

# **ASSESSMENT OF CONFORMITY OF THE YEAR 2010 REGIONAL TRANSPORTATION SYSTEM PLAN AND THE 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN**



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**MEMORANDUM REPORT  
NUMBER 103**

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WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN**

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## INTRODUCTION

This report is intended to provide the basis for a determination that the new regional transportation system plan for the seven-county Southeastern Wisconsin Region for the year 2010 and the first transportation improvement program submitted under that plan<sup>1</sup> is in conformance with the State of Wisconsin Implementation Plan for Air Quality, and, specifically, in conformance with the State Implementation Plan for Air Quality submitted to the U. S. Environmental Protection Agency by the Wisconsin Department of Natural Resources in November 1993. This finding of conformity is for the six-county severe nonattainment area for ozone standards within Southeastern Wisconsin, including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as for Walworth County, a marginal nonattainment area for ozone standards. The State implementation plan submitted in November 1993, which recommends the actions required to achieve a 15 percent reduction in volatile organic compound emissions from 1990 to 1996, was prepared by the State of Wisconsin Department of Natural Resources in response to the Clean Air Act Amendments of 1990.

The U. S. Environmental Protection Agency and Department of Transportation have established criteria and procedures to be used by a Metropolitan Planning Organization (MPO) in making conformity determinations of regional transportation system plans and transportation improvement programs. The Southeastern Wisconsin Regional Planning Commission is the gubernatorially designated Federal MPO for the Kenosha, Milwaukee, and Racine urbanized areas. The conformity criteria established by the U. S. Environmental Protection Agency were set forth in the November 24, 1993, Federal Register

(40CFR Part 51), and criteria with respect to both volatile organic compounds and nitrogen oxides apply to Southeastern Wisconsin. The conformity criteria which apply at this time with respect to volatile organic compounds are those of the transitional period with respect to the State implementation plan. The transitional period is that period of time when the State of Wisconsin Department of Natural Resources has submitted a State implementation plan to the U. S. Environmental Protection Agency, but the U. S. Environmental Protection Agency has not yet issued a final approval of that plan. The conformity criteria which apply under the transitional period are the most comprehensive; that is, they require the satisfaction of all criteria required under any other period, as well as certain additional criteria. The conformity criteria which apply with respect to nitrogen oxides are those of the interim period, which is the period of time prior to submittal of an implementation plan with respect to nitrogen oxides emissions.

The next section of this report describes the new regional transportation system plan for the year 2010 for the seven-county Southeastern Wisconsin Region. The following section describes the first transportation improvement program prepared to implement the new plan. The remaining sections of this report then identify the six specific criteria which have been established by the U. S. Environmental Protection Agency for use in the determination of transportation system plan and improvement program conformity. These sections also indicate the extent to which the new regional transportation system plan and transportation improvement program meet each of these criteria. The assessment of conformity with respect to each criterion concludes that the new regional transportation system plan and transportation improvement program are in conformance with the State Implementation Plan for Air Quality.

It is important to note that the regional transportation system plan for Southeastern Wisconsin and the State Implementation Plan for Air Quality, and the transportation improvement program, have been prepared in a cooperative

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<sup>1</sup> *This first transportation improvement program is documented in a supplemental report entitled: A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997.*



manner by the Regional Planning Commission and the Wisconsin Department of Natural Resources (see Appendix D). The preparation of the two plans and the improvement program has been extensively coordinated. The same inventories and forecasts of vehicle-miles of travel and air pollutant emissions utilized in the preparation of the regional transportation system plan have been used in the preparation of the State implementation plan. The emission factors which the Commission utilized to estimate the air pollutant emissions under the regional transportation system plan and in the preparation of this conformity determination of the transportation plan and program were provided by the Wisconsin Department of Natural Resources and are the emission factors that the Department utilized in the preparation of the State implementation plan. In addition, the Wisconsin Department of Natural Resources plans to rely upon the regional transportation system plan for the identification and evaluation of transportation control measures considered for incorporation into the State implementation plan.

#### NEW REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN: 2010

The new regional transportation system plan is a design year 2010 plan and is fully documented in SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010. The new plan is a third-generation plan, having evolved from the Commission's first regional transportation plan adopted in 1966 with a design year of 1990, and the second-generation plan adopted in 1978 with a design year of 2000. The regional transportation system plan is based upon an adopted regional land use plan, which has its own important implications for the preservation and enhancing of the environment within the Region, including the containment of urban sprawl, the preservation of environmental corridors, and the preservation of prime agricultural lands.

The regional transportation system plan has been developed to meet the requirements of a Federally defined congestion management system, including the definition of performance measures to establish congestion problems and to assist in the evaluation of alternative measures to address congestion and the evaluation and recommendation of alternative measures to

resolve the identified congestion problems. The development and evaluation of transportation alternatives which would address existing and anticipated future traffic congestion problems was done in a disciplined way so as to ensure that highway capacity expansion projects were proposed for inclusion in the plan only as a last resort. Appropriate, detailed, quantified attention was paid to determining the extent to which a wide variety of transportation system management measures, including pricing, land use, traffic management, and transit, could be used to resolve congestion problems. Once that extent was determined, highway capacity improvements proposals were placed into the plan to resolve most, but not all, of the residual congestion problems. The data collection and monitoring of the levels of the identified performance measures, and of the implementation of the recommended transportation actions and their effectiveness is proposed to be conducted on a three-year cycle along with transportation system reevaluation.

Also, the new transportation system plan has been developed to be fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The total costs of the plan, including both capital and operating costs, were estimated and compared to existing available Federal, State, and local revenues. All funding shortfalls were identified and proposed new revenue sources and strategies to obtain these new revenues were proposed. This financial analysis of the regional transportation plan was coordinated with, and is consistent with, the new statewide transportation system plan.

#### Land Use Plan

The regional transportation system plan is designed to serve the adopted regional land use plan for the year 2010. The adopted design year 2010 regional land use plan is detailed in summary form in Chapter VI entitled, "Anticipated Regional Growth and Change, the Adopted Year 2010 Regional Land Use Plan and Alternative Futures for Southeastern Wisconsin," of SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, and is fully documented in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin: 2010. The regional land use plan recommends attainment of a centralized regional settlement



pattern and seeks to control and reverse current land use development trends. The plan, as shown on Map 1, recommends stabilization and revitalization of the urban centers of the Region, particularly of the Milwaukee, Racine, and Kenosha urbanized areas. It recommends that new urban development be encouraged to occur largely in defined urban growth areas emanating outward from the existing urban centers of the Region. Moreover, new urban development in the defined urban growth areas is proposed to occur at densities which can efficiently and effectively support essential urban services, including water supply, sanitary sewerage, and importantly, public transit.

The plan also seeks to discourage and reduce urban sprawl, which typically involves use of onsite sewage disposal and water supply facilities. Such decentralized development is costly and difficult, if not impossible, to serve efficiently with public transit, and reduces the potential for carpooling. In addition, the number of trips required to serve such development and the length of those trips may be expected to be significantly higher than for comparable centralized development. Urban development occurring in a scattered, low-density pattern also results in a demand for urban facilities and services, such as improved highways, throughout a widespread area of mixed rural-urban land uses, and can result in conflicts with, and diseconomies for, remaining agricultural uses.

Although the land use plan envisions continued reliance on the private land market as the major determinant of the location, density, and character of future land use development within the Region, it proposes to influence the operation of that market and its effects on land use development through public land use development regulations in order to promote a more orderly and economic regional development pattern, to avoid intensification of existing and the creation of new areawide developmental and environmental problems, and to achieve a more healthful and attractive, as well as more efficient, regional settlement pattern.

The plan seeks to influence the operation of the private land market in three significant ways. First, the plan recommends that urban development be encouraged to occur only in those areas of the Region which are covered by soils suitable for such development; which are not subject to special hazards, such as flooding and shoreline

erosion; and which can be readily served by essential municipal facilities and services, including centralized public sanitary sewerage, water supply, and public transit service. The plan further recommends that new residential development in the defined urban growth areas occur primarily in planned neighborhood units at medium urban densities, averaging about four dwelling units per net residential acre. In this respect, the plan seeks to moderate the declining trend in urban population density experienced within the Region. The plan envisions a total of 25 major industrial centers and 19 major commercial centers within existing urban areas and areas proposed to be converted to urban use by the plan design year 2010.

Second, the plan recommends the protection of all remaining primary environmental corridors of the Region from intrusion by incompatible urban development. These corridors, while encompassing only about 17 percent of the total area of the Region, encompass almost all the best remaining elements of the natural resource base, including all the major lakes and streams and most of the associated undeveloped shorelands and floodlands; most of the best remaining woodlands, wetlands, and wildlife habitat areas; areas with rough topography and significant geologic formations; most of the best remaining sites having scenic, historic, and scientific value; the major groundwater recharge and discharge areas; and many existing park sites and most of the best remaining potential park sites. The preservation of these corridors is important to the maintenance of a high level of environmental quality in the Region, to the protection of its natural beauty and cultural heritage, and to the provision of opportunities for certain scientific, educational, and recreational activities. The exclusion of urban development from these corridors will also prevent the creation of serious and costly development problems, such as wet and flooded basements, pavement and building foundation failures, and excessive clearwater infiltration and inflow into sanitary sewerage facilities.

Third, the plan recommends the retention in essentially rural use of almost all remaining prime agricultural lands, consisting of the most productive farmlands and units in the Region. Protection and preservation of this prime agricultural land is recommended not only for economic reasons, but also to assure the whole-



Map 1

# ADOPTED REGIONAL LAND USE PLAN

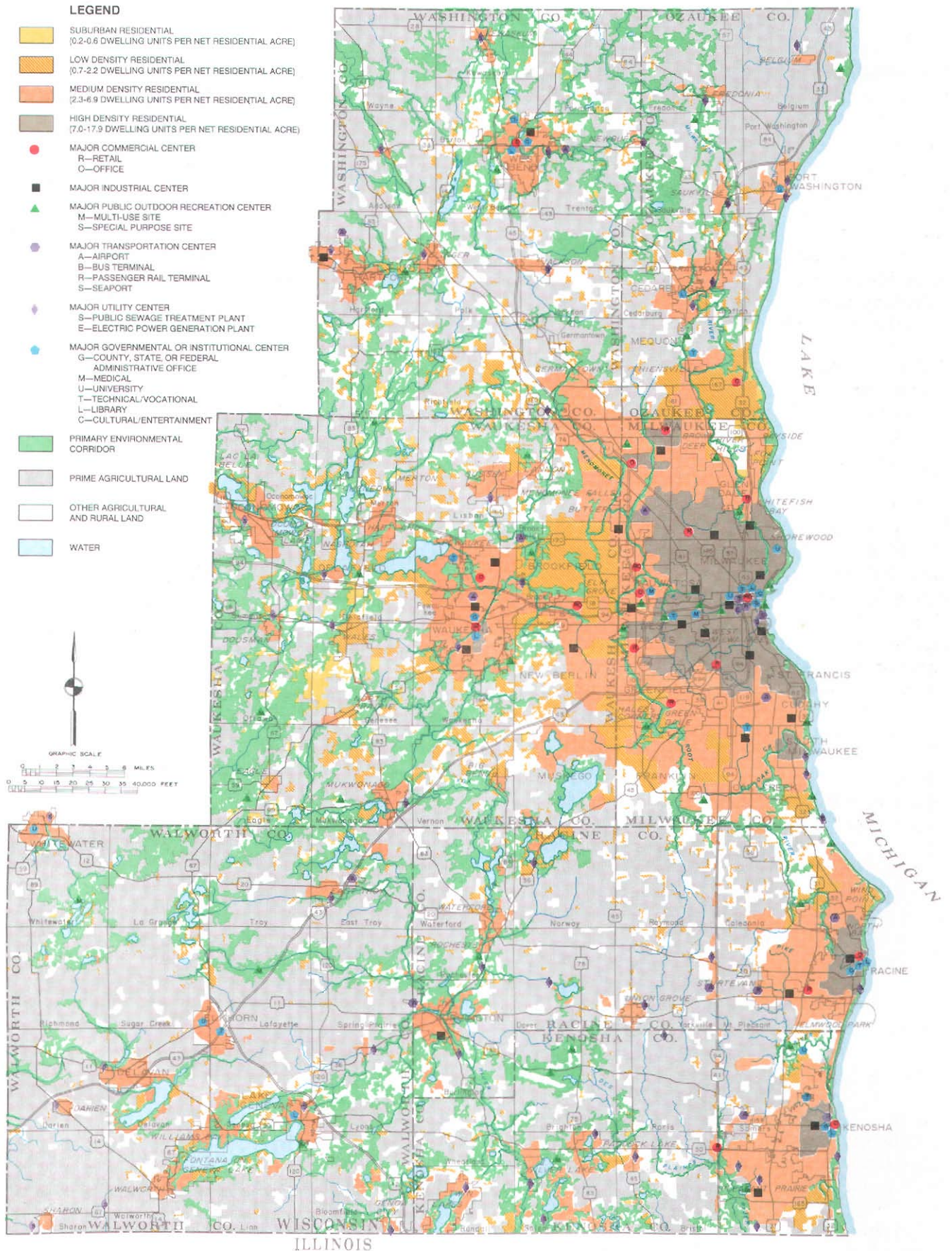




Table 1

**TRANSIT SYSTEM OPERATING CHARACTERISTICS IN THE REGION: 1994 AND 2010 FINAL RECOMMENDED PLAN**

Transit Service Characteristics	Existing 1994	2010
Round-Trip Route Length (miles)		
Rapid Routes . . . . .	519	1,360
Express Routes . . . . .	377	420
Local Routes . . . . .		
Kenosha Urbanized Area . . . . .	192	210
Milwaukee Urbanized Area . . . . .	1,180	1,450
Racine Urbanized Area . . . . .	168	200
Subtotal	1,540	1,860
<b>Total</b>	<b>2,436</b>	<b>3,640</b>
Average Weekday Vehicle Requirements <sup>a</sup>		
Peak Period . . . . .	527	779
Midday Off-Peak Period . . . . .	291	346
Revenue Vehicle-Miles (average weekday)		
Rapid . . . . .	3,100	16,900
Express . . . . .	6,000	21,400
Local . . . . .	56,800	72,300
<b>Total</b>	<b>65,900</b>	<b>110,600</b>
Revenue Vehicle-Hours (average weekday)		
Rapid . . . . .	160	700
Express . . . . .	360	1,100
Local . . . . .	5,130	5,800
<b>Total</b>	<b>5,650</b>	<b>7,600</b>

<sup>a</sup>Represents only the vehicles required for daily system operation. Excludes vehicles needed as spare or backup.

Source: SEWRPC.

someness of the future regional environment and to contribute to the preservation of the unique cultural heritage of the Region, as well as of its natural beauty.

Although the adopted regional land use plan contains many other recommendations for guiding land use development within the Region into a better settlement pattern, the three recommendations summarized above are the most important.

The regional transportation system plan is designed to serve the regional land use plan and not a projection of current land use development trends toward further decentralization of population, employment, and urban land uses. Thus, if transportation facilities and services do indeed shape land use development, implementation of the transportation system plan should promote

implementation of the land use plan, which recommends a desirable pattern of future land use with respect to travel requirements.

#### Transportation System Plan

The transportation system plan has three principal components: public transit, transportation systems management, and arterial streets and highways. These three components are described in the following sections.

Public Transit: The regional transportation system plan calls for major increases in the levels of rapid and express transit service provided within the Region, as well as increases in the level of local service provided (see Table 1). The plan proposes the development of a true system of rapid and express transit routes integrated with local transit service. Rapid transit routes would operate within all major



travel corridors oriented to the Milwaukee central business district (CBD), with express transit operating over a grid pattern of routes largely within Milwaukee County. In total, the plan proposes an approximately 70 percent increase in transit service as measured by vehicle-miles of service, from the current 65,900 vehicle-miles of such service in 1994 to 110,600 in 2010. This increase embodies the combined effects of proposed improvements in the frequency of operation of rapid and express transit and the additions and extensions of rapid, express, and local transit routes. The transit recommendations are shown in graphic summary form on Map 2.

