

Minutes of the Meeting

**ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING
AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA**

DATE: November 28, 2012
TIME: 9:30 A.M.
PLACE: Wisconsin State Fair Park
Tommy G. Thompson Youth Center
Meeting Room 5
640 South 84th Street
Milwaukee, Wisconsin 53214

Milwaukee Urbanized Area Members Present

Brian Dranzik, Chair Interim Director,
Milwaukee County Department of Transportation
Aziz Aleiow Managing Engineer,
(Representing Chris Abele) Milwaukee County Department of Transportation
Peter Daniels Principal Design Engineer,
(Representing Michael Lewis) City of West Allis
Michael Giugno Vice President/Deputy Director,
(Representing Lloyd Grant, Jr) Milwaukee County Transit System
Thomas M. Grisa Director of Public Works, City of Brookfield
Robert C. Johnson Transit Director, Waukesha Metro Transit,
City of Waukesha
Michael Martin Director, Department of Public Works,
Village of Hales Corners
Michael Mayo, Sr County Board Supervisor,
Milwaukee County
William Porter Director of Public Works, City of Wauwatosa
Andrea Weddle-Henning Transportation Engineering Manager,
(Representing Milwaukee County) Milwaukee County Department of Transportation

Non-Voting Members

Kenneth Yunker, Secretary Executive Director, SEWRPC
Mary Forlenza Chief, Local Transportation Programs and Finance,
(Representing Sandra K. Beaupre) Division of Transportation Investment Management,
Wisconsin Department of Transportation
Dewayne Johnson Southeast Region Director,
Wisconsin Department of Transportation
Dwight McComb Planning and Program Development Engineer,
(Representing George Poirier) U.S. Department of Transportation,
Federal Highway Administration
Peter T. McMullen Program and Planning Analyst,
Wisconsin Department of Natural Resources

Guests and Staff Present

Jason Barrett.....STP-U and STP-R Program Manager,
 Division of Transportation Investment Management,
 Wisconsin Department of Transportation

Ryan W. Hoel..... Principal Engineer, SEWRPC

Will Kline Local Program Unit Leader,
 Division of Transportation Investment Management,
 Wisconsin Department of Transportation

Alexis Kuklenski..... Community Planner, U.S. Department of Transportation,
 Federal Highway Administration

David Nguyen Project Development Manager, Southeast Region,
 Wisconsin Department of Transportation

Diane Paoni..... Urban and Regional Planner,
 Bureau of Planning & Economic Development,
 Wisconsin Department of Transportation

Xylia Rueda Planner, SEWRPC

Jennifer Sarnecki.....Urban and Regional Planning Supervisor, Southeast Region,
 Wisconsin Department of Transportation

Robert Schmidt Local Program Manager, Southeast Region,
 Wisconsin Department of Transportation

Sheri Schmit..... Systems Planning Group Manager,
 Southeast Region,
 Wisconsin Department of Transportation

ROLL CALL

Chairman Dranzik called the meeting of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area to order at 9:30 a.m.

Chairman Dranzik indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the Committee present.

CONSIDERATION OF A PROPOSED AMENDMENT TO A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2013-2016.

At the request of Chairman Dranzik, Mr. Yunker reviewed the twelve proposed amendments to the 2013-2016 Transportation Improvement Program (TIP), as summarized in the staff memorandum (included with these minutes as Attachment A). He noted that Wisconsin Department of Transportation (WisDOT) staff were present at the meeting to answer any questions related to the proposed amendment regarding the resurfacing and pavement restriping to reconfigure the Marquette Interchange extending through the eastern limits of the interchange through the 35th Street Interchange (TIP No. 476).

Following Mr. Yunker’s review of the proposed amendments, Mr. Mayo made a motion to delay Advisory Committee action on the proposed amendment concerning the resurfacing and pavement

restriping to reconfigure the Marquette Interchange extending from the eastern limits of the interchange through the 35th St interchange (TIP No. 476), and to approve the remaining eleven proposed amendments to the 2013-2016 TIP. Mr. Giugno seconded the motion and Mr. Dranzik asked if there was any discussion on the motion.

