		Calendar Years 2023 - 2026: Street and Highway Improvement Projects (In Thousands of Dollars)															
																	T
Primary Jurisdiction/	Brainst Deveningtion	Type of Cost	Federal		. 2023 Local	Total		Jan Dec. State		Total	Federal	Jan D State		Tetal	Jan Dec. 2026 Federal State Local Total	Year	Air Quality
Project Sponsor	Project Description	Cost	Federal	state	Local	Total	rederal	State	Local	Total	rederal	State	Local	Total	Federal State Local Total	Open	Status
Sheboygan County	County Highway EE/Weeden Creek Road	PE	0	0	68	68	0	0	68	68				0		2025	Exempt
	County Highway OK/South Business Drive	ROW	0	0		200	0	0	68	68				0			
	to County Highway KK/South 12th Street	CONST	0	0	200	200				0	2 (11	0	2.040	0			
	Design, Right-of-Way Acquisition and	CONST				0				0	3,611	0	3,049	6,660			
	Reconstruction with no Increase in Capacity		0			2.00			68	68			2				
	(4232-00-00 and 4232-00-71)	TOTAL	0	0	268	268	0	0	68	68	3,611	0	3,049	6,660			
	(1.23 mi.)										STBG						
TIP ID No.: 372-20-002	(Highway Preservation)																
City of Sheboygan	Taylor Drive															2025	Exempt from
City of Sheboygan		PE				0										2023	
	Indiana Avenue to Superior Avenue Adding Radio Communication Infrastructure,	ROW				0											Regional
		CONST	424	0	108	622											Emissions
	Installing of Video Detection, Conducting	CONST	424	0	108	532											Analysis
1	Intersection Turning Movement Counts, and	TOTAL	424	0	108	622											
	Retiming and Coordinating Traffic Signals	IOTAL		0	108	532											
	(4291-00-01 and 4291-00-71)		CMAQ														
TID ID No. 272 18 000	(2.53 mi.)																
TIP ID No.: 372-18-009 City of Sheboygan	(Highway Improvement) STH 23/Kohler Memorial Drive/Erie Avenue															2025	Exempt from
City of Sneboygan	North Taylor Drive to North 9th Street	PE				0										2025	Exempt from Regional
	Adding Radio Communication Infrastructure,	ROW				0											-
		CONST	329	0	120	450											Emissions
	Installing of Video Detection, Conducting Intersection Turning Movement Counts, and	CONST	329	0	130	459											Analysis
	0	TOTAL	329	0	120	450											
	Retiming and Coordinating Traffic Signals	TOTAL		0	130	459											
	(4650-02-00 and 4650-02-71)		CMAQ														
	(1.87 mi.)																
TIP ID No.: 372-18-010 City of Sheboygan	(Highway Improvement) STH 28/STH 42/14th Street/Calumet Drive															2025	E 16
City of Sheboygan		PE				0										2025	Exempt from
	Indiana Avenue to North Avenue Adding Radio Communication Infrastructure,	ROW				0											Regional
	0	CONST	482	0	126	0											Emissions
	Installing of Video Detection, Conducting	CONST	482	0	135	617											Analysis
	Intersection Turning Movement Counts, and	TOTAL	482	0		(15											
	Retiming and Coordinating Traffic Signals	IOTAL	-	0	135	617											
	(4640-01-01 and 4640-01-72)		CMAQ														
	(2.40 mi.)																