***Rapid Transit:*** The plan recommends that existing freeway flyer bus service within the Region continue to be operated from the Milwaukee CBD southwesterly to the Village of Mukwonago and westerly to the Cities of Waukesha and Oconomowoc. The plan also calls for the expansion of such service in the south corridor to the Cities of Racine and Kenosha, in the northwest corridor from its current terminus at the Pilgrim Road transit station in the Village of Menomonee Falls to the City of West Bend, and in the IH 43 north corridor from its current terminus at the Brown Deer Road transit station in the Village of River Hills through the City of Cedarburg and the Villages of Grafton and Saukville to the City of Port Washington. The network of rapid transit routes is shown in red on Map 2.

Under the final plan, 30 rapid transit freeway flyer routes, 27 oriented to the Milwaukee CBD and three to the University of Wisconsin-Milwaukee campus, would be operated over 1,360 round-trip route-miles. The rapid transit system would be served by 73 transit stations, spaced about every three to five miles. In 1994, 13 rapid transit freeway flyer routes were operated over 519 round-trip route-miles within the Region. These routes served 25 transit stations. The planned rapid transit system would serve intermediate stations and would provide service in both directions during both peak periods.

The final plan recommends that the number of rapid transit revenue vehicle-miles of service provided be increased by 13,800 vehicle-miles, from 3,100 in 1994 to 16,900 by 2010. Similarly, the plan recommends that the number of rapid transit revenue vehicle-hours of service be

increased by 540 vehicle-hours, from 160 in 1994 to 700 by 2010.

The rapid transit service provided under the recommended plan would operate primarily during peak periods, from 6:00 a.m. to 8:30 a.m. and 3:30 p.m. to 6:30 p.m. on weekdays. Midday service would be provided over some routes. No weekend or evening service would be provided. Headways on the rapid transit system would range from five to 30 minutes during peak periods to 30 to 60 minutes during off-peak periods over those routes provided with service during the midday.

The fares for rapid transit service would remain at 1994 levels, adjusted only for future general price inflation. The freeway flyer rapid transit bus fare for a trip within Milwaukee County would be \$1.50. The fare charged for a trip between points within Milwaukee County and the limits of the Milwaukee urbanized area would be \$2.00. The fare charged for a trip between the Milwaukee CBD and the outer limits of the rapid transit system would be \$3.00.

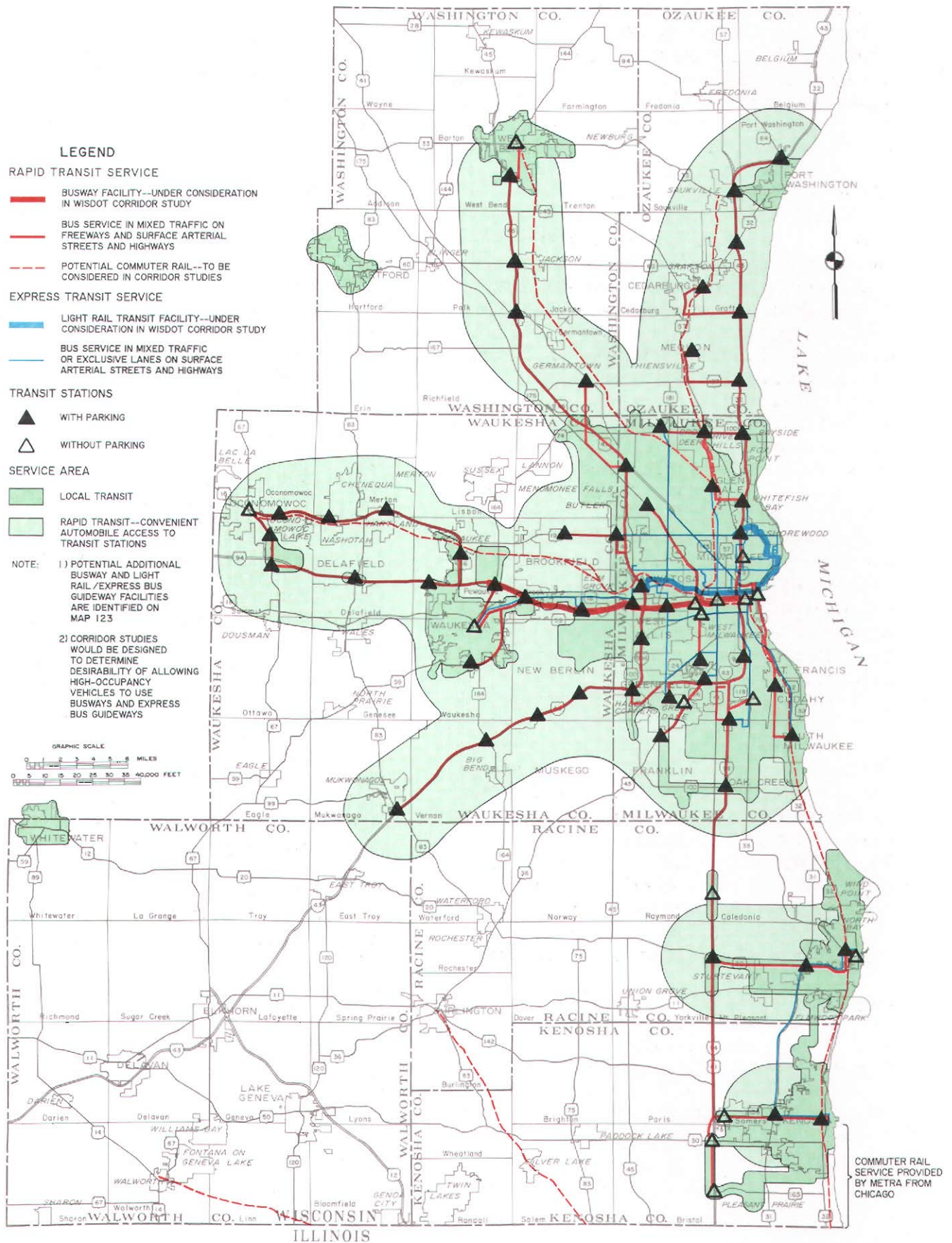
The plan identifies a potential system of 52 miles of exclusive busway and high-occupancy vehicle (HOV) facilities (see Map 3). These facilities would be located within, or parallel to, the most heavily congested freeway corridors. The ultimate decision concerning the provision of such facilities would be made following detailed major investment studies of the corridors. Therefore, these facilities have not been explicitly included in the regional transportation plan and the conformity determination of the plan, with the exception of the facility in the east-west corridor from the City of Waukesha to the Milwaukee CBD. A Federally required major investment study is currently underway in the east-west corridor. A busway/high-occupancy vehicle facility in this IH 94 corridor is part of the preliminary recommendations of this major investment study, and has been included in the regional plan and this conformity determination. Upon completion of this major investment study, the regional plan's incorporation of the east-west corridor busway/HOV facility will require reaffirmation.

The plan also recognizes the potential to establish commuter-rail passenger service as an alternative to freeway flyer or exclusive busway rapid transit service in four major Milwaukee-



Map 2

PUBLIC TRANSIT SYSTEM: 2010 TRANSPORTATION SYSTEM PLAN





oriented travel corridors: from Milwaukee through the Cities of St. Francis, Cudahy, South Milwaukee, Oak Creek, and Racine to the City of Kenosha over the CP Rail System (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company) and Chicago & North Western Transportation Company railway lines; from Milwaukee through the City of Wauwatosa, Village of Elm Grove, City of Brookfield, Village of Pewaukee, Village of Hartland, City of Delafield, and Village of Nashotah to the City of Oconomowoc over the CP Rail system (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company) railway lines; from Milwaukee through Villages of Germantown and Jackson to the City of West Bend over the CP Rail System (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company), Chicago & North Western Transportation Company, and Wisconsin Central Transportation Corporation (former Chicago & North Western Transportation Company) railway lines; and from Milwaukee through the Village of Brown Deer, City of Cedarburg, and Village of Grafton to the Village of Saukville over the CP Rail System and Wisconsin Central Transportation Corporation (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company) railway lines. The plan also recognizes the potential to provide commuter-rail passenger service in two Chicago-oriented corridors: from the Village of Walworth through Fox Lake, Illinois, to Chicago over Wisconsin & Southern Railroad Company and Metra railway lines (former Chicago, Milwaukee, St. Paul & Pacific Railroad Company) and from the City of Burlington through the Village of Silver Lake and Antioch, Illinois, to Chicago over Wisconsin Central Transportation Company railway lines (former Soo Line Railroad Company) (see Map 2). Major investment studies would be required for these potential commuter rail facilities and services; as a result, these facilities and services are not explicitly included in the regional plan and its conformity determination.

**Express Transit:** The regional transportation system plan recommends that 12 regular express transit bus routes be provided in a grid pattern, largely within Milwaukee County. In 1994, seven regular express transit routes were in operation. Within the Milwaukee urbanized area, the express transit would be provided in major travel corridors to connect major activity centers to the Milwaukee CBD. One express transit route

would also connect the CBDs of the Cities of Racine and Kenosha. The planned express routes are shown in blue on Map 2.

The final plan also proposes and includes in this conformity determination of the plan, based upon preliminary recommendations from the major investment study currently underway in the east-west corridor study, a light-rail express transit line between the City of Glendale, the University of Wisconsin-Milwaukee, the Milwaukee CBD, and the Milwaukee County Regional Medical Center (see Map 2). The necessary major investment study is currently being conducted by the Wisconsin Department of Transportation and the preliminary recommendation of this study proposes construction of this light-rail line. Upon completion of this major investment study, the findings will require reaffirmation for inclusion in the regional plan.

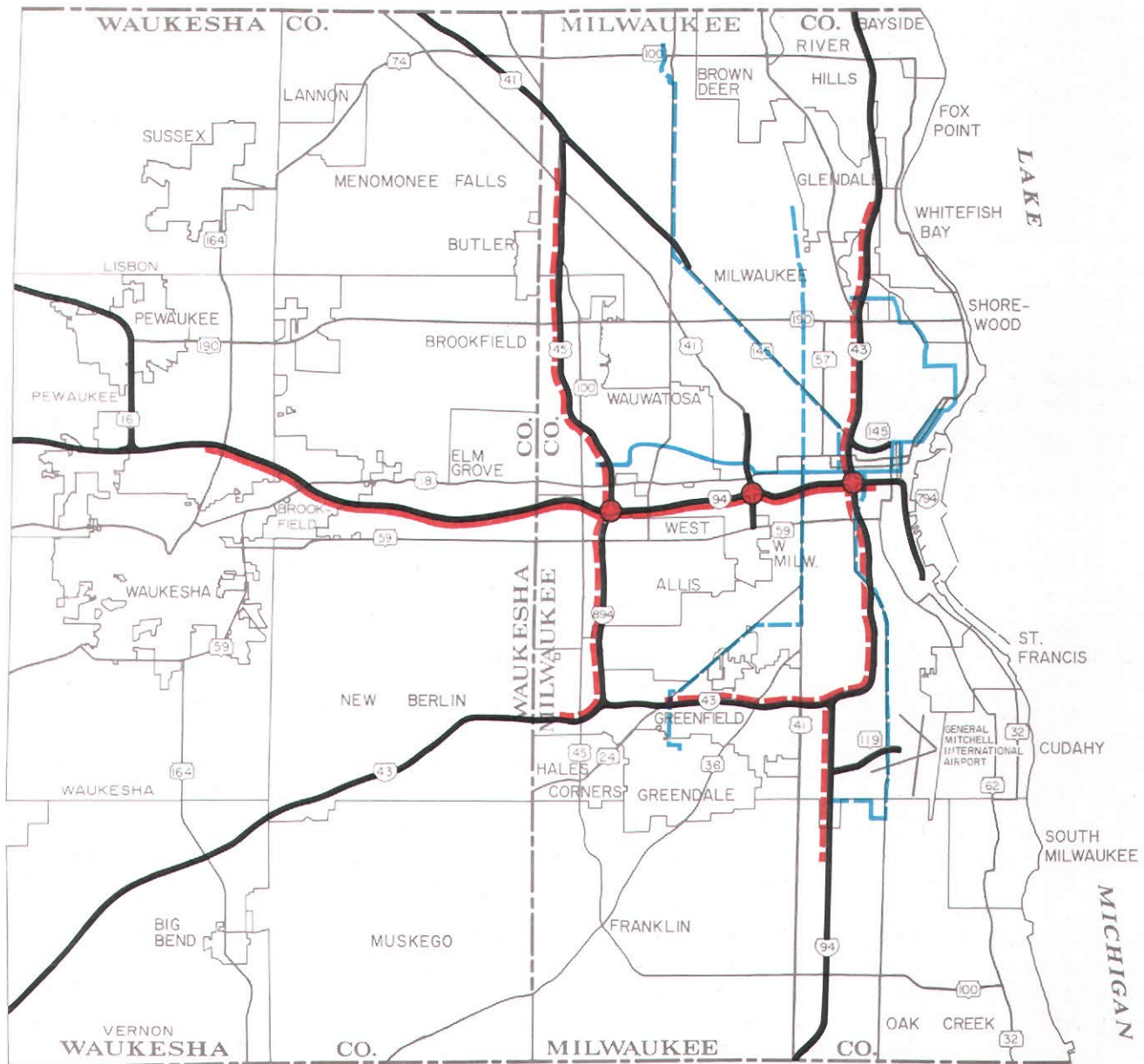
Four other travel corridors are identified in the plan as having potential for light-rail express transit service and would represent upgrading of the proposed express bus transit routes (see Map 3). These include from the Milwaukee CBD to the City of South Milwaukee, from the Milwaukee CBD to the General Mitchell International Airport, along the 27th Street crosstown corridor from W. Silver Spring Drive to the Southridge Shopping Center, and from the Milwaukee CBD to the Northridge Shopping Center. The desirability of light-rail service in these corridors would be determined through Federally required major investment studies; as a result, such facilities are not directly incorporated in the plan or its conformity determination. The potential light-rail facilities are envisioned to operate with preferential treatment over reserved street lanes within street rights-of-way or over exclusive rights-of-way, such as along railway or former electric interurban railway rights-of-way. Light-rail operating characteristics may be expected to vary, depending upon the type of right-of-way and adjacent development and attendant station spacing, and may approach rapid transit operating characteristics.

Under the plan, the extent of express transit service would be significantly expanded through the provision of a grid of express routes. The frequency of operation of transit vehicles over the express routes would also be significantly increased. As shown in Table 1, the number of vehicle-miles provided on an average weekday



Map 3

POTENTIAL BUSWAY AND LIGHT-RAIL GUIDEWAY FACILITIES IN THE MILWAUKEE AREA



LEGEND

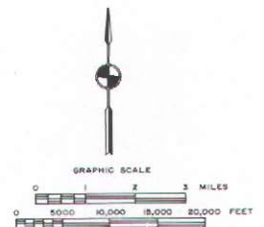
- BUSWAY FACILITY--UNDER CONSIDERATION IN WISDOT CORRIDOR STUDY
- - - BUSWAY FACILITY--TO BE CONSIDERED IN ADDITIONAL CORRIDOR STUDIES
- LIGHT RAIL TRANSIT FACILITY--UNDER CONSIDERATION IN WISDOT CORRIDOR STUDY
- - - LIGHT RAIL /BUS GUIDEWAY FACILITY--TO BE CONSIDERED IN ADDITIONAL CORRIDOR STUDIES
- MAJOR INTERCHANGE RECONSTRUCTION DESIGNED TO ACCOMMODATE BUSWAY FACILITY

RESURFACING /RECONSTRUCTION OF FREEWAY TO PROVIDE SAME CAPACITY; INCLUDES STRUCTURE RECONSTRUCTION TO ACCOMMODATE BUSWAY ONLY IN THE EAST-WEST CORRIDOR

NOTE:

- 1) PRELIMINARY RECOMMENDED PLAN INCLUDES ONLY THE BUSWAY AND LIGHT RAIL FACILITIES AND THEIR ATTENDANT COSTS AS DEVELOPED IN THE WISDOT EAST-WEST CORRIDOR STUDY
- 2) BUSWAY AND LIGHT RAIL /BUS GUIDEWAY FACILITY ALIGNMENTS SHOWN ON MAP ARE CONCEPTUAL; CORRIDOR STUDIES WOULD BE DESIGNED TO SELECT A PREFERRED ALIGNMENT

- 3) CORRIDOR STUDIES WOULD BE DESIGNED TO DETERMINE DESIRABILITY OF ALLOWING HIGH-OCCUPANCY VEHICLES TO USE BUSWAYS AND EXPRESS BUS GUIDEWAYS



Source: SEWRPC.



would increase by 13,800 vehicle-miles, from about 6,000 in 1994 to about 21,400. Similarly, vehicle-hours of express service provided on an average weekday would increase by 740 vehicle-hours, from 360 in 1994 to 1,100 in 2010.