1. Mr. Mayo stated that the Milwaukee County has concerns relating to safety, incident management, and snow plowing activities along the segment of IH 94 between the Marquette Interchange and the 35th Street Interchange should an auxiliary lane be provided as proposed by WisDOT. He added that the Milwaukee County would like an opportunity to meet with WisDOT staff to discuss these concerns before the Advisory Committee acts to approve the addition of the project to the TIP. Mr. Dewayne Johnson stated that the WisDOT project manager on the Marquette Interchange restriping and repaving project is present at the meeting and could address concerns and answer questions about the project.
2. Mr. Grisa stated that the Advisory Committee is being asked to consider whether to amend the 2013-2016 TIP to add the Marquette Interchange restriping and repaving project, not whether the project should be implemented. Mr. Yunker stated that Milwaukee County would like to receive more information on the project before the Committee acts to approve the proposed TIP amendment for the project. He added that this meeting is an opportunity for WisDOT to provide Committee members with information on the project, and to answer questions. But, it is not meant to replace the necessary coordination with the affected local governments. Mr. Johnson stated that WisDOT has held numerous project meetings, as well as meetings with Milwaukee County and City of Milwaukee staff, about the project. He added that WisDOT will continue to have such meetings, including the meeting being requested by Milwaukee County, as the project proceeds to implementation.
3. Mr. Yunker asked the WisDOT staff present to provide a summary of the Marquette Interchange restriping and repaving project. Referring to the map provided to the Committee (see Attachment B), Mr. Nguyen stated that last summer WisDOT had completed a restriping project for the Marquette Interchange intended to improve the traffic flow for the IH 43 southbound to IH 94 westbound and the IH 43/IH 94 northbound to IH 94 westbound ramps. Previously, traffic travelling on the IH 43 southbound to IH 94 westbound ramp would have to merge with the traffic travelling on the IH 43/IH 94 westbound ramp which would cause congestion on both ramps during peak travel times. He stated that with the pavement restriping project these ramps were provided their own IH 94 westbound traffic lane. To accommodate this, the two-lane westbound IH 794 was reduced from connecting to two lanes on westbound IH 94, to connecting to one lane. He noted that while the project improved the traffic flow on the two IH 43 ramps, it caused congestion on westbound IH 794. He stated the resurfacing and pavement restriping to reconfigure the Marquette Interchange project would restore two traffic lanes for westbound IH 794 freeway through the Marquette Interchange, by adding an auxiliary lane for westbound IH 94 freeway from the Marquette Interchange through the 35th Street Interchange. He noted that the auxiliary lane would be in addition to the existing three traffic lanes on this section of westbound IH 94 freeway. He added that the project would generally require the elimination of the outside shoulder between the Marquette Interchange and the 35th Street Interchange. He stated that the project is intended to improve the operation of westbound IH 794 freeway through the Marquette Interchange while maintaining the improved traffic flow on the southbound IH 43 and westbound IH 94 freeway ramps.

