

Segment	Mainline Segment Limits / Interchanges Location	Representative Conceptual Improvement	IH 41 & WIS 441 Short--term Cost			IH 41 / WIS 441 Long--term Cost			Exhibit No.	Discussion
			2012 Study *	2019 Update **	Increase	2012 Study *	2019 Update **	Increase		
Segment 1	MAINLINE IH 41 North of Breezewood Lane to South of County BB	Long-term improvement: Reconstruction to 8 lanes from Breezewood to US 10/WIS 441	--	--	--	\$206,400,000	N/A	N/A		Segment 1 is not subject to re-evaluation at this time.
	WIS 114/County JJ (Winneconne Avenue) Interchange	Short-term improvement (Alternative 1): Merge and diverge ramp improvements	\$616,000	N/A	N/A	--	--	--		
	WIS 114/County JJ (Winneconne Avenue) Interchange	Long-term improvement (Alternative 4): Traditional signalized intersections	--	--	--	\$13,583,000	N/A	N/A		
	Oakridge Road/Main Street Interchange	Short-term improvement (Alternative 1): Partial implementation of ramp terminal intersection improvements	\$167,000	N/A	N/A	--	--	--		
	Oakridge Road/Main Street Interchange	Long-term improvement (Alternative 5): Reconstruction with wider roadway median	--	--	--	\$7,950,000	N/A	N/A		
	County II (Winchester Road) Interchange	Long-term improvement (Alternative 4): Reconstruction with roundabout intersection improvements	--	--	--	\$11,852,000	N/A	N/A		
Segment 2	MAINLINE IH 41 South of County BB to North of WIS 96 Structures	Long-term improvement: Reconstruction to 8 lanes from South of County BB thru WIS 96	--	--	--	\$91,203,000	\$110,648,000	21% ↑		2019 update includes new unit costs
	County BB (West Prospect Avenue) Interchange	Short-term improvement (Alternative 1): Extended on-ramp acceleration lanes	\$276,000	N/A	N/A	--	--	--		2019 study removes the need for short term improvements at the County BB interchange.
	County BB (West Prospect Avenue) Interchange	Long-term improvement (Alternative 6): Reconstruction with roundabout intersection improvements	--	--	--	\$15,367,000	\$18,867,000	23% ↑		2019 update includes new unit costs
	WIS 125 (West College Avenue) Interchange	Long-term improvement (Alternative 4): Traditional signalized intersections	--	--	--	\$40,127,000	\$46,724,000	16% ↑		2019 update includes new unit costs
	WIS 96 (West Wisconsin Avenue) Interchange	Short Term Improvement	--	\$1,197,000	N/A	--	--	--		2019 update includes new unit costs, additional NB offramp right turn lane, additional SB offramp right turn lane, and additional WB thru lane.
	WIS 96 (West Wisconsin Avenue) Interchange	Long-term improvement (Alternative 4): Traditional signalized intersections	--	--	--	\$21,276,000	\$26,408,000	24% ↑		2019 update includes new unit costs and added an additional WB to SB left turn lane and EB to NB left turn lane onto the IH-41 on-ramps.
Segment 3	MAINLINE IH 41 North of WIS 96 Structures to South of WIS 15 Structures	Long-term improvement: Reconstruction to 8 lanes from WIS 96 to WIS 15	--	--	--	\$35,502,000	\$43,943,000	24% ↑		2019 update includes new unit costs
Segment 4	MAINLINE IH 41 South of WIS 15 Structures to West of County E	Long-term improvement: Reconstruction to 6 lanes from WIS 15 to County E	--	--	--	\$133,582,000	\$172,945,000	29% ↑		2019 update includes new unit costs, addition of a second CD lane WB between WIS 47 and CTH E, and widening of the bridge over WIS 47 due to additional NB left turn lane.