Express transit service would be provided on weekdays from 6:00 a.m. to 6:00 p.m. on all routes and during weekday evenings and weekends on some routes. Peak-period headways would range from five to 15 minutes in the Milwaukee urbanized area and extend to 30 minutes on the route connecting Racine and Kenosha. Off-peak headways would range from 20 to 30 minutes within the Milwaukee urbanized area to 60 minutes on the Racine-Kenosha route. Express transit fares would remain at 1994 levels, \$1.25 in Milwaukee County and \$0.75 on the Racine-Kenosha route. It is assumed that these fares would increase with general price inflation over the plan design period.

*Local Transit:* The level of local service envisioned in the plan consists of buses operating over arterial and collector streets, with frequent stops for passenger boarding and alighting. Local fixed-route service would continue to be provided and would be extended within Milwaukee County and the Cities of Waukesha, Racine, and Kenosha and their environs. The plan recommends that the local transit operators undertake detailed implementation studies to identify the best way to provide for the service extensions, holding open the possibility of transit-center-oriented local route systems and route-deviation or demand-responsive systems to replace, in some areas, existing and potential extensions of grid route systems. As shown on Map 2, these areas of expanded service are generally located in southern and northern Milwaukee County and in the most heavily developed portions of Waukesha County. Under the final plan, local transit service would operate over 1,860 round-trip route-miles within the Region, representing an increase of 320 route-miles, or 20 percent, over the approximately 1,540 route-miles provided in 1994.

The frequency of local transit service would be substantially improved over 1994 levels. Within Milwaukee County, peak-period headways on the major routes in the area south of Silver Spring Drive, east of 76th Street, and north of Layton Avenue would be improved from 10 to 40 minutes to 10 minutes. Peak-period headways in the Racine and Kenosha urban areas would be

improved from 20 to 30 minutes to 15 to 30 minutes. Peak-period headways in the Waukesha urban area would be improved such that all routes would operate at 30-minute headways.

Under the final plan, local transit fares would remain at 1994 levels, adjusted only for the effects of general price inflation. Accordingly, fares within Milwaukee County would be \$1.25; within the City of Racine, \$0.60; and within the Cities of Waukesha and Kenosha, \$0.75, increasing only with general price inflation. The final recommended plan also recognizes the need to provide local transit service in the smaller urban communities of the Region, particularly through shared-ride taxi service. Explicitly incorporated into the plan are the continuation of the shared-ride taxi services provided in the Cities of Hartford, Port Washington, West Bend, and Whitewater.

*Implementation Schedule:* The implementation schedule for the transportation system plan identifies the elements of the transit plan which should be available for use as of the years 1996, 2001, 2007, and 2010. The transit plan element implementation schedule proposes that the planned 68 percent increase in vehicle-miles of transit service over current 1994 levels should be initiated in 1998, with approximately equal annual increments of the planned increase of 44,700 vehicle-miles of transit service. Thus, there would be no increase in service as of 1996, a 25 percent increase by 2001, a 54 percent increase by 2007, and a 68 percent increase by 2010. The plan proposes potential stages for the transit element summarized in Table 2. Transit system networks were prepared for each of these stages of system development of transit system service expansion and frequency of service improvement, which were utilized in the conformity determinations. The plan recommends that transit operators prepare short-range plans every three to five years detailing programmed service implementation which would serve to modify the specific elements of these staged service increases, but still provide the planned vehicle-miles of service increment presented in Table 3.

#### Arterial Street and Highway System

The planned arterial street and highway system in the Region in the year 2010 is summarized in Table 4. In 1994, the arterial street and highway system in the Region consisted of about 3,274 route-miles of facilities. Under the regional plan,



Table 2

## POTENTIAL STAGES OF TRANSIT PLAN ELEMENT: 1996, 2001, 2007, AND 2010

Transit Service Element	Year			
	1996	2001	2007	2010
Rapid Transit <sup>a</sup>	Continue existing service within Milwaukee County and between Milwaukee and Waukesha Counties	<p>Expand service to the City of Milwaukee central business district by adding new routes, including:</p> <ul style="list-style-type: none"> <li>From STH 36 and CTH BB in the Village of Franklin via STH 36, IH 43, and IH 94</li> <li>From IH 94 and STH 100 in the City of Oak Creek via IH 94</li> <li>From 13th Avenue and 54th Street in the City of Kenosha via STH 158 and IH 94</li> <li>From 5th Street and Main Street in the City of Racine via STH 20 and IH 94</li> </ul> <p>Restructure existing express route from Main Street and Wisconsin Avenue in the City of Oconomowoc to the City of Milwaukee central business district to provide rapid service via STH 16 and IH 94</p>	<p>Implement new rapid busway facility between IH 94 and STH 164 in Waukesha County and the City of Milwaukee central business district</p> <p>Expand service to the City of Milwaukee central business district by adding new routes, including:</p> <ul style="list-style-type: none"> <li>From Clinton Street and Broadway Street in the City of Waukesha via STH 164 and IH 94 busway, serving all busway stations</li> <li>From S. 43rd Street and Morgan Avenue in the City of Milwaukee via S. 43rd Street and IH 94 busway</li> <li>From 13th Avenue and E. Rawson Avenue in the City of Oak Creek via E. Rawson Avenue Pennsylvania Avenue, Lake Arterial, and IH 794</li> <li>From S. 1st Avenue and Wisconsin Avenue in the Village of Grafton via STH 57, CTH C, and IH 43</li> <li>From Cedarburg Road and Highland Road in the City of Mequon via STH 57, STH 167, and IH 43</li> <li>From Capitol Drive and Calhoun Road in the City of Brookfield via Capitol Drive, USH 45, and IH 94 busway</li> <li>From the IH 94 busway at Moorland Road in the City of Brookfield via IH 94 busway</li> <li>From STH 59 and S. West Avenue in the City of Waukesha via STH 59, Moreland Boulevard and IH 94 busway</li> <li>From the LakeView Corporate Park in the Village of Pleasant Prairie via STH 165 and IH 94</li> </ul> <p>Restructure existing service from the Village of Menomonee Falls to the City of Milwaukee central business district to extend route to STH 167 and Pilgrim Road in the Village of Germantown</p> <p>Operate all rapid services in both directions of travel</p>	<p>Expand service to the City of Milwaukee central business district by adding new routes, including:</p> <ul style="list-style-type: none"> <li>From IH 43 and STH 32/84 in the Town of Port Washington via IH 43</li> <li>From N. Main Street and W. Washington Street in the City of West Bend via Main Street, Paradise Drive, USH 45, and IH 94 busway</li> </ul> <p>Modify routes between the City of Milwaukee central business district and the Cities of Racine and Kenosha to include stop at IH 94 and CTH K in Racine County to serve industrial development along IH 94</p> <p>Modify route between the City of Milwaukee central business district and the City of Oconomowoc via IH 94 to serve Pabst Farms development north of IH 94 and east of STH 67 in Waukesha County</p>



Table 2 (continued)

Transit Service Element	Year			
	1996	2001	2007	2010
Express Transit <sup>b</sup>	<p>Continue existing service within Milwaukee County, between Milwaukee and Waukesha Counties, and between Milwaukee, Racine, and Kenosha Counties</p>	<p>Expand Milwaukee urbanized area service by adding new routes, including:</p> <ul style="list-style-type: none"> <li>From Clinton Street and Broadway Street in the City of Waukesha to the University of Wisconsin-Milwaukee via Moreland Boulevard, Blue Mound Road, Wisconsin Avenue, Prospect/Farwell Avenue, and Downer Avenue</li> <li>From the transit station at N. Teutonia Avenue and Florist Avenue in the City of Glendale to the transit station at W. Loomis Road and IH 43 in the City of Greenfield via 27th Street</li> </ul> <p>Restructure existing service between the City of Milwaukee central business district and the Cities of Racine and Kenosha to eliminate service north of the City of Racine central business district, and to provide service between the Racine and Kenosha central business districts via STH 20, STH 31, and STH 158</p>	<p>Implement service over new light-rail transit facility between IH 43 and E. Hampton Avenue in the City of Glendale to the Milwaukee County Research Park located west of the Zoo freeway and south of Watertown Plank Road</p> <p>Expand Milwaukee urbanized area service by adding new routes, including:</p> <ul style="list-style-type: none"> <li>From the Bayshore Shopping Center at E. Silver Spring Drive and N. Port Washington Road in the City of Glendale to the transit station at IH 94 and College Avenue in the City of Milwaukee via Port Washington Road, 6th and 7th Streets, S. Howell Avenue, and W. College Avenue</li> <li>From the transit station at 13th Avenue and E. Rawson Avenue in the City of Oak Creek to the City of Milwaukee central business district via E. Rawson Avenue, Chicago/Packard Avenue, Kinnickinnic Avenue, and S. 1st Street</li> <li>From the transit station at N. 124th Street and W. Capitol Drive in the City of Brookfield to the University of Wisconsin-Milwaukee via Capitol Drive and Downer Avenue</li> </ul>	<p>Expand Milwaukee urbanized area service by adding new routes, including:</p> <ul style="list-style-type: none"> <li>From the Mayfair Shopping Center at W. North Avenue and N. Mayfair Road in the City of Wauwatosa to the University of Wisconsin-Milwaukee via North Avenue and Downer Avenue</li> <li>From the Northridge Shopping Center at W. Brown Deer Road and N. 76th Street in the City of Milwaukee to the Southridge Shopping Center at W. Edgerton Avenue and S. 76th Street in the Village of Greendale via 76th Street and the Milwaukee Regional Medical Center</li> <li>From the transit station at S. 76th Street and the IH 94 busway in the City of West Allis to the City of Milwaukee central business district via S. 76th Street, National Avenue, S. 2nd Street</li> </ul>
Local Transit <sup>c</sup>	<p>Continue existing fixed-route service within Milwaukee and Waukesha Counties and within the Cities of Kenosha, Racine, and Waukesha</p> <p>Continue existing shared-ride taxi services in the Cities of Hartford, Port Washington, West Bend, and Whitewater</p>	<p>Extend fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> <li>Northern and southern Milwaukee County</li> <li>The Village of Butler and the Cities of New Berlin and Waukesha in Waukesha County</li> <li>The west side of City of Racine</li> <li>The west side of City of Kenosha</li> </ul> <p>Make modest route realignments and reduce peak and off-peak headways on selected routes in Milwaukee County</p> <p>Continue existing shared-ride taxi services and expand to new areas as warranted</p>	<p>Continue extending fixed-route service to medium-density development and industrial areas in:</p> <ul style="list-style-type: none"> <li>Northern and southern Milwaukee County</li> <li>The Villages of Butler and Menomonee Falls and the Cities of New Berlin and Waukesha areas in Waukesha County</li> <li>The eastern portion of the Town of Caledonia and developing areas along IH 94 in eastern Racine County</li> <li>The Village of Pleasant Prairie and developing areas along IH 94 in eastern Kenosha County</li> </ul> <p>Reduce headways on major routes in Milwaukee County outside express corridors to provide 10-minute peak and 20-minute midday off-peak service</p> <p>Reduce headways on major routes in the Cities of Racine and Kenosha to provide 15-minute peak service</p> <p>Add weekday and Saturday evening service until 10:00 p.m. in the Cities of Kenosha, Racine, and Waukesha</p> <p>Continue existing shared-ride taxi services and expand to new areas as warranted</p>	<p>Expand fixed-route service to provide collection-distribution service within commercial, office, and industrial development in:</p> <ul style="list-style-type: none"> <li>The area of IH 94 and CTH K in Racine County</li> <li>The Pabst Farms development north of IH 94 and east of STH 67 in Waukesha County</li> <li>The area of IH 94 and STH 83 in Waukesha County</li> </ul>



## Footnotes to Table 2

<sup>a</sup>All rapid transit routes would provide service on weekdays from 6:00 a.m. until 8:30 a.m. and from 3:30 p.m. until 6:00 p.m. Service would also be provided over selected routes during weekday midday periods. No service would be provided over rapid routes on weekday evenings or weekends. Operating headways on rapid routes would range from five to 30 minutes during morning and afternoon peak period, and from 30 to 60 minutes during the midday period.

<sup>b</sup>All express transit routes would provide service on weekdays from 6:00 a.m. until 6:00 p.m. Service would also be provided over selected routes during weekday evenings and on weekends. Operating headways on express routes would range from five to 15 minutes during morning and afternoon peak periods, from 10 to 30 minutes during the weekday midday period, and from 20 to 30 minutes during weekday evenings and on weekends.

<sup>c</sup>Operating headways on new local transit routes would be similar to existing local service headways. During the morning and afternoon peak periods local headways would range from 10 to 30 minutes in Milwaukee County, 15 to 30 minutes in Kenosha and Racine, and 30 minutes in Waukesha. During off-peak periods local headways would range from 20 to 60 minutes in Milwaukee County, 30 to 60 minutes in Kenosha and Racine, and 60 minutes in Waukesha.

Source: SEWRPC.

Table 3

### NUMBER AND PERCENT OF ADDITIONAL REVENUE VEHICLE-MILES OF TRANSIT SERVICE IN THE REGION BY SERVICE TYPE AND IMPLEMENTATION SCHEDULE: 1996, 2001, 2007, AND 2010

Type of Transit Service	Existing Transit Revenue Vehicle-Miles of Service: 1994	Proposed Incremental Transit Revenue Vehicle-Miles of Service									
		1996		2001		2007		2010		Total	
		Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Rapid . . . . .	3,100	--	--	5,000	36.2	6,100	44.2	2,700	19.6	13,800	100.0
Express . . . . .	6,000	--	--	3,500	22.7	5,800	37.7	6,100	39.6	15,400	100.0
Local . . . . .	56,800	--	--	7,700	49.7	7,800	50.3	--	--	15,500	100.0
Total	65,900	--	--	16,200	36.2	19,700	44.1	8,800	20.0	44,700	100.0

Source: SEWRPC.

the arterial system would be increased by about 333 route-miles, by the year 2010, to a total of 3,607 route-miles and 10,303 lane-miles. The additional arterial mileage reflects primarily the conversion of existing nonarterial facilities to arterial status and function as urban development proceeds within the Region. About 131 route-miles, or 3.6 percent of the proposed additional arterial mileage, would be added through new construction.

The recommended year 2010 arterial street and highway system for the Region identifies the number of traffic lanes to be provided on each segment of arterial street. Arterial facilities are identified as having either two, four, six, or eight lanes. The number of lanes identified refers to through travel lanes; that is, those lanes that would carry traffic directly through intersections. Thus, the number does not include any auxiliary traffic lanes provided at intersections for left- and right-turning movements, for vehicle parking, or for use by distressed vehicles. It was assumed in the regional systems analysis that such right- and left-turn lanes will be provided where the volumes of turning vehicles would

adversely affect the movement of vehicles through the intersection. The provision of turn lanes would, therefore, follow a design investigation in connection with a given improvement project. In addition to determining whether or not right- and/or left-turn lanes should be provided at intersections, the design investigation should determine whether or not a given arterial street improvement should be made using a divided or an undivided roadway cross-section. Thus, the precise cross-section to be selected for a given improvement project should be determined by the State, county, and local implementing agencies following appropriate design study.

The plan-recommended arterial street and highway system capacity improvement and expansion to add traffic lanes to the existing arterial street system are shown for each county on Maps 4 through 10 and are listed in Table 5. These arterial highway capacity improvement and expansion recommendations represent all highway plan element projects with potential air quality impact and which are referred to in the Federal regulations as "nonexempt" projects.