TIP ID No.: 372-18-011	(Highway Improvement)																
Wisconsin Department	STH 32															2025	Exempt
of Transportation	County Highway D to State Highway 28	PE												0			
	Milling and Overlay of the Existing	ROW												0			
	Asphaltic Pavement	CONST									3,850	962	0	4,812			
	(4540-36-00 and 4540-36-71)																
	(10.26 mi.)	TOTAL									3,850	962	0	4,812			
	(Highway Preservation)										STBG						
TIP ID No.: 372-20-011																	-
Wisconsin Department	STH 32		1													2025	Exempt
of Transportation	County Highway D to State Highway 28	PE	1											0			
	Replacement and Preservation of	ROW												0			
	Several Bridges	CONST									737	184	0	921			
	(4540-34-00 and 4540-34-71)		1														
	(10.05 mi.)	TOTAL									737	184	0	921			
	(Highway Preservation)										STBG						
TIP ID No.: 372-20-012																	
Wisconsin Department	STH 42															2030	Exempt
of Transportation	Village of Howards Grove	PE	1							0	1						· ·
-	Resurfacing	ROW	1							0	1						
	(4570-26-00 and 4570-26-71)	CONST	1				521	130	0	651	1						
	(0.90 mi.)																
	(Highway Preservation)	TOTAL	1				521	130	0	651	1						
							NHPP										
TIP ID No.: 372-20-013			1								1						1

Project Description rth 15th Street H 42/Calumet Drive to North Avenue sign Leading to Reconstruction with no ncrease in Capacity 60 mi.) ighway Preservation) unty Highway TATaylor Drive	Type of Cost PE ROW CONST TOTAL	Federal 0 0	Calend Jan Do State 0 0	ec. 2023 Local		6: Street ar Thousands Federal 0)	ment Pro	-		2025 Local	Total		Jan Dec. State I	2026 Local	Total	Year Open	Air Quality Status
rth 15th Street H 42/Calumet Drive to North Avenue sign Leading to Reconstruction with no Increase in Capacity 60 mi.) Ighway Preservation) unty Highway TA/Taylor Drive	Cost PE ROW CONST	0	State 0	Local 30	Total	Federal	Jan De State	c. 2024 Local		Federal	State		Total				Total	Open	
rth 15th Street H 42/Calumet Drive to North Avenue sign Leading to Reconstruction with no Increase in Capacity 60 mi.) Ighway Preservation) unty Highway TA/Taylor Drive	Cost PE ROW CONST	0	State 0	Local 30			State	Local		Federal	State		Total				Total	Open	
H 42/Calumet Drive to North Avenue sign Leading to Reconstruction with no Increase in Capacity 60 mi.) ighway Preservation) unty Highway TA/Taylor Drive	ROW CONST				30 0 0	0	0	200	200	0	_								
ighway Preservation) unty Highway TA/Taylor Drive	TOTAL	0	0	20					0	0	0	200	200 0 0					2032	Exempt
				30	30	0	0	200	200	0	0	200	200						
ion Avenue to Eric Avenue construction with no Increase in Capacity 60 mi.)	PE ROW CONST TOTAL					3,975 3,975 STRG	0 0	4,561 4,561	0 0 8,536 8,536									2025	Exempt
ignway i teservation)						3100													
nd du Lac Avenue H 32/Main Street to Oak Street sign Leading to Reconstruction with no Increase in Capacity 02 mi.) gbway Preservation)	PE ROW CONST TOTAL	0	0	200 200	200 0 0 200	0	0	220 220	220 0 0 220	0	0	76 76	76 0 0 76					2030	Exempt
H 32 H 42 to STH 57 sign Leading to Resurfacing and Preservation (40-37-00) 02 mi.) biwway Preservation)	PE ROW CONST TOTAL	240 240 STBG	70 70	0	310 0 0 310													2030	Exempt
Bandy Preservation)		5150																	
H 28/Washington Avenue/South Business Drive unty Highway TA/South Taylor Drive to Wilson Avenue sign Leading to Resurfacing 40-07-00) 50 mi.) gibway Preservation)	PE ROW CONST TOTAL	210 210 NHPP	0	70 70	280 0 0 280													2032	Exempt