	WIS 15/County OO (West Northland Avenue) Interchange	Short-term improvement (Alternative 1): Off-ramp improvements	\$321,000	\$1,093,000	240% ↑	--	--	--		2019 geometric improvements align with separate study completed in 2018. Differences in comparisson to the original 2012 study include: additional EB to NB left turn lane and re-building the NB onramp accepting lanes, lengthing WB to NB right turn lane, adding a third WB thru lane across the WIS15 bridge, and extending the NB onramp merge lane.
	WIS 15/County OO (West Northland Avenue) Interchange	Long-term improvement (Alternative 6): Traditional signalized intersections with high efficiency intersection at WIS 15/Casaloma Drive Intersection.	--	--	--	\$52,365,000	\$61,447,000	17% ↑		2019 update includes new unit costs
	WIS 47 (Richmond Street) Interchange	Short Term Improvement	--	\$463,000	N/A	--	--	--		2019 update includes new unit costs and extension of SB onramp lane.
	WIS 47 (Richmond Street) Interchange	Long-term improvement: Interchange planned for construction in 2013. Minor lump sum rehabilitation cost included.	--	--	--	\$10,000,000	\$6,812,000	-32% ↓		2019 update includes new unit costs, bridge replacement, and reduced roadway units due to recent interchange reconstruction.
Segment 5	MAINLINE IH 41 West of County E to West of County N (Includes US41/WIS 441 North System Interchange) & WIS 441: Fox River Bridge to IH 41	Long-term improvement: Reconstruction to 6 lanes from WIS E to County N with new system flyover interchange configuration with IH 41 SB C-D Road improvements	--	--	--	\$147,938,000	\$181,920,000	23% ↑		2019 update includes new unit costs and 1/2 mile extension of a second CD lane WB east of the 41/441 interchange.
	County E (Ballard Road) Interchange	Short-term improvement (Alternative 2): Off-ramp improvements with deceleration lanes. Look ahead left turn lanes along County E NB and SB.	\$702,000	\$1,441,000	105% ↑	--	--	--		2019 update includes new unit costs, additional pavement replacement for the NB offramp, added quantity of concrete barrier wall, and added quantity of beamguard to protect steep slopes.
	County E (Ballard Road) Interchange	Long-term improvement (Alternative 5): Traditional signalized intersections with additional capacity along County E from Capitol Drive to West Evergreen Drive	--	--	--	\$29,405,000	\$35,116,000	19% ↑		2019 update includes new unit costs
	WIS 441/County OO (East Northland Avenue) Interchange	Short-term improvement (Alternative 1): Improve off-ramps	\$603,000	N/A	N/A	--	--	--		2019 study does not include this interchange at WIS441
	WIS 441/County OO (East Northland Avenue) Interchange	Long-term improvement (Alternative 7): Provide WIS 441 NB on-ramp access from County OO as a loop ramp in the SE quadrant and WIS 441 NB off-ramp connection to County OO near French Road. Relocate French Road intersection further to the east on County OO.	--	--	--	\$28,279,000	N/A	N/A		2019 study does not include this interchange
Segment 6	MAINLINE IH 41 West of County N to West of County J	Long-term improvement: Reconstruction to 6 lanes from County N to County J	--	--	--	\$59,417,000	\$74,665,000	26% ↑		2019 update includes new unit costs
	County N (Freedom Road) Interchange	Short-term improvement (Alternative 1): Improve on-ramp acceleration length	\$699,000	\$924,000	32% ↑	-	--	--		2019 update includes new unit costs and extending an existing box culvert adjacent to the SB onramp
	County N (Freedom Road) Interchange	Long-term improvement (Alternative 4): Traditional signalized intersections.	--	--	--	\$14,987,000	\$18,098,000	21% ↑		2019 update includes new unit costs
	WIS 55 (Delanglade Street) Interchange	Long-term improvement: Interchange planned for construction in 2013. Minor lump sum rehabilitation cost included.	--	--	-	\$10,000,000	\$12,500,000	25% ↑		2019 update includes new unit costs
Segment 7	MAINLINE IH 41 West of County J to Orange Lane	Long-term improvement: Reconstruction to 6 lanes from County J to Orange Lane	--	--	--	\$182,717,000	\$244,033,000	34% ↑		2019 update includes new unit costs
	MAINLINE IH 41 West of County J to Orange Lane	Long-term improvement optional barrier costs (Not included in base cost)	--	--	--	\$0	\$12,182,000	N/A		2019 update includes optional costs for additional barrier wall not included in base cost.