Table 4

**ARTERIAL STREET AND HIGHWAY SYSTEM PRESERVATION, IMPROVEMENT, AND  
EXPANSION BY ARTERIAL FACILITY TYPE BY COUNTY: 2010 FINAL RECOMMENDED PLAN**

County	System Preservation	System Improvement	System Expansion	Total
<b>Kenosha</b>				
Freeway . . . . .	12.0	0.0	0.0	12.0
Standard Arterial . . . . .	288.9	44.8	9.4	343.1
Subtotal	300.9	44.8	9.4	355.1
<b>Milwaukee</b>				
Freeway . . . . .	69.2	0.0	0.0	69.2
Standard Arterial . . . . .	666.3	50.2	11.3	727.8
Subtotal	735.5	50.2	11.3	797.0
<b>Ozaukee</b>				
Freeway . . . . .	27.4	0.0	0.0	27.4
Standard Arterial . . . . .	222.6	48.5	5.9	277.0
Subtotal	250.0	48.5	5.9	304.4
<b>Racine</b>				
Freeway . . . . .	12.0	0.0	0.0	12.0
Standard Arterial . . . . .	330.5	62.2	19.1	411.8
Subtotal	342.5	62.2	19.1	423.8
<b>Walworth</b>				
Freeway . . . . .	50.0	0.0	16.7	66.7
Standard Arterial . . . . .	359.5	38.2	19.7	417.4
Subtotal	409.5	38.2	36.4	484.1
<b>Washington</b>				
Freeway . . . . .	21.6	21.1	0.0	42.7
Standard Arterial . . . . .	354.1	48.9	22.6	425.6
Subtotal	375.7	70.0	22.6	468.3
<b>Waukesha</b>				
Freeway . . . . .	57.6	2.0	5.7	65.3
Standard Arterial . . . . .	556.3	132.1	20.5	710.0
Subtotal	613.9	134.1	26.2	774.2
<b>Region</b>				
Freeway . . . . .	249.8	23.1	22.4	295.3
Standard Arterial . . . . .	2,778.2	424.9	108.5	3,311.6
<b>Total</b>	<b>3,028.0</b>	<b>448.0</b>	<b>130.9</b>	<b>3,606.9</b>

Source: SEWRPC.

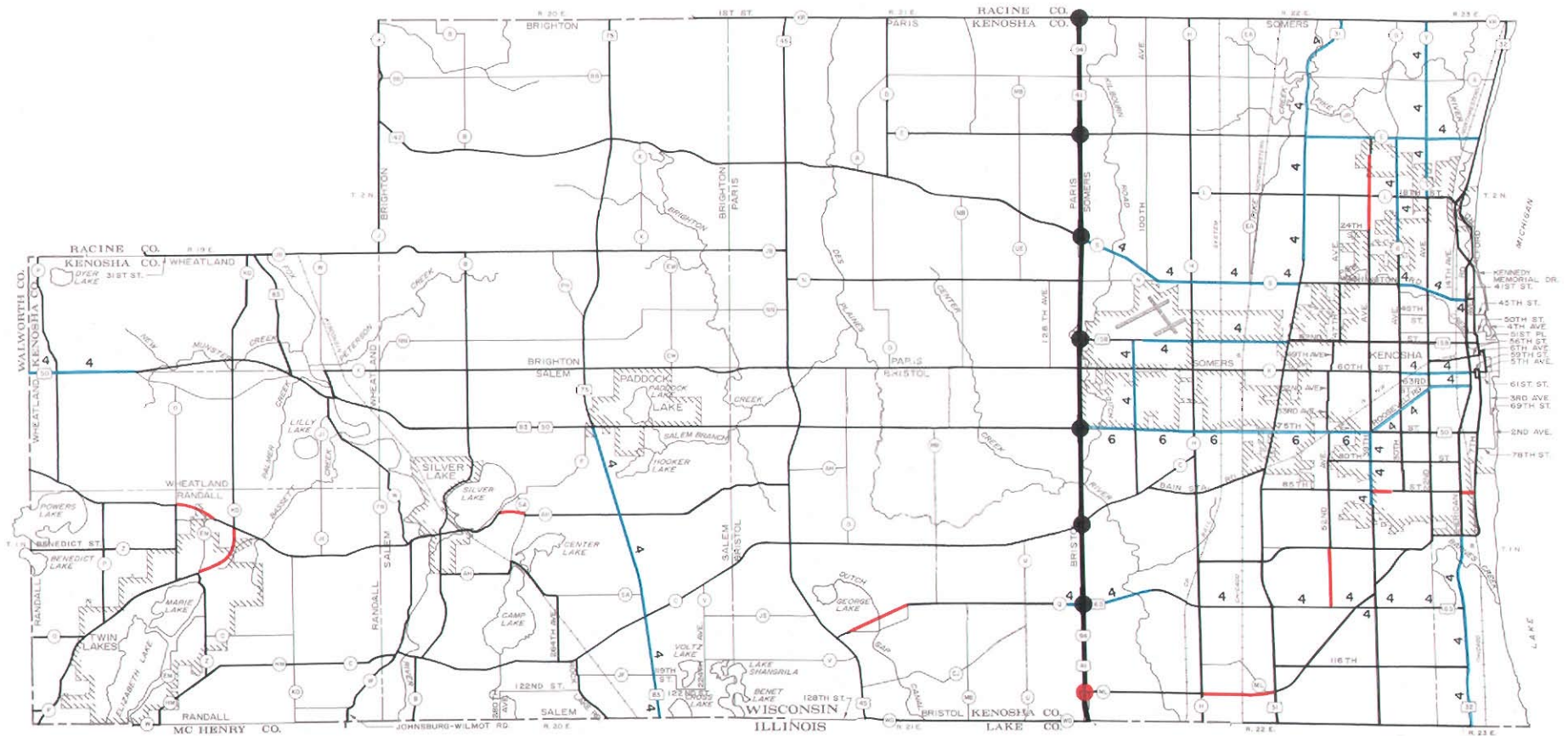
Table 5 also presents the implementation stages for all highway capacity improvement and expansion recommended under the plan; more specifically, the planned capacity improvement and expansion proposed to be open to traffic by the years 1996, 2001, 2007, and 2010 are identified. Table 6 summarizes the mileage of system improvement and expansion proposed to be implemented by 1996, 2001, 2007, and 2010. The proposed implementation stages in Table 5 for

the State trunk highway component of the plan, which encompasses the principal arterials of Southeastern Wisconsin, comprise the implementation schedule for that element of the system plan. With respect to the county and local arterial street element of the plan, it is recommended that the implementation stages be more flexibly designated. Accordingly, the mileage of county and local arterial system improvement and expansion as set forth in



Map 4

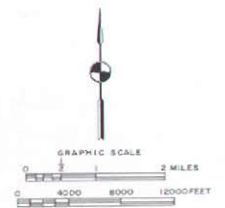
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN KENOSHA COUNTY: 2010



LEGEND

ARTERIAL STREET OR HIGHWAY

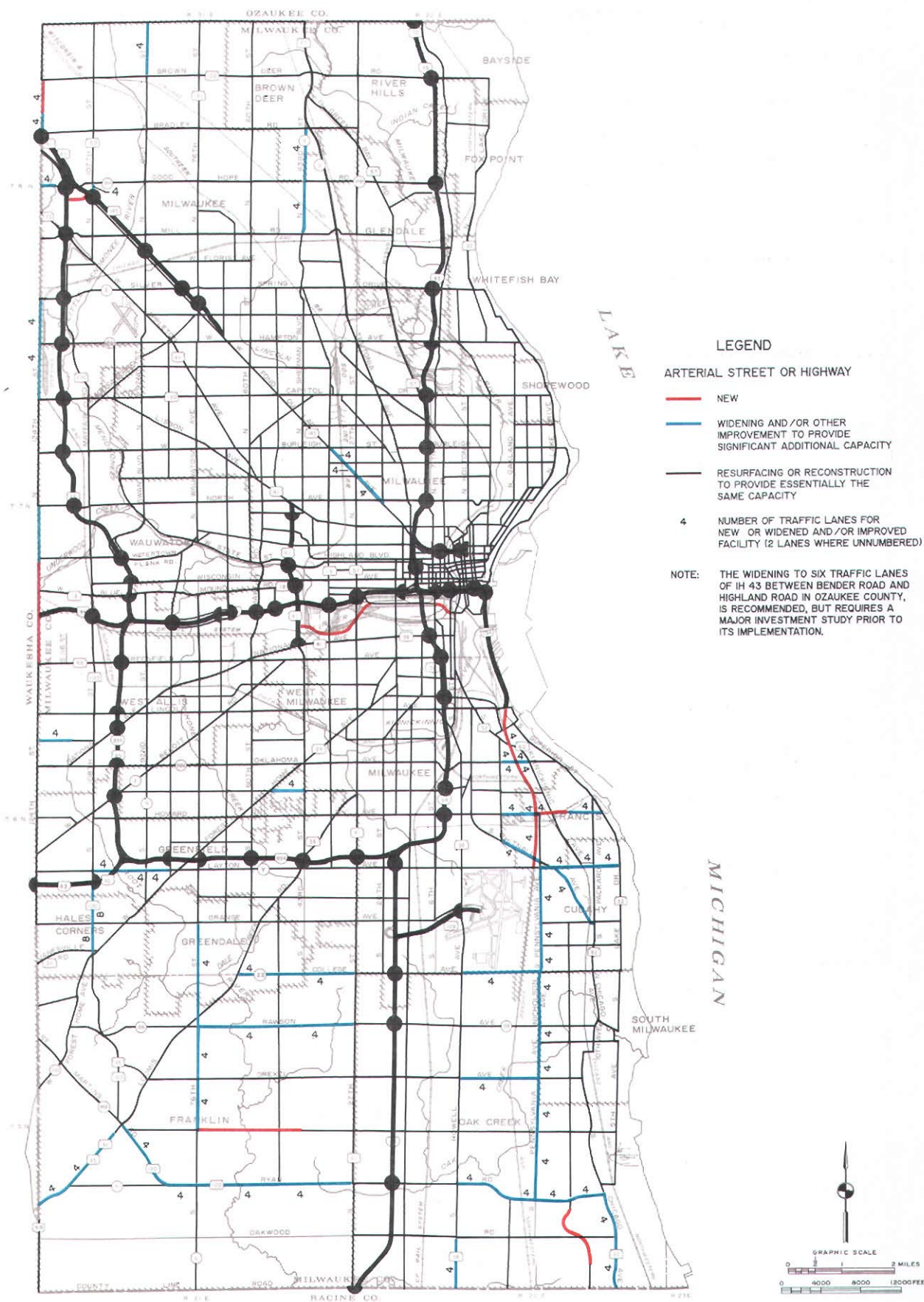
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)





Map 5

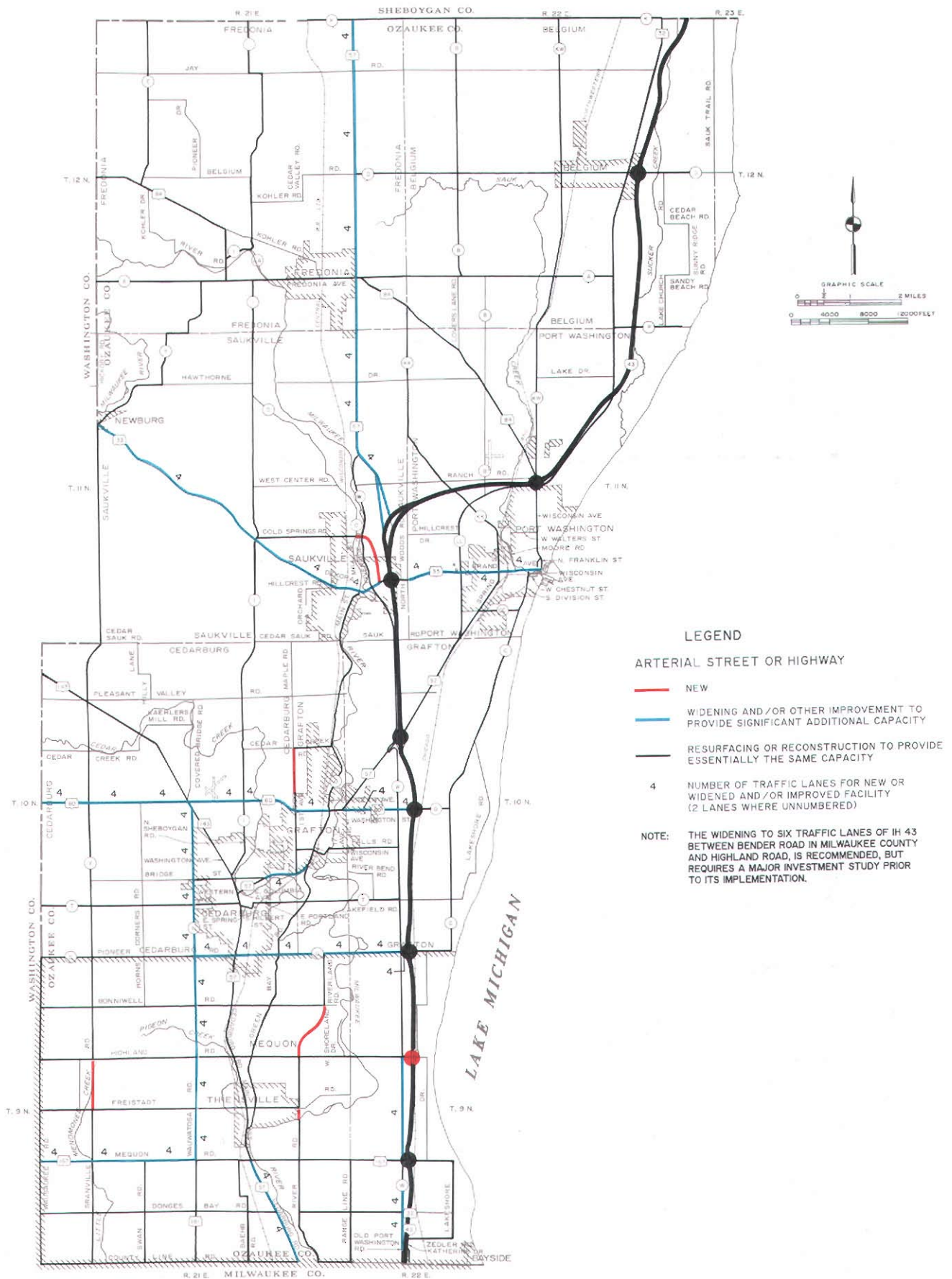
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN MILWAUKEE COUNTY: 2010





Map 6

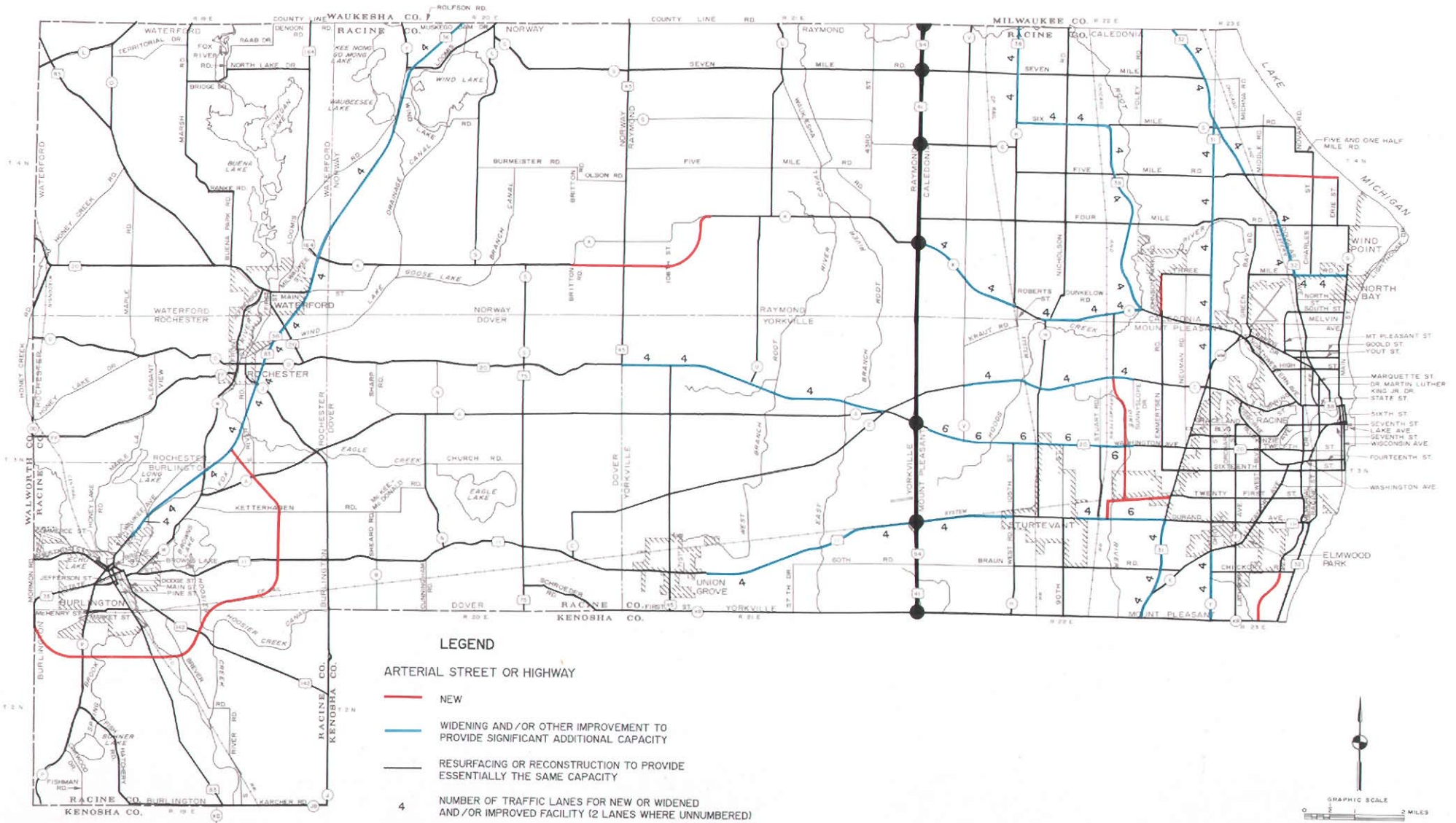
ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN OZAUKEE COUNTY: 2010