4. Responding to an inquiry by Mr. Mayo, Mr. Nguyen stated that WisDOT staff recently met with staff from the Milwaukee County Sheriff's Office to discuss the proposed Marquette Interchange project. He noted that they were informed that there would be the two closely spaced off-ramps—at 25th Street and 35th Street—that vehicles would be able to exit during minor incidents, and that this section of IH 94 would be continuously remotely monitored for any incidents that may occur. Mr. Dewayne Johnson added that WisDOT would also be implementing driver information message signs, and other features, to improve the operation of the interchange and westbound IH 94 between the Marquette and Stadium Interchanges.
5. Mr. Dewayne Johnson stated that WisDOT is intending for construction of the project to begin in March and be completed in May of next year. He noted that WisDOT has compressed the schedule for this project so that it could be completed prior to the start of the summer festival season in downtown Milwaukee. He added that any delay in the Advisory Committee approving the project could affect this proposed schedule.
6. Responding to an inquiry by Mr. Yunker, Mr. Dewayne Johnson stated that WisDOT is proposing three traffic lanes and one auxiliary lane. The lanes would be 11 feet in width with 2.5 foot wide auxiliary lanes. He noted that sections of the existing concrete median would be modified to accommodate the proposed cross-section.
7. Mr. Robert Johnson expressed concern that the proposed cross-section would provide limited clearance for buses travelling on the freeway. Mr. Nguyen stated that WisDOT staff had researched the lane width, including contacting FHWA, and determined that the 11-foot lanes would be sufficient. Mr. Dewayne Johnson stated that WisDOT staff would be willing to meet with Waukesha Metro staff and other transit operators to discuss the proposed lane width.
8. Mr. Yunker noted that the proposed TIP amendment concerning the Marquette Interchange restriping and repaving project is atypical in that the project is being added to the TIP during preliminary engineering and implementation of the project is being proposed to occur shortly. He stated that should the Advisory Committee approve the proposed amendments they would be considered for approval by the Commission at their next meeting scheduled for December 5, 2012. Should the proposed amendment not be approved at this meeting, it could be approved with a postcard vote following the meeting, which would be noticed on the Commission's website. Mr. Dewayne Johnson noted that adding the project to the TIP is part of the process of implementing the project. He added that FHWA would not approve the implementation of the project if WisDOT did not fully conduct the appropriate coordination with the affected local governments.
9. Based on an inquiry by Mr. Grisa, Mr. Mayo stated, and Mr. Giugno agreed, that the two parts of their motion could be separated, with the Committee first acting to consider approval of the 11 proposed amendments, not including the Marquette Interchange reconfiguration, by the Advisory Committee.

There being no further discussion, Chairman Dranzik asked for the motion to approve the remaining eleven proposed amendments to the 2013-2016 TIP, except the proposed TIP amendment concerning the resurfacing and pavement restriping to reconfigure the Marquette Interchange extending from the eastern limits of the interchange through the 35th St interchange (TIP No. 476) to be put to a vote. The motion was unanimously carried by the Advisory Committee.

Chairman Dranzik then asked for the motion to delay Advisory Committee action on the proposed amendment to the 2013-2016 TIP concerning the resurfacing and pavement restriping to reconfigure the Marquette Interchange extending from the eastern limits of the interchange through the 35th St interchange (TIP No. 476) to be put to a vote. The motion was not carried by the Advisory Committee on a vote of 5 ayes and 5 nays.

Mr. Grisa then made a motion to approve the proposed amendment to the 2013-2016 TIP concerning the resurfacing and pavement restriping to reconfigure the Marquette Interchange extending from the eastern limits of the interchange through the 35th St interchange (TIP No. 476). Mr. Robert Johnson seconded the motion and Chairman Dranzik asked if there was any discussion on the motion.

1. Mr. Mayo stated that it is not the intention of Milwaukee County to prevent the Marquette Interchange reconfiguration project from being implemented, but rather to encourage WisDOT staff to promptly meet with the County so that the County's concerns about the project could be discussed and addressed. Mr. Dewayne Johnson stated that WisDOT staff asks the Milwaukee County representatives to approve the project with the understanding that WisDOT staff would subsequently meet with Milwaukee County staff to discuss their concerns.

There being no further discussion, Mr. Dranzik asked that the motion be put to a vote. The motion to approve the proposed amendment to the 2013-2016 TIP concerning the resurfacing and pavement restriping to reconfigure the Marquette Interchange extending from the eastern limits of the interchange through the 35th St interchange (TIP No. 476) was unanimously carried by the Advisory Committee.

DISCUSSION OF THE PROCEDURE FOR SELECTING CANDIDATE PROJECTS FOR USE OF FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM-MILWAUKEE URBANIZED AREA (STP-M) FUNDS, INVOLVING POTENTIAL CHANGES.