60 g 10 m 10 m	onstruction with no Increase in Capacity 0 mi.) (hway Preservation) 1 du Lac Avenue 132/Main Street to Oak Street ign Leading to Reconstruction with no crease in Capacity 2 mi.) (hway Preservation) 132 142 to STH 57 133 142 2 washington Avenue/South Business rive my Highway TA/South Taylor Drive to filson Avenue 153 160-07-00 0 mi.) 0 mi.)	onstruction with no Increase in Capacity ROW CONST 0 mi.) TOTAL dway Preservation) TOTAL 1du Lac Avenue PE 132/Main Street to Oak Street PE ign Leading to Reconstruction with no ROW crease in Capacity TOTAL 2 mi.) TOTAL dway Preservation) PE 132 ROW 142 to STH 57 PE gn Leading to Resurfacing and Preservation ROW 10-37-00) TOTAL 128/Washington Avenue/South Business rive PE ROW ROW CONST ROW CONST ROW CONST TOTAL 128/Washington Avenue/South Business rive PE ROW ROW CONST ROW CONST TOTAL 0 mi.) TOTAL	onstruction with no Increase in Capacity ROW CONST 0 mi.) (hway Preservation) TOTAL 1 du Lac Avenue TOTAL 132/Main Street to Oak Street (gn Leading to Reconstruction with no crease in Capacity PE ROW CONST 2 mi.) (hway Preservation) TOTAL 132 PE (42 to STH 57) (gn Leading to Resurfacing and Preservation PE ROW CONST 10-37-00) 2 mi.) (hway Preservation) TOTAL 240 (strBG PE ROW CONST 240 STBG 128/Washington Avenue/South Business rive my Highway TA/South Taylor Drive to (loon Avenue gn Leading to Resurfacing 10-07-00) 0 mi.) PE ROW CONST	construction with no Increase in Capacity ROW CONST 0 mi.) (hway Preservation) TOTAL 1 du Lac Avenue PE 132/Main Street to Oak Street PE 1 du Lac Avenue PE 132/Main Street to Oak Street PE 2 mi.) TOTAL dway Preservation) TOTAL 2 mi.) TOTAL 132 CONST 142 to STH 57 PE gn Leading to Resurfacing and Preservation ROW CONST 10-37-00) TOTAL 240 70 phway Preservation) TOTAL 128/Washington Avenue/South Business rive PE 128/Washington Avenue/South Business rive my Highway TA/South Taylor Drive to ROW CONST 128/Washington Avenue/South Business PE 10-07-000 TOTAL 210 0 mi.) TOTAL 210	construction with no Increase in Capacity ROW CONST 0 mi.) (hway Preservation) TOTAL 1 du Lac Avenue PE 132/Main Street to Oak Street ign Leading to Reconstruction with no crease in Capacity PE ROW CONST 0 0 200 2 mi.) (hway Preservation) TOTAL 0 0 200 2 mi.) (hway Preservation) TOTAL 0 0 200 132 142 to STH 57 (gn Leading to Resurfacing and Preservation (hway Preservation) PE ROW CONST 240 70 0 10-37-00) 2 mi.) (hway Preservation) TOTAL 240 70 0 128/Washington Avenue/South Business rive my Highway TA/South Taylor Drive to filon Avenue ign Leading to Resurfacing 10-07-00, 0 mi.) PE ROW CONST 210 0 70 128.Washington Avenue/South Business rive ign Leading to Resurfacing 10-07-00, 0 mi.) PE ROW CONST 210 0 70	nstruction with no Increase in Capacity 0 mi.) dway Preservation) Idu Lac Avenue 132/Main Street to Oak Street 132/Main Street to Oak Street 132/Main Street to Oak Street 132/Main Street to Oak Street 132/Main Street to Oak Street 132 CONST 2 mi.) dway Preservation) I32 142 to STH 57 132 142 to STH 57 142 to STH 57 142 to STH 57 142 to STH 57 142 to STH 57 157 142 to STH 57 142 to STH 57 157 142 to STH 57 157 157 157 157 157 157 157 1	ROW CONSTROW CONSTROW CONST3,9750 ni.) phway Preservation)TOTALTOTAL3,975Idu Lac Avenue 132/Main Street to Oak Street ign Leading to Reconstruction with no crease in CapacityPE ROW CONST00200200 002 