Map 7

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN RACINE COUNTY: 2010

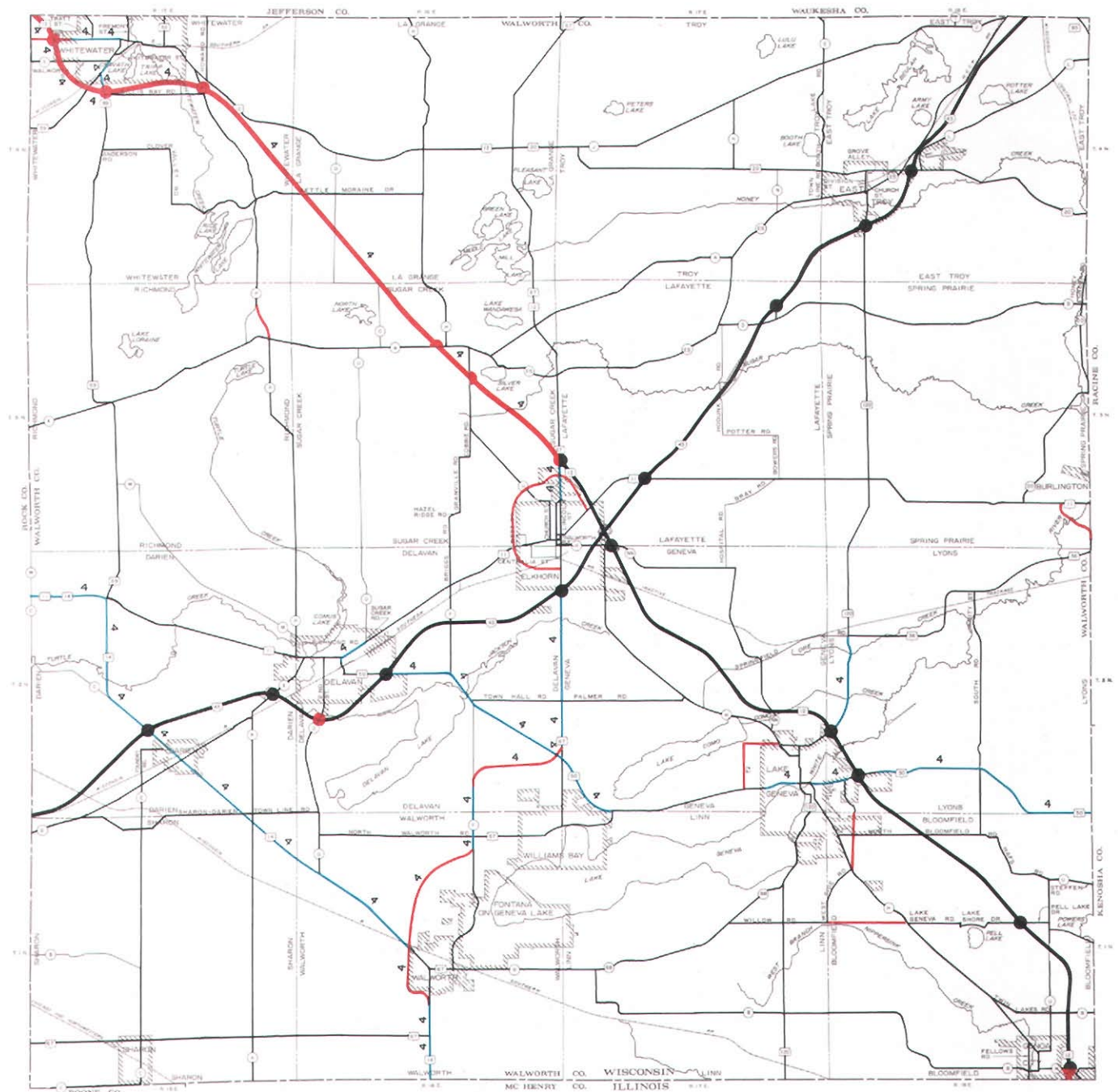


Source: SEWRPC.



Map 8

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WALWORTH COUNTY: 2010



LEGEND

ARTERIAL STREET OR HIGHWAY

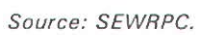
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)



Source: SEWRPC.



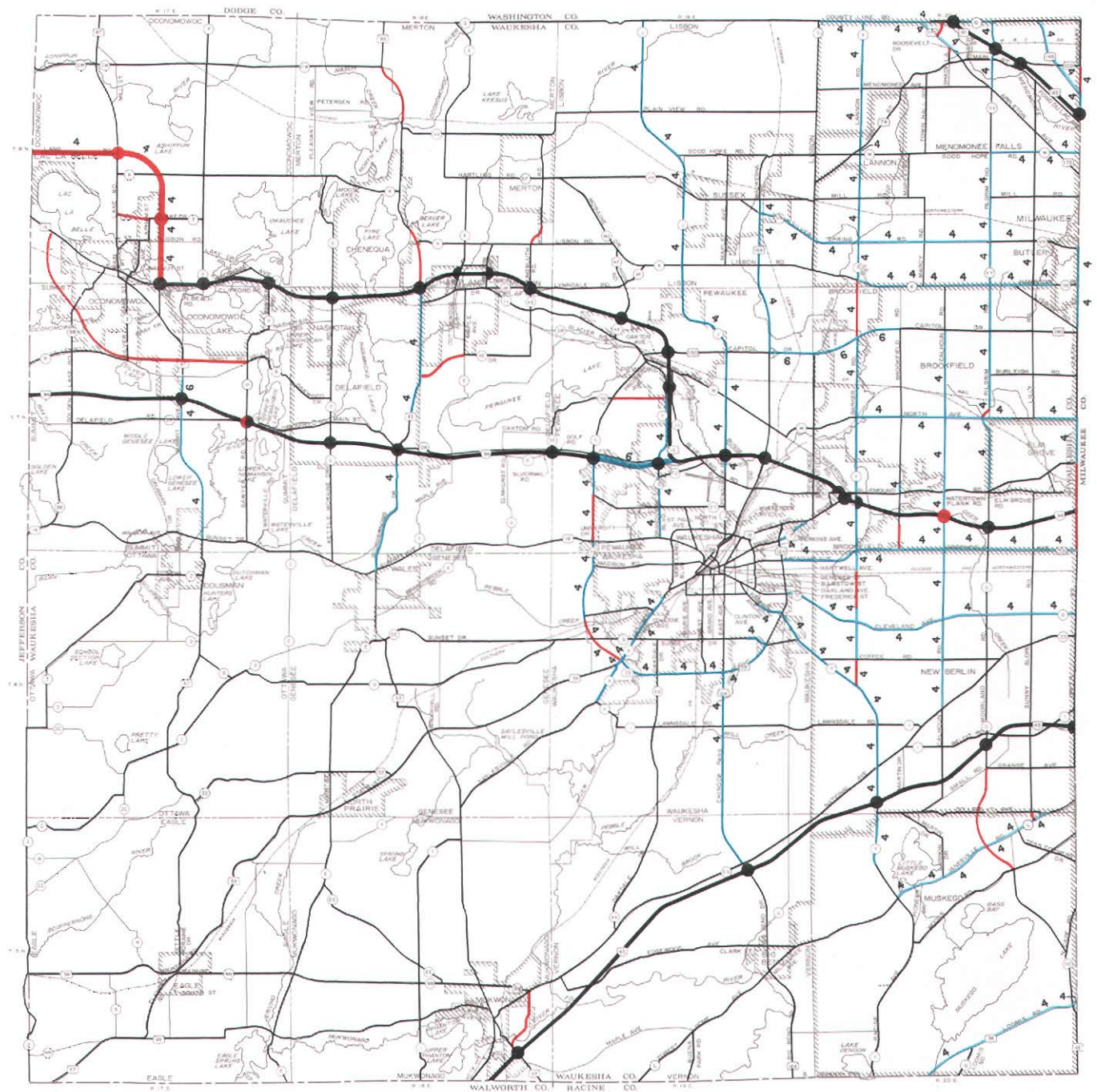
## ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WASHINGTON COUNTY: 2010





Map 10

ARTERIAL STREET AND HIGHWAY SYSTEM PLAN ELEMENT IN WAUKESHA COUNTY: 2010



LEGEND

ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)



Source: SEWRPC.



## RECOMMENDED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN

22



Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2001 2001 2001 <sup>a</sup> 2001	Walworth	Widening	STH 50 STH 50 STH 50 STH 67	STH 67 to Geneva Street CTH H to Edwards Boulevard USH 12 to the Kenosha County line USH 12 to Lincoln Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2001		Expansion	STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new alignment
2001 <sup>a</sup> 2001 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 2001	Washington	Widening	USH 41 USH 45 STH 33 STH 167 CTH Q Maple Road Paradise Drive	STH 145 to Dodge County CTH D to Prospect Drive 18th Avenue to STH 144 River Lane to Pilgrim Road CTH V to STH 175 STH 167 to Freistadt Road A point 1,250 feet east of USH 45 to Main Street	Convert expressway to freeway Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2001 <sup>a</sup> 2001 2001 2001		Expansion	USH 41 STH 33 River Crest Drive extension N. River Road extension	STH 33 Rock River to USH 41 CTH Q to Waukesha County line N. River Road to STH 144	Construct new interchange Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2001 <sup>a</sup> 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 2001 2001 2001 <sup>a</sup> 2001 2001 2001 2001 2001 2001 2001 2001 2001	Waukesha	Widening	STH 36 STH 59 STH 59 STH 83 STH 164 STH 164 STH 175 CTH J CTH Q CTH X CTH Y CTH YY Main Street Pilgrim Road 124th Street	Racine County line to Milwaukee County line CTH X to Sunset Drive Calhoun Road to Milwaukee County line IH 94 to USH 18 Moreland Boulevard to IH 94 STH 59 to CTH ES Roosevelt Drive to CTH Q Rockwood Drive to CTH M CTH V to STH 175 CTH H to STH 59 STH 59 to USH 18 CTH VV to CTH W STH 164 to USH 18 USH 41/USH 45 to Washington County line STH 145 to USH 41/USH 45	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2001 2001 2001 <sup>a</sup> 2001 2001		Expansion	CTH KE extension Oconomowoc Parkway Pilgrim Road realignment River Crest Drive extension 124th Street extension	CTH E to STH 83 CTH Z to STH 67 North Avenue to a point about 700 feet north Shady Lane to Washington County line STH 100 to STH 145	Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007	Kenosha	Widening	STH 50 STH 158 STH 165  60th Avenue 22nd Avenue 63rd Street Roosevelt Road Washington Road	IH 94/USH 41 to 39th Avenue 104th Avenue to STH 31 IH 94/USH 41 to a point approximately one mile west of CTH H 39th Avenue to STH 32 CTH L to E 22nd Avenue to STH 32 39th Avenue to 63rd Street 39th Avenue to STH 32	Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes  Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007 2007		Expansion	CTH F extension CTH ML extension 51st Avenue extension 85th Street extension	CTH O to 89th Street CTH H to STH 31 93rd Street to STH 165 Sheridan Road to 7th Avenue	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 2007 2007 2007 2007 2007	Milwaukee	Widening	STH 100 STH 100 STH 100 CTH U CTH ZZ Whitnall Avenue 124th Street	81st Street to 60th Street 60th Street to USH 41 STH 38 to STH 32 Rawson Avenue to Puetz Road STH 36 to USH 41 Clement Avenue to Pennsylvania Avenue STH 190 to Hampton Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007		Expansion	Canal Street extension Canal Street extension	6th Street to 2nd Street USH 41 to 21st Street	Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 2007 2007 2007 2007 2007	Ozaukee	Widening	STH 33 STH 57 STH 60 STH 143 STH 167 Wauwatosa Road (CTH N) Pioneer Road (CTH C) CTH W	Progress Drive to Foster Street Milwaukee County line to STH 167 STH 143 to STH 57 CTH N to STH 60 Washington County line to Wauwatosa Road STH 167 to STH 60 McKinley Boulevard to IH 43 STH 167 to Highland Road	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007		Expansion	IH 43 Cold Springs Road extension River Road extension	Highland Road CTH O to STH 33 Freistadt Road to Grace Avenue	Construct new interchange Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 2007	Racine	Widening	STH 20 STH 20 STH 11 STH 11	IH 94/USH 41 to Sunnyslope Drive USH 45 to a point 0.73 mile west of CTH C 86th Street in the Village of Sturtevant to Willow Road Willow Road to STH 31	Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes



**Table 5 (continued)**

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007 2007 2007	Racine	Expansion	Memorial Drive extension Oakes Road extension Oakes Road extension	Chicory Road to CTH KR STH 11 to 21st Street STH 20 to Airline Road	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 2007	Walworth	Widening	USH 14 STH 50 STH 67 STH 120	Proposed STH 67 bypass to McHenry County line IH 43 to STH 67 IH 43 to the proposed STH 67 bypass at STH 50 STH 36 to USH 12	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007		Expansion	IH 43 New facility	CTH Q CTH H east to STH 11	Construct new interchange Construct two lanes on new alignment
2007 2007 2007 2007 2007 2007 2007 2007	Washington	Widening	STH 33 STH 33 STH 60 STH 167 CTH J CTH Q Decorah Road Main Street	USH 41 to CTH Z Schmidt Road to Trenton Road USH 41 to CTH P Pilgrim Road to Ozaukee County line CTH Q to STH 60 Division Road to Pilgrim Road 7th Avenue to Indiana Avenue Vine Street to Walnut Street	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007 2007		Expansion	STH 83 Arthur Road extension Monroe Avenue extension 18th Avenue extension	CTH E to Monroe Avenue CTH N to Arthur Road Monroe Avenue to Pond Road Jefferson Street to CTH D	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007 2007	Waukesha	Widening	STH 59 STH 67 STH 83 STH 190 CTH D CTH L CTH J CTH Q CTH X CTH Y CTH Y CTH Y CTH TT CTH VV CTH YY Calhoun Road Meadowbrook Road North Avenue Pilgrim Road	STH 164 to Calhoun Road IH 94 to USH 18 Mariner Drive to CTH KE extension CTH Y to Brookfield Road Moorland Road to Milwaukee County line CTH Y to CTH HH CTH M to Washington County line Division Road to Pilgrim Road STH 59 to Moreland Boulevard Hillendale Drive to CTH HH STH 59/STH 164 to Coffee Road USH 18 to North Avenue MacArthur Road to USH 18 CTH Y to Betty Drive Lisbon Road to CTH VV CTH D to STH 59 Northview Road to IH 94 Barker Road to 147th Street USH 18 to North Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007	Waukesha	Widening	Racine Avenue Sunset Drive 124th Street	Downing Drive to STH 59/STH 164 Tenny Avenue to STH 59/STH 164 STH 190 to Hampton Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007 2007 2007 2007 2007		Expansion	IH 94 STH 16/STH 67 bypass CTH Y extension Mukwonago bypass Lake Drive extension Valley Road Waukesha west bypass	CTH P Wisconsin Avenue to Jefferson County line STH 190 to CTH K IH 43 to CTH ES Lapham Street to STH 67 STH 67 to CTH P Northview Road to USH 18	Construct new interchange Construct four lanes on new alignment Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment
2010 2010 2010 2010	Kenosha	Widening	STH 83 STH 165 CTH E CTH S 22nd Avenue	128th Street to STH 50 STH 31 to STH 32 STH 31 to STH 32 IH 94/USH 41 to STH 31 CTH E to CTH KR	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2010 2010 2010 2010		Expansion	CTH AH extension CTH KD extension CTH Q extension 39th Avenue extension	CTH F to CTH SA CTH EM to CTH F 184th Street extended to 168th Street 24th Street to 15th Street	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2010 2010 2010 2010 2010 2010 2010 2010 2010	Milwaukee	Widening	STH 32 STH 38 STH 100 STH 100 Morgan Avenue Pennsylvania Avenue Pennsylvania Avenue 124th Street	County Line Road to STH 100 County Line Road to Oakwood Road IH 43 to STH 24 STH 36 to 81st Street Forest Home Avenue to 43rd Street STH 100 to Drexel Avenue Drexel Avenue to College Avenue North Avenue to Watertown Plank Road	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from six to eight traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2010 2010		Expansion	15th Avenue extension 124th Street extension	STH 100 to Elm Road Watertown Plank Road to STH 59	Construct two lanes on new alignment Construct two lanes on new alignment
2010 2010 2010 2010	Ozaukee	Widening	STH 32 STH 33 STH 33 STH 60	Spring Street to Franklin Street Washington County line to Progress Drive IH 43 to Spring Street Washington County line to STH 143	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes



Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description		
2010	Ozaukee	Expansion	Granville Road	Highland Road to Freistadt Road	Construct two lanes on new alignment		
2010			Maple Road extension	Cedar Creek Road to Rose Street at the Village of Grafton north city limits	Construct two lanes on new alignment		
2010			River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment		
2010	Racine	Widening	STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes		
2010			STH 38	Milwaukee County to CTH K	Widen from two to four traffic lanes		
2010			CTH C	CTH V to Airline Road	Widen from two to four traffic lanes		
2010			CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes		
2010			CTH K	IH 94 to CTH H	Widen from two to four traffic lanes		
2010			CTH K	Kraut Road to STH 38	Widen from two to four traffic lanes		
2010			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes		
2010			STH 11	71st Street in the Village of Union Grove to IH 94	Widen from two to four traffic lanes		
2010		Expansion	Burlington bypass	(STH 36) Milwaukee Avenue to STH 11	Construct two lanes on new alignment		
2010			Burlington bypass	STH 11 to STH 36 (State Street)	Construct two lanes on new alignment		
2010			CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment		
2010			Emmertsen Road extension	Three Mile Road to STH 38	Construct two lanes on new alignment		
2010	Walworth	Widening	Five Mile Road extension	STH 32 to Erie Street	Construct two lanes on new alignment		
2010			STH 11	CTH O to 7th Street	Widen from two to four traffic lanes		
2010			USH 14	CTH O to proposed STH 67 bypass	Widen from two to four traffic lanes		
2010			USH 14	Rock County line to CTH O	Widen from two to four traffic lanes		
2010			STH 50	STH 11 to Wisconsin Street	Widen from two to four traffic lanes		
2010			STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes		
2010		Expansion	STH 89	Willis Ray Road to Whitewater Street	Widen from two to four traffic lanes		
2010			USH 12 freeway	Whitewater to Elkhorn <sup>b</sup>	Construct four lanes on new alignment		
2010			USH 12 freeway	CTH H to McHenry County line	Construct four lanes on new alignment		
2010			STH 67 bypass (Walworth, Fontana, and Williams Bay)	Existing STH 67 at Village of Walworth south corporate limits to existing STH 67 at STH 50	Construct four lanes on generally new alignment		
2010			Burlington bypass	STH 11 to Mormon Road	Construct two lanes on generally new alignment		
2010			Willow Road extension	West Side Road to CTH H	Construct two lanes on new alignment		
2010			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment		
2010			Grant Street extension	CTH H to STH 50 in Lake Geneva	Construct two lanes on new alignment		
2010			Walworth	Expansion	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010					New facility	STH 67 west to STH 11	Construct two lanes on new alignment
2010					New facility	STH 11 north to CTH H	Construct two lanes on new alignment
2010			Washington	Widening	STH 33	Oakes Road to Ozaukee County line	Widen from two to four traffic lanes
2010	STH 60	Wishire Drive to Ozaukee County line			Widen from two to four traffic lanes		
2010	CTH Y	CTH Q to USH 41/45			Widen from two to four traffic lanes		
2010	Expansion	STH 33		Trenton Road to Oakes Road	Construct four lanes on new alignment		
2010		Division Road extension		STH 167 to Freistadt Road	Construct two lanes on new alignment		
2010		Independence Avenue extension		STH 60 to CTH N	Construct two lanes on new alignment		
2010		Jefferson Street extension		Trenton Road to N. River Road	Construct two lanes on new alignment		
2010		Kettleview Road extension		CTH H to STH 28	Construct two lanes on new alignment		
2010		Kettleview Road extension		STH 33 to Schuster Drive	Construct two lanes on new alignment		
2010		Pioneer Road extension		CTH J to CTH CC	Construct two lanes on new alignment		
2010		Schuster Drive extension		Schuster Drive to Beaver Dam Road	Construct two lanes on new alignment		
2010		Taylor Road extension		Pond Road to STH 60	Construct two lanes on new alignment		
2010		Trenton Road extension		STH 33 to Maple Road	Construct two lanes on new alignment		
2010		Wacker Drive extension		STH 60 to Lee Road	Construct two lanes on new alignment		
2010		Waukesha		Widening	IH 94	CTH G to CTH T	Widen from four to six traffic lanes
2010					STH 67	CTH B to IH 94	Widen from four to six traffic lanes
2010					STH 83	CTH KE extension to STH 16	Widen from two to four traffic lanes
2010					STH 145	Milwaukee County line to Washington County line	Widen from two to four traffic lanes
2010	STH 190		STH 164 to CTH Y		Widen from four to six traffic lanes		
2010	CTH D		STH 59/STH 164 to Moorland Road		Widen from two to four traffic lanes		
2010	CTH K		CTH Y to Calhoun Road		Widen from two to four traffic lanes		
2010	CTH T		Northview Road to Silvernail Road		Widen from two to four traffic lanes		
2010	CTH T		Golf Road to proposed CTH SS extension		Widen from two to four traffic lanes		
2010	CTH Y		IH 43 to Coffee Road		Widen from two to four traffic lanes		
2010	CTH Y		North Avenue to STH 190		Widen from two to four traffic lanes		
2010	CTH Y		CTH K to STH 74		Widen from two to four traffic lanes		
2010	CTH Y		STH 74 to CTH Q		Widen from two to four traffic lanes		
2010	CTH VV		STH 164 to CTH Y		Widen from two to four traffic lanes		
2010	Calhoun Road		CTH ES to CTH D		Widen from two to four traffic lanes		
2010	Calhoun Road	STH 59 to Gebhardt Road	Widen from two to four traffic lanes				
2010	Calhoun Road	North Avenue to STH 190	Widen from two to four traffic lanes				
2010	Grandview Boulevard	USH 18 to Northview Road	Widen from two to four traffic lanes				
2010	Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes				
2010	Johnson Road	Coffee Road to Lincoln Avenue	Widen from two to four traffic lanes				
2010	Johnson Road	A point about 2,000 feet south of STH 59 to STH 59	Widen from two to four traffic lanes				
2010	Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes				
2010	North Avenue	Lilly Road to 124th Street	Widen from two to four traffic lanes				
2010	Pilgrim Road	A point about 700 feet north of North Avenue to Lisbon Road	Widen from two to four traffic lanes				
2010	124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes				



Table 5 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Waukesha	Expansion	IH 94	Calhoun Road	Construct new interchange
2010			STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2010			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2010			CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment
2010			Johnson Road extension	A point about 2,000 feet north of STH 59 to Lincoln Avenue	Construct four lanes on new alignment
2010			Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2010			Moorland Road extension	Woods Road to CTH L	Construct two lanes on new alignment
2010			Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2010			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2010			Waukesha west bypass	CTH X to Macarthur Road	Construct four lanes on new alignment
2010			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

<sup>a</sup>Transportation improvement project is included in the baseline transportation system.

<sup>b</sup>The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2001.

Source: SEWRPC.

Table 6 comprise the implementation schedule for that element of the system plan.

#### System Expansion: Constructing New Facilities:

System expansion consists of all projects which would significantly increase the capacity of the existing system through construction of new facilities. The plan would provide for the construction of 131 route-miles and 337 lane-miles of new arterial facilities. These include such long-planned facilities as the Lake Parkway south from the Hoan Bridge to E. Layton Avenue, the STH 16 freeway bypass of Oconomowoc, the completion of the Waukesha bypass, the STH 36 bypass of Burlington, and the completion of the USH 12 freeway in Walworth County. Excluded from the plan are such previously planned new facilities as STH 83 bypass of the Village of Chenequa in Waukesha County and the Lake Arterial through southern Milwaukee County and eastern Racine and Kenosha Counties. In all, proposed new arterial street and highway facilities would represent about 3.6 percent of the total planned arterial route-miles and 3.3 percent of the total planned lane-miles in the year 2010.

#### System Improvement: Widening Existing Facilities:

System improvement consists of all projects which would significantly increase the capacity of the existing system through street widening to provide additional through traffic lanes. Under the final plan, a total of 448 route-miles of facilities would be widened or otherwise improved, representing a total of 1,877 lane-miles after widening. Proposed improvements

would include the widening of STH 36 in Milwaukee, Waukesha, and Racine Counties; of Pewaukee Road (CTH J) in Washington and Waukesha Counties; of Cleveland Avenue (CTH D) and Racine Avenue (CTH Y) in Waukesha County; of STH 31 and CTH Y in Kenosha and Racine Counties; of Northwestern Avenue (CTH K) and Spring Street (CTH C) in Racine County; of STH 57 and Port Washington Road (CTH W) in Ozaukee County; of STH 33 in Ozaukee and Washington Counties; of Rawson Avenue (CTH BB) in Milwaukee County; and the completion of the widening of STH 50 in Kenosha and Walworth Counties. The system improvement activities would comprise about 12.4 percent of the total planned arterial system and 18.2 percent of the total planned lane-miles in the year 2010.

#### System Preservation: Maintaining Existing Facilities:

System preservation consists of all arterial improvement projects required to maintain the structural adequacy and serviceability of the existing arterial system without significantly increasing the capacity of that system. This would include all projects classified as resurfacing and reconstruction for the same capacity. The final plan proposes system preservation activities for about 3,028 route-miles and 8,089 lane-miles, representing about 84.0 percent of the total planned arterial system and about 78.5 percent of the total lane-miles in the year 2010.

Included in the category of preservation are extensive improvements needed to renew the freeway system in the Milwaukee area. That



Table 6

**IMPLEMENTATION SCHEDULE FOR ARTERIAL STREET SYSTEM PLAN ELEMENT  
CAPACITY IMPROVEMENT AND EXPANSION: 1996, 2001, 2007, AND 2010**

County	Proposed State Trunk Highway Incremental Arterial Lane-Miles									
	1996		2001		2007		2010		Total	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha . . . . .	2	4	18	32	20	36	16	28	56	100
Milwaukee . . . .	4	6	29	46	14	22	16	26	63	100
Ozaukee . . . . .	--	--	24	30	33	40	24	30	81	100
Racine . . . . .	--	--	48	36	23	17	64	47	135	100
Walworth . . . . .	3	2	25	14	24	13	128	71	180	100
Washington . . . .	6	6	17	18	44	46	28	30	95	100
Waukesha . . . . .	9	6	33	23	73	50	31	21	146	100
Region	24	3	194	26	231	30	307	41	798	100

County	Proposed County and Local Trunk Highway Incremental Arterial Lane-Miles									
	1996		2001		2007		2010		Total	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha . . . . .	--	--	10	19	16	30	27	51	53	100
Milwaukee . . . .	14	20	17	25	20	29	18	26	69	100
Ozaukee . . . . .	--	--	12	55	10	45	--	--	22	100
Racine . . . . .	--	--	2	7	9	32	17	61	28	100
Walworth . . . . .	--	--	--	--	4	21	15	79	19	100
Washington . . . .	2	4	13	25	11	22	25	49	51	100
Waukesha . . . . .	15	8	26	13	54	28	98	51	193	100
Region	31	7	80	18	124	29	200	46	435	100

County	Proposed Total Incremental Arterial Lane-Miles									
	1996		2001		2007		2010		Total	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha . . . . .	2	2	28	26	36	33	43	39	109	100
Milwaukee . . . .	18	14	46	34	34	26	34	26	132	100
Ozaukee . . . . .	--	--	36	35	43	42	24	23	103	100
Racine . . . . .	--	--	50	31	32	19	81	50	163	100
Walworth . . . . .	3	1	25	13	28	14	143	72	199	100
Washington . . . .	8	5	30	21	55	38	53	36	146	100
Waukesha . . . . .	24	7	59	17	127	38	129	38	339	100
Region	55	5	274	23	355	30	507	42	1,191	100

Source: SEWRPC.

freeway system, which is the "backbone" of the entire regional arterial street and highway system, is nearing the end of its physical and economic life. The pavement and bridge structures and surfaces are worn out. In part because the entire regional freeway system was never completed as once planned, the existing components of the Milwaukee-area freeway system

already carry far more traffic than they were designed for, and can be expected to carry even heavier traffic loads in future years. Moreover, the geometric design of this freeway system and, in particular, the configuration of the major interchanges, is obsolete and, given the extremely heavy traffic loading, increasingly dangerous.



Considering only those freeways in Milwaukee and Waukesha Counties, the plan includes about \$1.2 billion for reconstruction and renewal over the 16-year period from 1995 through 2010, representing about one-fourth of the total capital cost of the new transportation system plan. This figure includes about \$1.1 billion for the reconstruction of the east-west freeway, defined for reconstruction purposes as that segment extending along IH 794 from S. Car ferry Drive to and along IH 94 West to the Waukesha-Jefferson county line. The latter cost includes the redesign, reconstruction, and modernization of the Marquette, Stadium, and Zoo interchanges, the redesign and reconstruction of some of the interchanges connecting the freeway to surface arterials, and the replacement of bridges.

#### Transportation System Management

The new plan also includes a transportation systems management element. The six categories of management measures are:

##### 1. Freeway Traffic Management System

The plan includes implementation of the long-proposed Milwaukee area freeway traffic management system. This system has the following components:

- a. A freeway incident management program, including an electronic freeway traffic data-gathering and analysis system, a CB radio monitoring system, a closed-circuit television monitoring system, an emergency service patrol, and a major-incident response team.
- b. A motorist advisory information program, consisting of fixed-location changeable-message signs, transportable changeable-message signs, and improved provision of information to commercial radio broadcasting stations.
- c. A freeway operational control program, consisting of ramp meters, four HOV preferential-access lanes, and computer-executed strategies for managing freeway operations by controlling access through an integrated areawide system of ramp meters. The control strategy would seek to provide for average operating speeds of 35 miles per hour on all freeway segments during peak periods, although growing traffic volumes and a specified two-minute maximum delay at

ramp meters may prevent achieving that objective on certain freeway segments. Preferential access would be provided at the metered ramps for buses and other HOVs.

- d. A central traffic management center, established to coordinate the incident management program, operate the real-time data collection system, and adjust operations through operation of the ramp meters to carry out the control strategy.

The Wisconsin Department of Transportation is in the process of implementing this management recommendation for the Milwaukee area, first proposed by the Commission in 1978. The central traffic management center, ramp-meters, operational control program, advisory information program, and incident management program will be implemented for the central portion of the Milwaukee area by 1996 and expanded to the recommended comprehensive freeway traffic management system for the Region by 2010.