	County J (Lawe Street) Interchange	Long-term improvement: Interchange recently constructed. Minor lump sum rehabilitation cost included.	--	--	--	\$4,880,000	\$6,169,000	26% ↑		2019 update includes new unit costs and addition of SB to WB and EB to SB ramp partial bypass lanes around the roundabout.
	County U (South County Line Road) Interchange	Long-term improvement (Alternative 2): Add weight in motion interface and other vehicle identification equipment. Add acceleration lane from weigh station on IH 41 NB. Complete street improvement along County U.	--	--	--	\$3,034,000	\$3,615,000	19% ↑		2019 update includes new unit costs
	County S (Freedom Road) Interchange	Short-term Improvement (Alternative 2): Improve off-ramps along with County S turn lane improvements	\$706,000	\$1,189,000	68% ↑	-	--	--		2019 update includes unit cost adjustment and adding guardrail to protect existing slopes
	County S (Freedom Road) Interchange	Long-term improvement (Alternative 4): Relocate frontage roads from ramp locations to improve intersection spacing. Widen County S structures and roadway.	--	--	--	\$10,117,000	\$11,996,000	19% ↑		2019 update includes new unit costs
Segment 8	MAINLINE WIS 441 East of US 10 to South of US41/WIS 441 North System Interchange	Long-term improvement: Reconstruction to 6 lanes from US 10 to IH 41/WIS 441 North System Interchange	--	--	--	\$198,739,000	N/A	N/A		Segment 8 is not subject to re-evaluation at this time.
	County KK Interchange	Long-term improvement (Alternative 7): Traditional signalized intersections.	--	--	--	\$27,543,000				
	County CE Interchange	Long-term improvement (Alternative 5): Traditional signalized intersections.	--	--	--	\$18,113,000				
Total	Long Term Improvements comparing all recommendations from the 2012 study with the updated recommendations with the 2019 study. Includes \$0 costs associated with 2019 updated recommendation at County OO. Includes \$0 costs associated with Segments 1 & 8 which are outside the project study limits with the 2019 update. Does not include optional costs for concrete barrier on Mainline IH 41 from West of County J to Orange Lane		--	--	--	\$1,374,376,000	\$1,075,906,000	-22% ↓		
Total	Long Term Improvements comparing total costs for only those interchanges and mainline segments identified with the 2019 study. Excludes costs for County OO and mainline segments 1 & 8. Does not include optional costs for concrete barrier on Mainline IH 41 from West of County J to Orange Lane		--	--	--	\$861,917,000	\$1,075,906,000	25% ↑		
Total	Short Term Improvements comparing all recommendations from the 2012 study with the updated recommendations with the 2019 study. Includes \$0 costs associated with 2019 updated recommendations at County BB and County OO Includes \$0 costs associated with County JJ and Oakridge Interchanges which are outside the project study limits with the 2019 update Includes \$1,197,000 associated with WIS 96 interchange for 2019 update. Original study did not include costs at this interchange.		\$4,090,000	\$6,307,000	54% ↑	--	--	--		
Total	Short Term Improvements comparing total costs for only those interchanges identified with the 2019 study County OO, WIS 47, County E, County N, & County S Does not include WIS 96 costs from 2019 update as this interchange did not have any improvements included in 2012 study. Unit cost adjustments account for approximately 30 percent of the cost increase.		\$2,428,000	\$5,110,000	110% ↑	--	--	--		

* Project costs shown are in 2013 dollars and not adjusted for inflation

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