mi.) phway Preservation)TOTAL00200200002 mi.) phway Preservation)TOTAL0020020000132 142 to STH 57 rgn Leading to Resurfacing and Preservation (2037-00) 2 mi.)PE ROW CONST240700310 0010-37-00) 2 mi.)PE rive may Preservation)210070280 0280 0100 0 </td <td>nstruction with no Increase in Capacity On in.) (hway Preservation) Idu Lac Avenue 132/Main Street to Oak Street 132/Main Street to Oak Street 132/Ma</td> <td>nstruction with no Increase in Capacity On in.) (hway Preservation) I du Lac Avenue 132/Main Street to Oak Street 132/Main Street to Oak Street 132/Increase in Capacity 132 142 to STH 57 132 142 to STH 57 133 142 to STH 57 142 to STH 57 157 167 170 124 170 170 170 170 170 170 170 170</br></br></br></br></br></br></br></br></br></br></br></br></br></br></br></td> <td>nstruction with no Increase in Capacity ROW CONST ROW CONST Image: Construction with no construction with no crease in Capacity Image: Constructin with no crease i</td> <td>nstruction with no Increase in Capacity ROW CONST ROW CONST Image: Construction with no construction with no construction with no construction with no crease in Capacity TOTAL TOTAL Image: Construction with no crease in Capacity Image: Construction with no crease in Capacity PE with Construction with no crease in Capacity Image: Construction with no crease in Capacity PE with Construction with no crease in Capacity Image: Construction with no crease in Capacity PE with Construction with no crease in Capacity Image: Constructin with no crease in Capacity Image: Co</td> <td>nstruction with no Increase in Capacity ROW CONST ROW CONST Image: Construction with no location in the state of the state of</td> <td>nstruction with no Increase in Capacity ROW CONST Image: Construction with no construction with no physical structure of the construction with no constructin constructin withon were were with no construction with no const</td> <td>nstruction with no Increase in Capacity ROW CONST Image: Construction with no Increase in Capacity ROW CONST Image: Construction with no Increase in Capacity ROW Construction Image: Construction with no Increase in Capacity ROW Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase Increase in Capacity Image: Construction with no Increase Inc</td> <td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td> <td>narraction with no Increase in Capacity ROW CONST $\cdot \cdot \cdot \cdot \cdot$ 3.975 0.0 4.561 8.536 0 mi, hway Preservation) TOTAL $\cdot \cdot \cdot \cdot \cdot \cdot \cdot \cdot \cdot$ 3.975 0.0 4.561 8.536 1 du La Avenue TOTAL $\cdot \cdot$</td> <td>narraction with no Increase in Capacity ROW CONST Image: Normal state in Capacity ROW CONST Image: Normal state in Capacity ROW CONST Image: Normal state in Capacity ROW STBG ROW STBG Image: Normal state in Capacity ROW STBG Image: Normal state in Capacity ROW STBG RO</td> <td>naturation with no Increase in Capacity ROW CONST Image: Walk in the increase in Capacity ROW CONST Image: Walk increase in Capacity ROW CONST ROW CONST</td> <td>astraction with no herease in Capacity ROW CONST Perform 3.975 0 4.561 8.576 0 mi.) miny Proservation) TOTAL 1^{-1} 3.975 0^{-1} 8.561 8.576 1^{-1} 1^{-1}</td>	nstruction with no Increase in Capacity On in.) (hway Preservation) Idu Lac Avenue 132/Main Street to Oak Street 132/Main Street to Oak Street 132/Ma	nstruction with no Increase in Capacity On in.) (hway Preservation) I