Chairman Dranzik asked Mr. Yunker to lead the discussion on the next agenda item relating to the procedure used for selecting candidate projects for use of Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds. Mr. Yunker stated that over the past 20 years Commission staff and this Committee have developed and utilized guidelines for the eligibility and the selection of projects for STP funds allocated to the Milwaukee urbanized area. He noted that the Committee had recommended that the selection of projects for STP-M funds be related to a “paper” allocation system whereby each governmental unit having current jurisdictional responsibility for eligible facilities would be credited STP-M funds annually based on their relative need represented by the proportion of total eligible existing and planned arterial facility lane-miles identified in the adopted regional transportation plan. The “paper” allocations would be accumulated from year-to-year, with debits to occur from each account as projects are selected for implementation. Each candidate project is rated under the selection process based on each governmental unit's account balance and the estimated Federal share of the project. He noted that this process has been viewed by local governments to be fair and equitable, and has been well accepted by the communities within the Milwaukee urbanized area. Mr. Yunker stated that FHWA has informed Commission staff that it considers this process a sub-allocation of funds—which is not to be utilized—and not a process of project selection. He further stated that FHWA staff has recommended that evaluation criteria be developed for consideration in the selection of projects for STP-M funding. Mr. Yunker stated that as such the Committee will be asked to guide Commission staff in the development of these evaluation criteria, which could include pavement condition, traffic volume, and some measure of equitable allocation of projects, similar to the criteria historically used by the Committee to select projects. The following comments and questions were raised by the Committee members:

1. Responding to an inquiry from Mr. Yunker regarding the timeline of the next WisDOT solicitation of STP-M funding, Ms. Forlenza stated that WisDOT was intending to begin soliciting candidate projects for STP-M funding, as well as for STP funding allocated to rural, small urban and other urbanized areas, on January 28, 2013. She stated that the applications for STP-M funding would be due by June 28, 2013.
2. Responding to an inquiry made by Mr. Grisa, Mr. McComb stated that the process of suballocating STP-M funds based on planned lane miles would be inconsistent with Federal guidelines requiring a selection of projects and not a suballocation of funds. He stated that the criteria would be intended to assist in the selection of projects for STP-M funding. Mr. Grisa stated that he thought the process to select projects for STP-M funds has been fair and was determined to be best for the Milwaukee urbanized area.
3. Responding to an inquiry made by Mr. Robert Johnson, Mr. Yunker stated that the eligibility of transit projects for STP-M funding could be considered by the Committee as part of this effort to review and potentially change the process to select projects for STP-M funding. He noted that the Committee has recommended that the STP-M and Federal Transportation Administration (FTA) Section 5307 funds allocated to the Milwaukee area be split between local highway and public transit modes based upon the relative proportion of capital needs of each mode as determined by the regional transportation system plan, which is typically about 65 percent for highway and 35 percent for transit. He added that in recent years the urbanized area has received slightly more in FTA Section 5307 funds than STP-M funds.
4. Ms. Forlenza stated that WisDOT supports the development of evaluation criteria for the Milwaukee urbanized area. She added that based on the effort involved by WisDOT staff, the Department would no longer be able to continue to maintain the lane-miles and “paper” balances for the counties and local governments within the urbanized area. Mr. Yunker stated that the lane miles are based on the planned arterials included in the regional transportation plan, and that if necessary, Commission staff would be able to continue to maintain the lane-miles and “paper” balances.
5. Mr. Grisa expressed concern about using pavement condition as one of the criteria because a project sponsor that does not maintain their roads would potentially get a higher rating on their candidate projects. Mr. Yunker stated that potential evaluation criteria, including pavement condition, which could be used for the selection of projects for STP-M funding would be discussed in greater detail at a subsequent Committee meeting.
6. Responding to an inquiry by Mr. Grisa, Mr. Yunker stated that the Advisory Committee would meet over the next 6 months to develop the evaluation criteria to use in the selection of projects.
7. Mr. Yunker stated that it was his understanding that no other urbanized area of similar size uses a similar process to the one used for the Milwaukee urbanized area. He noted that FHWA has now indicated that the process could no longer be used for selecting projects in future STP-M funding cycles. Mr. Yunker suggested that the Advisory Committee consider using a limited number of criteria that are simple, understandable, equitable, and defensible. He added that basing the selection of projects on a number of evaluation criteria, rather than only on a “paper” balance system, would likely result in other changes to the process, such as the City of Milwaukee no longer receiving a set-aside of STP-M funding and project sponsors no longer being permitted to substitute their approved STP-M project with other eligible highway projects. Mr. Yunker stated

that instead the next highest ranked project able to be advanced would then be approved for STP-M funding.