##### 2. Curb-Lane Parking Restrictions

The plan recommends the use of curb-lane parking restrictions during peak hours of travel as needed to address congestion and limit the need for highway improvement. Such restrictions assist in the provision of good transit service and in the provision of acceptable levels of congestion on the arterial street and highway system.

##### 3. Traffic Management

The plan recommends the use of state-of-the-art traffic engineering practices to assist in achieving efficient traffic flow on arterial facilities. The plan also recommends that arrangements to facilitate pedestrian and bicycle movements be considered in all traffic engineering activities and in the design of new or widened arterial streets and highways.

##### 4. Intelligent Transportation Systems

The plan recommends the application of advanced traffic management technology known as Intelligent Vehicle Highway Systems (IVHS) as such technology becomes practical within the Region. Advanced



traffic management systems (ATMS) technology is currently being applied by the Wisconsin Department of Transportation as part of the Department efforts to implement the freeway traffic management system. Other elements of IVHS include: advanced travel information systems (ATIS) that provide travelers with real-time information on route-specific traffic conditions; advanced public transportation systems (APTS) that facilitate transit use by providing "real-time" transit vehicle location and scheduling information to transit users; commercial vehicle operations (CVO) technology that automates commercial vehicle licensing, registration, and fee collection; advanced rural transportation systems (ARTS) that provide up-to-date weather and road condition reports to rural highway users; and advanced vehicle control systems (AVCS) or the in-vehicle technology that may improve the safety and efficiency of automobile travel.

5. Areawide Ridesharing  
Promotional Measures

The plan recommends the continuation of coordinated areawide programs to promote travel through ridesharing, transit use, bicycle use, and pedestrian movement, as well as telecommuting and work time rescheduling. The plan recommends that the State and local units of government promote and support transportation management associations. Such associations would provide an institutional structure for helping to achieve the goals of the Federal Clean Air Act and the mandated Employee Commute Options program.

6. Land Use Measures

The plan recommends that local units of government prepare detailed, site-specific land use plans designed to facilitate travel by transit, bicycle, and pedestrian movement. The plan recommends the use of zoning, subdivision control, official mapping, and other land use plan implementation measures to promote the development, over time, of a coordinate mix of land use activities in newly developing areas, higher-density development near transit lines and stations, the orientation of buildings on sites in a manner which facilitates transit use, and integrated

bicycle and pedestrian circulation systems linked to the transit stops and stations.

In recognition of the important basic relationship between regional patterns of land use development and travel demand, the plan recommends that county and local units of government within the Region employ the regional land use plan as a guide in making decisions regarding urban development. In this regard, the plan envisions that county and local units of government would institute land use policies that help to direct the type, extent, location, timing, and rate of urban development in accordance with the regional land use plan. Such development policies would provide that urban development occur in planned neighborhood units or in planned major activity centers and only in areas covered by soils suitable for urban use, not subject to such special hazards as flooding, and readily provided with essential urban services: sanitary sewerage, public water supply, and mass transit.

1995 THROUGH 1997 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) FOR  
SOUTHEASTERN WISCONSIN

The proposed 1995 through 1997 transportation improvement program for Southeastern Wisconsin is documented in the SEWRPC report entitled, A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997. The 1995 through 1997 transportation improvement program includes all Federally and otherwise funded arterial highway and public transit projects programmed within the seven-county Southeastern Wisconsin Region for the years 1995 through 1997. A listing of all projects in the transportation improvement program is referenced in Appendix A of this report. The transportation improvement program thus includes projects for the entire seven-county Region both inside and outside the three urbanized areas within the Region of Milwaukee, Racine, and Kenosha. The transportation improvement program also includes both arterial highway and public transit projects which receive Federal assistance and projects which are funded solely with State and/or local funds. The Commission's annual transportation improvement program has historically included both Federally funded and otherwise funded projects and has included projects for the entire Southeastern Wisconsin Region as well, not just the three urbanized areas within that Region. The annual



transportation improvement program has included more than the Federally required listing of Federally assisted projects in the three urbanized areas in order to provide complete information on proposed arterial highway and public transit improvements. The continuation of the preparation of such a comprehensive transportation improvement program for Southeastern Wisconsin permits a comprehensive evaluation of transportation improvements with respect to air quality impacts.

#### Transportation Improvement Program Projects

The 1995 through 1997 transportation improvement program includes 855 projects. The 1995 through 1997 transportation improvement program also includes projects and actions proposed for the years 1998 through 2000, but such actions and projects are only shown for informational purposes only. The transportation projects in the Region may be eligible for Federal funding only if included in these first three years of the TIP.

The transportation improvement program for the seven-county Southeastern Wisconsin Region for the years 1995, 1996, and 1997 represents a total programmed investment in transportation improvements of about \$1.25 billion. Of this total, about \$640 million, or about 51 percent, is proposed to be provided in Federal aids; \$401 million, or about 32 percent, in State aids; and \$208 million, or about 17 percent, in local funds. The first year of the transportation improvement program for the seven-county Southeastern Wisconsin Region represents a total programmed investment in transportation improvements of about \$395.0 million. Of this total, about \$199.0 million, or about 50 percent, is proposed to be provided in Federal aids; \$125.0 million, or about 32 percent, in State aids; and \$71.0 million, or about 18 percent, in local funds.

Historically, the transportation improvement program for Southeastern Wisconsin has been structured to indicate the programmed projects in nine categories: highway system preservation, highway system improvement, highway system expansion, transit system preservation, transit system improvement, transit system expansion, highway safety, highway environmental enhancement, and off-system highway.<sup>2</sup> These nine categories are defined as follows:

<sup>2</sup>All transportation improvement program projects with potential impact on air quality, that is, "nonexempt" projects, are listed later in this report in Table 12.

1. Highway Preservation  
Projects which result in little or no increase in the traffic-carrying capacity of the existing arterial system, but which are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the projects is proposed.
2. Highway Improvement  
Projects which increase the capacity of existing arterial highways through addition of traffic lanes.
3. Highway Expansion  
Projects which increase the capacity of the arterial highway system through development of new arterial streets of highways.
4. Transit Preservation  
Projects which are necessary to maintain the current quality and level of service on the existing transit system.
5. Transit Improvement  
Projects which improve the quality and level of service on the existing transit system.
6. Transit Expansion  
Projects which either expand the existing transit system or create new transit systems or subsystems.
7. Highway Safety  
Projects designed to improve or eliminate existing unsafe conditions on the Federal aid highway system as it currently exists, and are candidates for special Federal safety program funding.
8. Environmental Enhancement  
Projects which, while materially reducing air, noise, or visual pollution, do not significantly affect highway system operation or capacity.
9. Highway Off-System  
Projects on streets or highways which are not on the arterial street system, or a currently designated Federal aid system, and may be candidates for special Federal safety-off-system funding.

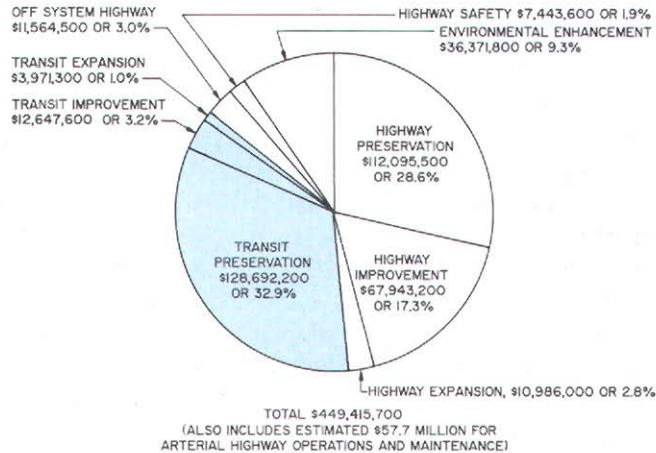
Figure 1 graphically presents the proposed expenditures in the first year of the TIP by each of the nine project categories for each of the three urbanized areas and for the rural area of the Region. Certain expenditure patterns are



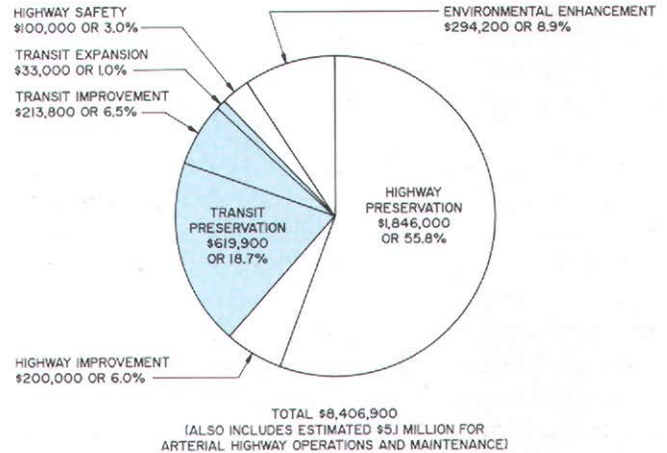
Figure 1

**DISTRIBUTION OF EXPENDITURES IN 1995 OF THE 1995-1997  
TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY**

KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WASHINGTON,  
AND WAUKESHA COUNTIES



WALWORTH COUNTY



Source: SEWRPC.

apparent from an examination of Figure 1. These include the following:

1. A significant portion of financial resources, about 65 percent, are to be devoted to the preservation of existing transportation facilities and services in the Region.
2. The expenditure of funds for highway expansion is about \$11.0 million, or 2 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately \$68.1 million, or 15 percent of total expenditures. This compares to the \$113.9 million programmed for expenditures on highway preservation.
3. A significant portion of total financial resources is devoted to public transit projects, which account for about 32 percent of the programmed resources. Of the total programmed resources for public transit, 88 percent is for preservation, only 9 percent and 3 percent, respectively, for service improvement and expansion.

The transportation improvement program has been developed to be fiscally constrained, pursuant to U. S. Department of Transportation

metropolitan planning regulations (23CFR Part 450). The funding attendant to implementing the transportation improvement program has been determined to be consistent with existing available Federal, State, and local funding levels.

**ASSESSMENT OF CONFORMITY  
OF YEAR 2010 REGIONAL  
TRANSPORTATION SYSTEM  
PLAN AND 1995 THROUGH  
1997 TRANSPORTATION  
IMPROVEMENT PROGRAM**

This section of the report demonstrates the conformity of the new year 2010 regional transportation system plan and new 1995 through 1997 transportation improvement program for Southeastern Wisconsin with respect to each of the six criteria established by the U. S. Environmental Protection Agency for such conformity assessment.

The six criteria set forth in the November 24, 1993, Federal Register (40CFR Part 51), are: 1) use of latest planning assumptions, 2) use of latest emission model, 3) interagency and public consultation, 4) provision for timely implementation of transportation control measures,



- 5) consistency with the motor vehicle emissions budget in the State Implementation Plan, and
- 6) contribution to emissions reduction.

#### Use of Latest Planning Assumptions

This criterion (40 CFR, Part 51.412) specifies that the conformity assessment must be based upon the official and most current planning assumptions, including current and future population levels, employment levels, travel demand, traffic volumes, and transit ridership.

The Southeastern Wisconsin Regional Planning Commission is the gubernatorially designated MPO for the Kenosha, Milwaukee, and Racine urbanized areas within Southeastern Wisconsin and also the statutory official areawide planning agency for the seven-county Southeastern Wisconsin Region, which contains these three urbanized areas. The Commission is the agency within Southeastern Wisconsin responsible under State law for the preparation of current population, household, employment, travel, and traffic estimates and also for the preparation of future household, employment, travel, and traffic forecasts. The Commission also maintains the travel and traffic simulation models which are used within Southeastern Wisconsin for transportation and air quality planning. The estimates, forecasts, and models used in this conformity analysis are the same as used by the Commission in its regional planning efforts, and as well in the preparation of the new State Implementation Plan for Air Quality in response to the 1990 Clean Air Act Amendments.

The determination of conformity of the transportation system plan and transportation improvement program requires specific travel and emission forecasts for the years 1996, 2001, 2007, and 2010. The population, household, and employment data at regional and subregional levels for the years 1996, 2001, and 2007 have been projected by interpolation between the existing 1990 regional and subregional estimates and the year 2010 regional forecasts and subregional planned forecast allocations based upon the adopted regional land use plan. The regional level 1990 estimates and 2010 forecasts for population, households, and employment are set forth in Table 7, along with the interpolated 1996, 2001, and 2007 population, household, and employment levels. During the preparation of the regional transportation system plan, the implications of a range of different future development

scenarios for Southeastern Wisconsin were explored, including such scenarios with respect to vehicle-miles of travel. The different scenarios included intermediate- and high-growth scenarios for the Region as a whole, centralized and decentralized land use patterns, and alternative regional transportation systems ranging from a "no-build" option to the recommended system plan. The results of analyses of these scenarios indicated that the future annual growth in vehicle-miles of travel within the Region may be expected to range from about 0.9 percent to 1.9 percent. The analyses indicated that alternative land use patterns and transit and highway improvements may be expected to have little impact on vehicle-miles of travel, accounting each for less than 0.2 percent variation in growth annually. Variations in regional economic growth and the implementation of substantial changes in the perceived cost of automobile use may be expected to account each for up to 0.5 percent variation in growth annually.

The determination of conformity utilizes the travel simulation models which have been maintained, refined, and validated by the Commission since the 1960s, and utilized in the preparation of the regional transportation system plan and for the motor vehicle emissions forecasts for the State implementation plan. These models and their validation are described in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010. The Commission travel models were revalidated and recalibrated, using new data provided by a major origin and destination travel survey completed within the Region in 1991. The models were validated for the year 1990 by applying the models with 1990 Census data and 1991 transportation network data and comparing model highway traffic and transit ridership estimates to estimates derived from actual traffic and transit ridership counts. The validation indicated that the models were able to accurately replicate not only observed trip generation, travel pattern, modal choice, and vehicle-miles of travel data, but also model-estimated individual arterial street traffic volume and transit route ridership within 5 to 10 percent of the actual average weekday vehicular traffic and transit ridership counts.

Under this criterion, changes in the transit system with respect to service levels and fares since the last plan and improvement program



Table 7

**CURRENT AND FORECAST POPULATION, HOUSEHOLD, AND EMPLOYMENT LEVELS  
FOR SOUTHEASTERN WISCONSIN: 1990, 1996, 2001, 2007, AND 2010**

Southeastern Wisconsin Region					
Characteristics	Existing 1990	Forecast Year			
		1996	2001	2007	2010
Population . . . . .	1,810,400	1,840,800	1,866,100	1,896,500	1,912,700
Households . . . . .	676,100	705,700	730,400	760,100	774,900
Employment . . . . .	990,300	1,023,900	1,051,800	1,085,300	1,102,100

Six-County Area: Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties					
Characteristics	Existing 1990	Forecast Year			
		1996	2001	2007	2010
Population . . . . .	1,735,400	1,762,400	1,784,900	1,811,900	1,825,400
Households . . . . .	648,500	675,700	698,400	725,700	739,300
Employment . . . . .	953,200	985,700	1,012,800	1,045,300	1,061,600

Walworth County					
Characteristics	Existing 1990	Forecast Year			
		1996	2001	2007	2010
Population . . . . .	75,000	78,700	81,800	85,500	87,300
Households . . . . .	27,600	30,000	32,000	34,400	35,600
Employment . . . . .	37,100	38,100	39,000	40,000	40,500

Source: SEWRPC.

conformity determination are to be described, along with changes proposed in the plan and improvement program with respect to such service levels and fares. Transit service levels have not changed significantly since the last conformity determination completed with respect to the plan in 1991 and the improvement program in 1992, such service levels having been increased by about 4 percent, as measured by vehicle-miles of service. Transit fares, however, have increased significantly. With respect to the Milwaukee County Transit System, which represents over 95 percent of the transit service provided in Southeastern Wisconsin, transit fares were about 25 percent higher in 1994, with the base fare having increased from approximately \$1.00 to \$1.25. As noted in the description of the transportation system plan, the conformity determination of the plan assumes, based upon the transit system element of the regional plan, that transit service will be increased by approximately 70 percent over the next 16 years

beginning in 1998, and transit fare increases will be held to increases consistent with general price inflation. As noted in the description of the transportation improvement program, the conformity determination of the program assumes that transit service will remain largely unchanged, and fare increases will be held to increases consistent with general price inflation.