du Lac Avenue 132/Main Street to Oak Street 132/Main Street to Oak Street 132/Increase in Capacity 132 142 to STH 57 132 142 to STH 57 	nstruction with no Increase in Capacity ROW CONST ROW CONST Image: Construction with no construction with no crease in Capacity Image: Constructin with no crease i	nstruction with no Increase in Capacity ROW CONST ROW CONST Image: Construction with no construction with no construction with no construction with no crease in Capacity TOTAL TOTAL Image: Construction with no crease in Capacity Image: Construction with no crease in Capacity PE with Construction with no crease in Capacity Image: Construction with no crease in Capacity PE with Construction with no crease in Capacity Image: Construction with no crease in Capacity PE with Construction with no crease in Capacity Image: Constructin with no crease in Capacity Image: Co	nstruction with no Increase in Capacity ROW CONST ROW CONST Image: Construction with no location in the state of	nstruction with no Increase in Capacity ROW CONST Image: Construction with no construction with no physical structure of the construction with no constructin constructin withon were were with no construction with no const	nstruction with no Increase in Capacity ROW CONST Image: Construction with no Increase in Capacity ROW CONST Image: Construction with no Increase in Capacity ROW Construction Image: Construction with no Increase in Capacity ROW Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity Image: Construction with no Increase in Capacity PE Image: Construction with no Increase in Capacity Image: Construction with no Increase Increase in Capacity Image: Construction with no Increase Inc	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	narraction with no Increase in Capacity ROW CONST $\cdot \cdot \cdot \cdot \cdot$ 3.975 0.0 4.561 8.536 0 mi, hway Preservation) TOTAL $\cdot \cdot \cdot \cdot \cdot \cdot \cdot \cdot \cdot$ 3.975 0.0 4.561 8.536 1 du La Avenue TOTAL $\cdot \cdot $	narraction with no Increase in Capacity ROW CONST Image: Normal state in Capacity ROW CONST Image: Normal state in Capacity ROW CONST Image: Normal state in Capacity ROW STBG ROW STBG Image: Normal state in Capacity ROW STBG Image: Normal state in Capacity ROW STBG RO	naturation with no Increase in Capacity ROW CONST Image: Walk in the increase in Capacity ROW CONST Image: Walk increase in Capacity ROW CONST ROW CONST	astraction with no herease in Capacity ROW CONST Perform 3.975 0 4.561 8.576 0 mi.) miny Proservation) TOTAL 1^{-1} 3.975 0^{-1} 8.561 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1} 8.576 1^{-1}

				Calendar	Years 20		Table 6 5: Street and Thousands o	l Highway In	nprovement	Proje	ects									
Primary Jurisdiction/		Type of		Jan Dec.	2023	(In		f Dollars) Jan Dec. 20	024	1	т.	an Dec. 2	025		Ian	Dec. 2026		1	Year	Air Quality
Project Sponsor	Project Description	Cost			Local	Total			cal Tota	al F			ocal Tota	l Federal				otal	Open	Status
Wisconsin Department of Transportation	STH 32 Sheboygan Falls - Howards Grove STH 23 to STH 42 Resurfacing (4540-35-71) (6.08 mi.) (Highway Preservation)	PE ROW CONST TOTAL	3,128 3,128 STBG	782 782	0	0 0 3,910 3,910	·	·	·		·		·			·	•		2030	Exempt
TID ID 11																				
TIP ID No.: 372-23-002 Wisconsin Department	STH 32																		2030	Emanuel from