8. Mr. McComb suggested that the criteria should be based on performance measures, such as the performance measures specified in the Moving Ahead for Progress in the 21st Century Act (MAP-21) enacted in July 2012, so that the effectiveness of a project could be measured following implementation.

[Secretary's Note: MAP-21 specified that FHWA would over the next 2 years develop performance measures to be monitored by the States and MPOs. The performance measures outlined in MAP-21 include structure condition, pavement condition, and system performance under the newly created National Highway Performance Program; the number and rate of fatal and serious injury crashes under the Highway Safety Improvement Program; traffic congestion and on-road mobile source emissions under the Congestion Mitigation and Air-Quality Improvement Program; and freight movement. Following the development by FHWA of the performance measures to be used, the States and the MPOs will be responsible for setting goals for each of the performance measures.]

9. Mr. Yunker stated that Commission staff was reviewing the evaluation criteria used in other similar sized urbanized areas. He suggested that the Committee will need to carefully consider the implications of the criteria used. For example, other areas use cost-effectiveness as criteria, which may encourage resurfacing projects over reconstruction projects. Also, use of criteria such as congestion reduction could encourage capacity expansion projects over projects which propose to maintain the existing system.
10. Responding to an inquiry made by Ms. Weddle-Henning, Mr. Yunker responded that which evaluation criteria that would be used would be determined by Committee, and that FHWA's role is to determine whether the criteria are compliant with Federal guidance.
11. Responding to a request by Ms. Weddle-Henning, Mr. Yunker stated that the Commission staff would prepare a summary of the process and evaluation criteria used by other metropolitan planning organizations (MPO) having a similar population size to the Milwaukee urbanized area in the selection of projects for STP funds for consideration by Committee in developing the evaluation criteria for the Milwaukee urbanized area.

ADJOURNMENT

There being no further business to come before the TIP Committees, the meeting was adjourned at 11:09 a.m. on a motion from Mr. Robert Johnson, seconded by Mr. Mayo, and carried unanimously by the TIP Committees.

Respectively submitted,

Kenneth R. Yunker
Acting secretary

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

TO: Members of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area

FROM: Southeastern Wisconsin Regional Planning Commission Staff

DATE: November 15, 2012

SUBJECT: PROPOSED AMENDMENTS TO THE 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

Twelve proposed amendments to the 2013-2016 Transportation Improvement Program (TIP) for Southeastern Wisconsin are provided in Exhibit A to this memorandum. The proposed amendments are being requested by the Wisconsin Department of Transportation and local units of government. All of the proposed amendments represent the addition of new projects to the TIP.

The proposed amendments may not be expected to affect the implementation schedule of other projects currently programmed in the TIP, and the entire TIP as amended may be expected to remain consistent with projected available funding. These amendments are exempt from the requirement to conduct an air quality conformity, or regional emissions, analysis with respect to the State of Wisconsin Air Quality Implementation Plan, as the projects entail highway preservation and highway safety.

The Commission is soliciting public comments on the project involving the repaving and restriping to reconfigure the Marquette Interchange extending from the eastern limit of the interchange through the 35th Street Interchange (TIP No. 476). The construction of this project would occur in 2013. The public review and comment period will be held through Wednesday November 21, 2012. Any comments received will be provided to Advisory Committee members for their consideration at their scheduled November 28, 2012, meeting.

