999
Waukesha	1330-29-70	STH 083	Oconomowoc River to N Waukesha Co Ln	2.70	2024	2023	Recondition	3,000,000	39,991,000
Waukesha	2715-03-73	VAR HWY	STH 59 & USH 18	-	2024	2023	Bridge Replace	2,000,000	2,999,999
Waushara	1166-05-77	I-H 039	Marquette County Line to CTH O, NB	13.10	2023	2022	Resurface	6,000,000	6,999,999
Northeast									
Region Wide	1009-33-33	VAR HWY	Various 3R/Lcb Routes STH	-	2022	2022	Bridge Rehabilitation	250,000	599,999
Southeast									
Region Wide	4890-00-78	VAR HWY	Crack Sealing - Fy2023	TBD	2023	2022	Pavement Preservation	1,000,000	1,999,999
Southeast									
Region Wide	4890-00-79	VAR HWY	Crack Sealing - Fy2024	TBD	2024	2023	Pavement Preservation	1,000,000	1,999,999