of Transportation	S H1 32 Cedar Grove - Sheboygan Falls Intersection with CTH V Design Leading to Reconstruction/Preservation (4540-35-00) (0.001 mi.) (Highway Preservation)	PE ROW CONST TOTAL	0	479 479	0	479 0 0 479													2030	Exempt from Regional Emissions Analysis
TIP ID No.: 372-23-011																				
Wisconsin Department of Transportation	STH 23 Intersection with CTH TT Reconstruction (1440-41-72) (0.001 mi.) (Highway Safety)	PE ROW CONST TOTAL												1,888 1,888 HSIP	3 21			0 0 2,100 2,100	2030	Exempt
TIP ID No.: 372-23-012																				
Wisconsin Department of Transportation	STH 23 CTH P to STH 32 Resurfacing and Preservation (1440-41-71) (10.53 mi.) (Highway Preservation)	PE ROW CONST TOTAL												7,246 7,246 NHPP	5 1,81			0 0 9,057 9,057	2030	Exempt
TIP ID No.: 372-23-014																			2022	
Wisconsin Department of Transportation and Sheboygan County TIP ID No.: 372-23-015	IH 43 Sheboygan - Manitowoc CTH MM and CTH XX Overpasses Design Leading to Bridge Rehabilitation (1223-19-00 and 1223-19-70) (0.03 mi.) (Highway Preservation)	PE ROW CONST TOTAL	129 129 NHPP	32 32	0 0	0 0 161 161													2032	Exempt
Wisconsin Department	Safety Funds																		2025 and 2032	Exempt
wiscousin Department of Transportation TIP ID Nos.: 372-20-003 (for 2023), 372-21-002 (for 2024), 372-22-002 (for 2025), and 372-23-003 (for 2026)	Salety ruits Grouped Projects (0.00 mi.) (Highway Safety)	PE ROW CONST TOTAL	16 80 96 HSIP	4 20 24	0 0 0	20 0 100 120	16 80 96 HSIP	4 20 24	0	20 0 100	16 80 96 HSIP	4 20 24	0	20 16 0 80 20 96 HSIP) 2 5 2	0	0 0 0	20 0 100 120	(Shoreline)/ 2030 (Inland)	Exempt
Wisconsin Department of Transportation TIP ID Nos.: 372-20-004	Rail/Highway Crossing Safety Projects Grouped Projects (0.00 mi.) (Highway Safety)	PE ROW CONST	120	30	0	0 0 150	120	30	0	0 0 150	120	30	0	0 0 50 120) 3	0	0	0 0 150	2025 and 2032 (Shoreline)/ 2030 (Inland)	Exempt
(for 2023), 372-21-003 (for 2024), 372-22-003 (for 2025), and 372-23-004 (for 2026)		TOTAL	120 HSIP-RR	30	0	150	120 HSIP-RR	30	0	150 H	120 ISIP-RR	30	0	50 120 HSIP-RR		0	0	150		

Calendar Years 2023 - 2026: Street and Highway Improvement Projects (n Thousands of Dollars) Primary Jurisdiction/ Type of Jan Dec. 2023 Jan Dec. 2024 Jan Dec. 2025 Jan Dec. 2026																				
	Delta (Description		F. 1			Tetal	Federal			T . (.]	Federal	Jan D State		Trail	F. J	Jan De State		Total	Year	Air Qualit
Project Sponsor	Project Description	Cost	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Total	Federal	State	Local	Totai	Open	Status
Wisconsin Department of Transportation	HSIP/Highway Safety Improvement Program	PE	16	4	0	20	16	4	0	20	16	4	0	20	16	4	0	20	2025 and 2032 (Shoreline)/	Exempt
or transportation	Grouped Projects	ROW	10	4	0	20	10	4	0	20	10	4	0	20	10	4	0	20	2030	
TIP ID Nos.: 372-20-005	(0.00 mi.)	CONST	80	20	0	100	80	20	0	100	80	20	0	100	80	20	0	100	(Inland)	
(for 2023), 372-21-004	(Highway Safety)	conor	00	20	0	100	00	20	0	100	00	20	0	100	00	20	0	100	(initial)	
(for 2024), 372-22-004		TOTAL	96	24	0	120	96	24	0	120	96	24	0	120	96	24	0	120		
(for 2025), and 372-23-005			HSIP				HSIP				HSIP				HSIP					
(for 2025)																				
Wisconsin Department	Railroad Crossing Protective Devices																		2025 and 2032	Exempt
of Transportation	Grouped Projects	PE				0				0				0				0	(Shoreline)/	
	(0.00 mi.)	ROW				0				0				0				0	2030	
TIP ID Nos.: 372-20-006	(Highway Safety)	CONST	120	30	0	150	120	30	0	150	120	30	0	150	120	30	0	150	(Inland)	