* * *

KRY/RWH/XNR/xnr

#207583 - TIP '13-'16 AMDT Memo - November 2012

Enclosure

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2013	2014	2015	2016	REMAINING	
STATE OF WISCONSIN	476	RESURFACING AND PAVEMENT RESTRIPING TO RECONFIGURE THE MARQUETTE INTERCHANGE EXTENDING FROM THE EASTERN LIMITS OF THE INTERCHANGE THROUGH THE 35TH ST INTERCHANGE 8009468 1060-45-00	HP	DETAIL COSTS	PE	--	--	--	--	--
					ROW	--	--	--	--	--
					CONST	3,920.0	--	--	--	--
					OTHER	--	--	--	--	--
					TOTAL	3,920.0	--	--	--	--
SOURCE OF FUNDS	LOCAL STATE	3,920.0	--	--	--	--				
	FEDERAL	--	--	--	--	--				
	TOTAL	3,920.0	--	--	--	--				
	477	BRIDGE DECK OVERLAY OF THE IH-43 BRIDGE AT VIRGINIA ST (B40-285) IN THE CITY OF MILWAUKEE (0.28 MI) 8009464 1228-21-01	HP	DETAIL COSTS	PE	--	--	--	390.0	--
					ROW	--	--	--	--	--
					CONST	--	--	--	--	8,580.0
					OTHER	--	--	--	--	--
					TOTAL	--	--	--	390.0	8,580.0
SOURCE OF FUNDS	LOCAL STATE	--	--	--	--	--				
	FEDERAL	--	--	--	39.0	--				
	TOTAL	--	--	--	390.0	--				
	478	SAFETY IMPROVEMENTS ALONG STH 100 FROM HOWARD AVE TO BELOIT RD IN THE CITY OF GREENFIELD (0.11 MI) 8009473 2030-04-05	HS	DETAIL COSTS	PE	--	153.4	--	--	--
					ROW	--	--	--	--	--
					CONST	--	--	--	1,037.5	--
					OTHER	--	--	--	--	--
					TOTAL	--	153.4	--	1,037.5	--
SOURCE OF FUNDS	LOCAL STATE	--	--	--	--	--				
	FEDERAL	--	15.3	--	103.7	--				
	TOTAL	--	138.1	--	933.8	--				
MILWAUKEE COUNTY	479	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH S AND CTH G IN THE CITY OF MILWAUKEE 4009868 2216-02-00	HS	DETAIL COSTS	PE	128.8	--	--	--	--
					ROW	--	--	--	--	--
					CONST	--	--	450.9	--	--
					OTHER	--	--	--	--	--
					TOTAL	128.8	--	450.9	--	--
SOURCE OF FUNDS	LOCAL STATE	12.9	--	45.1	--	--				
	FEDERAL	115.9	--	405.8	--	--				
	TOTAL	128.8	--	450.9	--	--				
	480	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH U AND CTH BB IN THE CITY OF FRANKLIN 4009866 2160-01-02	HS	DETAIL COSTS	PE	95.4	--	--	--	--
					ROW	--	--	--	--	--
					CONST	--	--	--	502.7	--
					OTHER	--	--	--	--	--
					TOTAL	95.4	--	--	502.7	--
SOURCE OF FUNDS	LOCAL STATE	9.5	--	--	50.3	--				
	FEDERAL	85.9	--	--	452.4	--				
	TOTAL	95.4	--	--	502.7	--				
	481	SAFETY IMPROVEMENTS ALONG CTH Y BETWEEN PENNSYLVANIA AVE AND WHITNALL AVE IN MILWAUKEE COUNTY (0.03 MI) 4009867 2070-08-00	HS	DETAIL COSTS	PE	93.0	--	--	--	--
					ROW	--	--	--	--	--
					CONST	--	--	753.2	--	--
					OTHER	--	--	--	--	--
					TOTAL	93.0	--	753.2	--	--
SOURCE OF FUNDS	LOCAL STATE	9.3	--	75.3	--	--				
	FEDERAL	83.7	--	677.9	--	--				
	TOTAL	93.0	--	753.2	--	--				
MILWAUKEE (CITY)	482	INSTALL SIGNAL ARMS AT 6 LOCAL INTERSECTIONS IN THE CITY OF MILWAUKEE 4109914 2984-04-07	HS	DETAIL COSTS	PE	209.1	--	--	--	--
					ROW	--	--	--	--	--
					CONST	--	--	305.0	--	--
					OTHER	--	--	223.3	--	--
					TOTAL	209.1	--	528.3	--	--
SOURCE OF FUNDS	LOCAL STATE	20.9	--	52.8	--	--				
	FEDERAL	188.2	--	475.5	--	--				
	TOTAL	209.1	--	528.3	--	--				
	483	INSTALL SIGNAL MAST ARMS AT 3 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE 4109913 2984-04-01	HS	DETAIL COSTS	PE	156.8	--	--	--	--
					ROW	--	--	--	--	--
					CONST	--	--	87.9	--	--
					OTHER	--	--	96.3	--	--
					TOTAL	156.8	--	184.2	--	--
SOURCE OF FUNDS	LOCAL STATE	15.7	--	18.4	--	--				
	FEDERAL	141.1	--	165.8	--	--				
	TOTAL	156.8	--	184.2	--	--				

**NEW PROJECT TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
MILWAUKEE COUNTY 2013-2016**

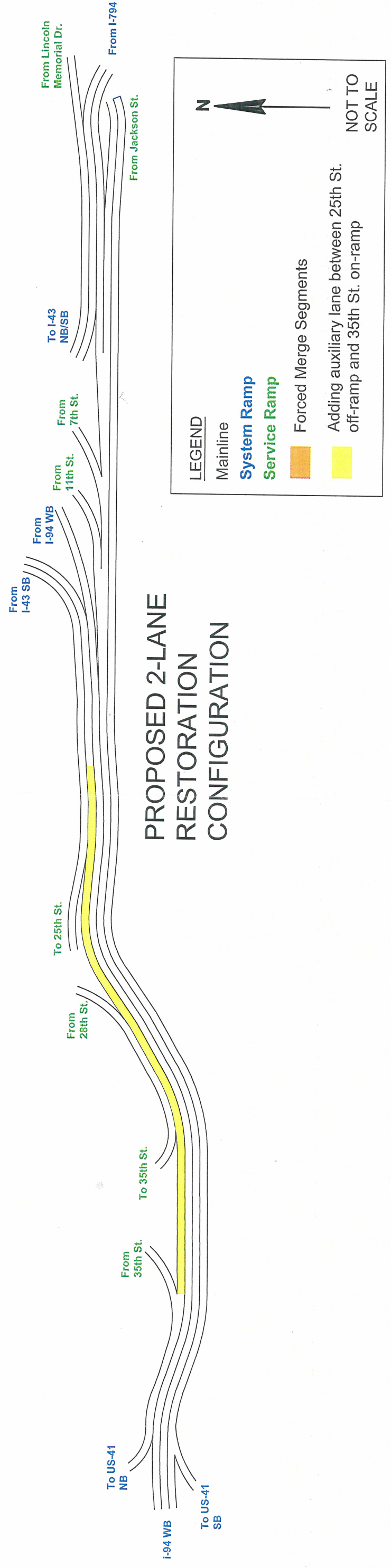
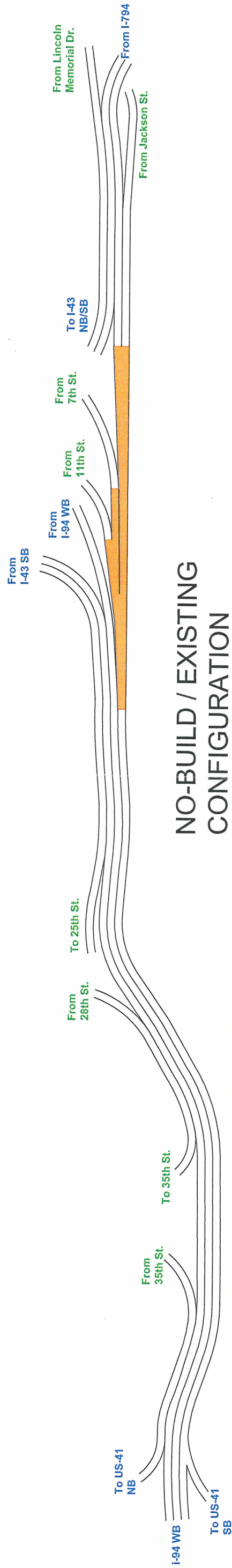
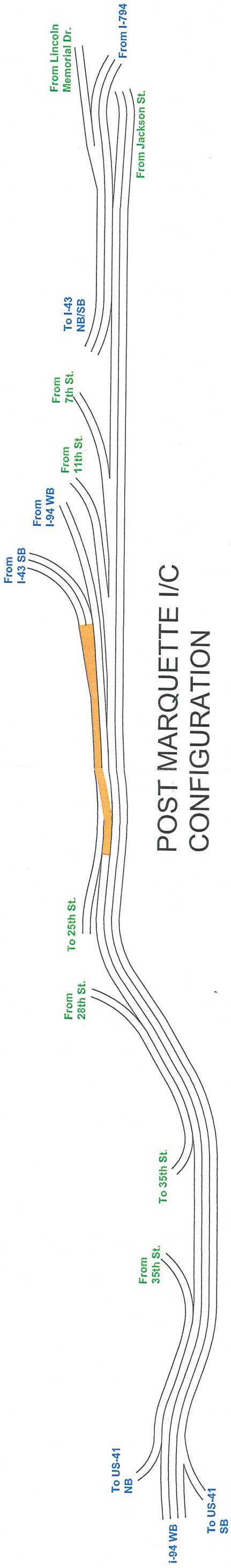
PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)					AIR QUAL STAT		
	NO	DESCRIPTION / STATE ID	TYPE		2013	2014	2015	2016		REMAINING	
MILWAUKEE (CITY)	484	SAFETY IMPROVEMENTS AT 12 VARIOUS LOCATIONS ALONG STH 190 IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	200.0	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	--	--	940.8	--	--	
					OTHER	--	--	529.0	--	--	
					TOTAL	200.0	--	1,469.8	--	--	
				SOURCE OF FUNDS	LOCAL	20.0	--	147.0	--	--	
	STATE	--	--	--	--	--					
	FEDERAL	180.0	--	1,322.8	--	--					
	TOTAL	200.0	--	1,469.8	--	--					
		4109912	2025-01-02								