(for 2023), 372-21-005																				
(for 2024), 372-22-005		TOTAL	120	30	0	150	120	30	0	150	120	30	0	150	120	30	0	150		
(for 2025), and 372-23-006			STBG				STBG				STBG				STBG					
(for 2026)																				
Office of the Commissioner	Office of the Commissioner of Railroads	D.5				-								-				0	2025 and 2032	Exempt
of Railroads	(OCR) Rail-Highway Safety Projects	PE ROW				0				0				0				0	(Shoreline)/ 2030	
TIP ID Nos.: 372-20-007	Grouped Projects (0.00 mi.)	CONST	120	30	0	150	120	30	0	150	120	30	0	150	120	30	0	150	(Inland)	
(for 2023), 372-21-006	(Highway Safety)	CONST	120	30	0	150	120	50	0	150	120	50	0	150	120	50	0	150	(iniand)	
(for 2024), 372-22-006	(Ingliway Salety)	TOTAL	120	30	0	150	120	30	0	150	120	30	0	150	120	30	0	150		
(for 2025), and 372-23-007		TOTAL	HSIP-RR	50	0	150	HSIP-RR	50	0	150	HSIP-RR	50	0	150	HSIP-RR	50	0	150		
(for 2026)																				
Wisconsin Department	Interstate Highway System																		2025 and 2032	Exempt
of Transportation	Preventive Maintenance Projects	PE				0				0				0				0	(Shoreline)/	Exempt
1	Grouped Projects	ROW				0				0				0				0	2030	
TIP ID Nos.: 372-20-008	(0.00 mi.)	CONST	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200	(Inland)	
(for 2023), 372-21-007	(Highway Preservation)																			
(for 2024), 372-22-007		TOTAL	160	40	0	200	160	40	0	200	160	40	0	200	160	40	0	200		
(for 2025), and 372-23-008			NHPP				NHPP				NHPP				NHPP					
(for 2026)																				
Wisconsin Department	National Highway System																		2025 and 2032	Exempt
of Transportation	Preventive Maintenance Projects	PE				0				0				0				0	(Shoreline)/	
	Grouped Projects	ROW				0				0				0				0	2030	
TIP ID Nos.: 372-20-009	(0.00 mi.)	CONST	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500	(Inland)	
(for 2023), 372-21-008 (for 2024), 372-22-008	(Highway Preservation)	TOTAL	400	100	0	500	400	100	0	500	400	100	0	500	400	100	0	500		
(for 2024), 372-22-008 (for 2025), and 372-23-009		TOTAL	400 NHPP	100	0	500	NHPP	100	0	500	NHPP	100	0	500	400 NHPP	100	0	500		
(for 2026)							i i i i i i i i i i i i i i i i i i i				NIIII				i i i i i i					
Wisconsin Department	STN Connecting Highway System																		2025 and 2032	Exempt
of Transportation	Preventive Maintenance Projects	PE				0				0				0				0	(Shoreline)/	Exempt
r	Grouped Projects	ROW				0				0				0				0	2030	
TIP ID Nos.: 372-20-010	(0.00 mi.)	CONST	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500	(Inland)	
(for 2023), 372-21-009	(Highway Preservation)																			
(for 2024), 372-22-009		TOTAL	400	0	100	500	400	0	100	500	400	0	100	500	400	0	100	500		
(for 2025), and 372-23-010			NHPP				NHPP				NHPP				NHPP					
(for 2026)																				
0 0	codes are used to identify Federal funding sources:																			
	and Air Quality Improvement program																			
HSIP = Highway Safety Improver																				
HSIP-RR = Rail-Highway Grade																				
NHPP = National Highway Perfor																				
STBG = Surface Transportation E	Block Grant Program																			
2023 - 2026 Funding Summary:																				
Fotal Highway Preservation Proje																				
Fotal Highway Safety Project Fun																				
Fotal Highway Improvement Proj																				
otal Highway Expansion Project	runaing = 50																			