**NEW PROJECT TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
OZAUKEE COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)					AIR QUAL STAT		
	NO	DESCRIPTION / STATE ID	TYPE		2013	2014	2015	2016		REMAINING	
STATE OF WISCONSIN	485	RECONSTRUCTION OF THE INTERSECTION OF STH 60 AND CTH Y IN THE TOWN OF CEDARBURG	HP	DETAIL COSTS	PE	75.0	--	--	--	--	EXEMPT
					ROW	--	100.0	--	--	--	
					CONST	--	--	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	75.0	100.0	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
	STATE	15.0	100.0	--	--						
	FEDERAL	60.0	--	--	--						
	TOTAL	75.0	100.0	--	--						
		8009470	2310-14-00								

**NEW PROJECTS TO BE ADDED TO THE
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA --
WASHINGTON COUNTY 2013-2016**

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)					AIR QUAL STAT		
	NO	DESCRIPTION / STATE ID	TYPE		2013	2014	2015	2016		REMAINING	
STATE OF WISCONSIN	486	REPLACEMENT OF THE BOX CULVERT ON STH 144 0.2 MILES NORTH OF CLUB LN IN THE TOWN OF WEST BEND	HP	DETAIL COSTS	PE	--	--	--	--	--	EXEMPT
					ROW	--	--	--	--	--	
					CONST	531.3	--	--	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	531.3	--	--	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
	STATE	106.3	--	--	--						
	FEDERAL	425.0	--	--	--						
	TOTAL	531.3	--	--	--						
		8009471	2480-02-01								
	487	SAFETY IMPROVEMENTS ALONG STH 167 FROM FREISS LAKE RD TO 0.55 MI EAST OF FREISS LAKE RD IN THE VILLAGE OF RICHFIELD (0.55 MI)	HS	DETAIL COSTS	PE	46.0	--	--	--	--	EXEMPT
					ROW	--	132.6	--	--	--	
					CONST	--	--	316.4	--	--	
					OTHER	--	--	--	--	--	
					TOTAL	46.0	132.6	316.4	--	--	
				SOURCE OF FUNDS	LOCAL	--	--	--	--		
	STATE	4.6	13.3	31.6	--	--					
	FEDERAL	41.4	119.3	284.8	--	--					
	TOTAL	46.0	132.6	316.4	--	--					
		8009472	2300-01-02								



LEGEND

- Mainline
- System Ramp
- Service Ramp
- Forced Merge Segments
- Adding auxiliary lane between 25th St. off-ramp and 35th St. on-ramp

N

NOT TO SCALE