#### Use of Latest Emissions Model

A second criterion for the plan and program conformity determination as set forth in the November 24, 1993, Federal Register (40CFR Part 51.414) requires use of the latest air pollutant emissions estimation model. Accordingly, this determination of conformity utilizes the latest emission estimation model available, the U. S. Environmental Protection Agency Mobile 5A air pollutant emissions estimation model. The assumptions in the emissions estimation model for the years 1996, 2001, 2007, and 2010 are presented in Table 8. This emissions estimation



Table 8

**ASSUMPTIONS ASSOCIATED WITH MOBILE 5A EMISSIONS  
ESTIMATING MODEL: 1996, 2001, 2007, AND 2010**

Six-County Area <sup>a,b</sup>				
Category	1996 Projected	2001 Projected	2007 Projected	2010 Projected
Fuel Inputs				
Fuel Volatility Level (Reid Vapor Pressure) . . .	8.8	8.8	8.8	8.8
Alcohol Blends				
Market Share . . . . .	0 percent	0 percent	0 percent	0 percent
Oxygen Content . . . . .	--	--	--	--
Ether Blends				
Market Share . . . . .	100 percent	100 percent	100 percent	100 percent
Oxygen Content . . . . .	2.1 percent	2.1 percent	2.1 percent	2.1 percent
Temperature Range (degrees Fahrenheit) . . . . .	70.0 to 94.0	70.0 to 94.0	70.0 to 94.0	70.0 to 94.0
Vehicle-Miles of Travel in Cold-Start Mode . . . . .	20.6 percent	20.6 percent	20.6 percent	20.6 percent
Vehicle-Miles of Travel in Hot-Start Mode . . . . .	27.3 percent	27.3 percent	27.3 percent	27.3 percent
Inspection/Maintenance Inputs				
Start Year (January 1) . . . . .	1994	1994	1994	1994
Pre-1981 Stringency . . . . .	40 percent	40 percent	40 percent	40 percent
Model Years Tested . . . . .	1968 +	1968 +	1968 +	1968 +
Waiver Rate (pre-1981) . . . . .	3 percent	3 percent	3 percent	3 percent
Waiver Rate (1981 +) . . . . .	3 percent	3 percent	3 percent	3 percent
Compliance Rate . . . . .	96 percent	96 percent	96 percent	96 percent
Inspection Type . . . . .	Test only	Test only	Test only	Test only
Test Frequency . . . . .	Biennial	Biennial	Biennial	Biennial
Vehicle Types Tested . . . . .	LDGV	LDGV	LDGV	LDGV
	LDGT1	LDGT1	LDGT1	LDGT1
	LDGT2	LDGT2	LDGT2	LDGT2
	HDGV	HDGV	HDGV	HDGV
Test Type (1981 +) . . . . .	IM240 test	IM240 test	IM240 test	IM240 test
Pressure Test . . . . .	1971 +	1971 +	1971 +	1971 +
Purge Test . . . . .	1971 +	1971 +	1971 +	1971 +
Tampering Rates . . . . .	Default	Default	Default	Default
Annual Mileage Accumulation Rates . . . . .	Default	Default	Default	Default
Basic Exhaust Emission Rates . . . . .	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel . . . . .	-- <sup>c</sup>	-- <sup>c</sup>	-- <sup>c</sup>	-- <sup>c</sup>
Vehicle Age Distribution . . . . .	WisDNR	WisDNR	WisDNR	WisDNR
Correction Factors for:				
Air Conditioning . . . . .	None	None	None	None
Extra Vehicle Load . . . . .	None	None	None	None
Trailer Towing . . . . .	None	None	None	None
Humidity . . . . .	None	None	None	None

model is the same model used by the State of Wisconsin Department of Natural Resources in the preparation of the State Implementation Plan for Air Quality. The specific emission factors used for each of the years of analysis in the

conformity determination were provided to the Regional Planning Commission by the State of Wisconsin Department of Natural Resources to assure complete consistency between this conformity determination and the State plan.



Table 8 (continued)

Walworth County <sup>d</sup>				
Category	1996 Projected	2001 Projected	2007 Projected	2010 Projected
Fuel Inputs				
Fuel Volatility Level (Reid Vapor Pressure) . . .	8.8	8.8	8.8	8.8
Alcohol Blends				
Market Share . . . . .	15 percent	15 percent	15 percent	15 percent
Oxygen Content . . . . .	3.5 percent	3.5 percent	3.5 percent	3.5 percent
Ether Blends				
Market Share . . . . .	0 percent	0 percent	0 percent	0 percent
Oxygen Content . . . . .	--	--	--	--
Temperature Range (degrees Fahrenheit) . . . . .	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0	62.0 to 93.0
Vehicle-Miles of Travel in Cold-Start Mode . . . .	20.6 percent	20.6 percent	20.6 percent	20.6 percent
Vehicle-Miles of Travel in Hot-Start Mode . . . .	27.3 percent	27.3 percent	27.3 percent	27.3 percent
Tampering Rates . . . . .	Default	Default	Default	Default
Annual Mileage Accumulation Rates . . . . .	Default	Default	Default	Default
Basic Exhaust Emission Rates . . . . .	Default	Default	Default	Default
Vehicle Mix for Vehicle-Miles of Travel . . . . .	-- <sup>c</sup>	-- <sup>c</sup>	-- <sup>c</sup>	-- <sup>c</sup>
Vehicle Age Distribution . . . . .	WisDNR	WisDNR	WisDNR	WisDNR
Correction Factors for:				
Air Conditioning . . . . .	None	None	None	None
Extra Vehicle Load . . . . .	None	None	None	None
Trailer Towing . . . . .	None	None	None	None
Humidity . . . . .	None	None	None	None

NOTE: The following abbreviations have been used in this table: IM = Inspection/Maintenance, LDGV = Light Duty Gas Vehicle; LDGT1 = Light Duty Gas Truck 1; LDGT2 = Light Duty Gas Truck 2; HDGV = Heavy Duty Gas Vehicle; LDDV = Light Duty Diesel Vehicle; LDDT = Light Duty Diesel Truck; HDDV = Heavy Duty Diesel Vehicle; MC = Motor Cycle; and WisDNR = Wisconsin Department of Natural Resources.

<sup>a</sup>Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

<sup>b</sup>No anti-tampering program was assumed for the six-county area.

<sup>c</sup>The proportion of vehicle-miles of travel by vehicle type on freeway facilities are as follows: LDGV, 72.8 percent; LDGT1, 12.0 percent; LDGT2, 3.2 percent; HDGV, 3.5 percent; LDDV, 1.6 percent; LDDT, 0.3 percent; HDDV, 6.5 percent; MC, 0.1 percent.

The proportion of vehicle-miles of travel by vehicle type on standard arterial facilities are as follows: LDGV, 76.4 percent; LDGT1, 13.9 percent; LDGT2, 2.6 percent; HDGV, 1.7 percent; LDDV, 1.7 percent; LDDT, 0.3 percent; HDDV, 3.3 percent; MC, 0.1 percent.

<sup>d</sup>No inspection/maintenance programs and no anti-tampering program was assumed for Walworth County.

Source: Wisconsin Department of Natural Resources and SEWRPC.



### Interagency and Public Consultation

A third criterion for plan and program conformity determination set forth in the November 24, 1993, Federal Register (40CFR Part 51.416) relates to interagency and public consultation. The development of the new regional transportation system plan has involved extensive interagency and public consultation, including, specifically, such consultations with respect to air quality impacts and the implications for conformity of the new plan and its alternatives. The transportation improvement program directly implements this new plan and is consistent with its schedule for implementation. In particular, the State of Wisconsin Department of Transportation, the State of Wisconsin Department of Natural Resources, the Federal Highway Administration, the Federal Transit Administration, and the county and local units of government have all been extensively involved in the development of the recommended plan, the consideration of alternatives, the consideration of the financial resources necessary to implement the recommended plan, and the evaluation of the potential air quality impacts of the recommended plan and of plan alternatives, in particular with respect to conformity to the State implementation plan. These Federal, State, county, and local units and agencies of government have also been consulted, and have, as members of the Commission Advisory Committee guiding the preparation of the new regional plan, reviewed and approved the travel simulation models utilized in the regional plan preparation and conformity analysis and as well the level of detail of the transportation system plan. It should be noted, with respect to the latter, that the transportation system plan incorporates all local, express, and rapid transit facilities and services and includes both geographic expansion of service and improvement of frequency of transit service. The plan also incorporates the entire arterial street and highway network of the Region, including all arterials in both urban and rural areas and major collectors in rural areas. The agencies concerned have also given consideration to the treatment in the travel simulation modeling and in the transportation system plan of transportation control measures. In addition, there has been extensive public consultation with respect to the regional transportation system plan, including consultation on alternatives, as well as on the recommended plan and its financial impacts and on the potential air quality impacts of the recommended plan and

alternatives thereto. This consultation, including transmittal of a series of three newsletters to 2,500 individuals and a day-long conference on the regional plan attended by over 400 individuals and seven public informational meetings and hearings attended by over 300 persons, is documented in the Record of Public Informational Meetings and Public Hearings: Preliminary New Regional Transportation System Plan for Southeastern Wisconsin: Design Year 2010. Included in this report are responses to every comment received on the plan and its social, economic, and environmental impacts. The State and county and local governments have also been directly involved in the preparation of the transportation improvement program through their submittal of projects for inclusion in the transportation improvement program and their consideration and approval of the transportation improvement program. In addition, a public informational meeting and hearing was held on the transportation improvement program. The brochure for the planning conference and the notices for the public hearings on the plan and program are presented in Appendix E. The public comment period on the conformity determination extended to November 26, 1994.

### Provision for Timely Implementation of Transportation Control Measures

A fourth criterion for plan and program conformity determination, set forth in the November 24, 1993, Federal Register, (40CFR Part 51.418) is that the transportation plan and program must provide for timely implementation of all transportation control measures in the State Implementation Plan for Air Quality. More specifically, the transportation plan and improvement program must provide for timely completion of all transportation control measures in the State implementation plan and nothing in the transportation plan or program may interfere with the implementation of any transportation control measure in the State implementation plan. The one such measure included in the State plan submitted in November 1993 by the State of Wisconsin Department of Natural Resources is implementation of the Federally mandated Employee Commute Options program. The new regional transportation system plan and 1995 through 1997 transportation improvement program would in no way interfere with the implementation of the Employee Commute Options program, and



indeed should assist in its timely implementation. The transportation system plan recommends a number of measures which should serve to significantly assist in the implementation of the Employee Commute Options program, including the recommendation of a significant expansion of transit service which should make transit a more available and attractive option for commuters. Such expansion is not, however, expected to occur until 1998. Another recommendation in the plan is for the continuation and expansion of the areawide program operated by the Wisconsin Department of Transportation to promote carpooling and vanpooling, as well as other work-related travel demand management measures, including telecommuting and compressed work schedules. The transportation improvement program includes a number of measures which should serve to significantly assist in the implementation of the Employee Commute Options program, including the provision of transit service as an option for commuters and the areawide program operated by the Wisconsin Department of Transportation to promote carpooling and vanpooling, as well as other work-related travel demand management measures, including telecommuting and compressed work schedules.

#### Consistency with Motor Vehicle Emissions Budget

The fifth criterion for plan and program conformity determination, set forth in the November 24, 1993, Federal Register (40CFR 51.428 for plans and 40CFR 51.430 for programs), requires that the transportation system emissions forecasts under the transportation plan and transportation improvement program must be consistent with, that is, equal to, or less than, the transportation systems emissions forecast, or "motor vehicle emissions budget," in the State implementation plan for both the six-county severe nonattainment area for ozone standards and the one-county marginal nonattainment area. The State implementation plan for this conformity analysis is the implementation plan submitted to the Federal government by the Wisconsin Department of Natural Resources in November 1993. It presents a motor vehicle emissions budget for the year 1996 as part of the required implementation plan to reduce total volatile organic compound emissions by 15 percent between 1990 and 1996. This requirement for consistency through comparison of the transportation emission forecasts incorporated

in the regional transportation system plan and improvement program with those incorporated in the State implementation plan applies to volatile organic compound emissions as a precursor to ozone.

The transportation system emissions attendant to the transportation system plan were forecast through the application of the Commission travel and traffic simulation models to the new transportation system plan under forecast intermediate level population, households, and employment growth and under the adopted under the adopted centralized regional land use plan. Table 9 presents the forecast vehicle-miles of travel attendant to the transportation system plan by functional classification and speed range for the forecast year 1996, as well as for the inventory year 1990 and other forecast years of 1996, 2001, 2007, and 2010. The transportation plan projects incorporated in each forecast year were listed in Tables 2 and 5. Table 10 presents the forecast attendant volatile organic compound emissions. The forecasts are presented for the years 1996, 2001, 2007, and 2010. In addition, Table 10 presents the year 1996 motor vehicle emissions budget for volatile organic compounds incorporated in the State implementation plan. The transportation system emissions under the transportation system plan for both the six-county severe nonattainment area and the one-county marginal nonattainment area, are less than the motor vehicle emissions budget included in the implementation plan, thus meeting this criterion for consistency. The State implementation plan assumed emissions consistent with a 1.7 percent annual increase in vehicle-miles of travel to the year 1996.<sup>3</sup> The transportation system plan is forecast to result in an approximately 1.4 percent annual increase in such travel under an intermediate-growth scenario. The Wisconsin Department of Natural

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<sup>3</sup>*The State implementation plan specifically assumed a 2 percent annual increase in vehicle-miles of travel in the first five of the six years between 1990 and 1996. The potential continuing 2 percent annual increase in vehicle-miles of travel in 1996 was assumed to be offset by an anticipated 2 percent decline in vehicle-miles of travel due to implementation of the Employee Commute Options program.*



Table 9

**SUMMER WEEKDAY VEHICLE-MILES OF TRAVEL WITHIN SOUTHEASTERN  
WISCONSIN: EXISTING 1990 AND FORECAST 1996, 2001, 2007, AND 2010<sup>a</sup>**

Facility Type	Speed Range	1990 Count	1996 Model	2001 Model	2007 Model	2010 Model
Standard Arterials Six-County Area	0-5	38,942	364	15,979	21,520	31,802
	5-10	30,518	20,488	28,725	32,809	23,646
	10-15	522,102	176,814	154,603	164,142	136,733
	15-20	2,434,841	2,465,601	2,431,555	2,608,635	2,615,222
	20-25	4,175,648	5,037,961	4,980,777	5,267,846	5,265,110
	25-30	4,250,575	5,170,118	5,276,256	5,669,436	5,523,548
	30-35	2,407,409	4,167,409	4,111,677	4,383,684	4,586,988
	35-40	4,652,891	4,333,208	4,763,072	5,423,388	5,509,596
	40-45	1,298,282	1,596,239	1,693,001	1,649,545	1,990,575
	45-50	1,295,521	1,713,566	2,177,801	2,314,982	2,469,786
	50-55	190,301	1,011,736	1,379,204	1,606,828	1,593,762
	55-60	858,751	480,499	220,436	298,097	257,545
	60+	0	7,938	5,623	17,720	18,936
Subtotal	--	22,155,781	26,181,941	27,238,709	29,458,632	30,023,249
Freeway Six-County Area	0-5	34,992	19,173	20,375	21,440	19,410
	5-10	161,452	127,044	125,610	133,703	129,923
	10-15	101,210	68,084	60,181	69,175	69,754
	15-20	22,570	14,258	18,954	23,828	27,844
	20-25	19,767	28,867	32,860	34,987	31,155
	25-30	16,414	94,257	69,873	105,122	113,489
	30-35	296,208	104,477	153,130	195,193	196,145
	35-40	1,157,041	969,831	1,041,126	1,202,793	1,185,682
	40-45	1,216,519	1,050,621	794,008	958,479	1,045,669
	45-50	2,235,659	1,895,988	2,226,946	2,005,299	1,924,046
	50-55	2,724,319	2,863,572	3,139,266	3,579,416	3,426,859
	55-60	1,354,143	1,694,067	1,631,529	1,385,857	2,505,811
	60+	2,922,952	3,096,950	3,030,091	3,405,495	3,363,367
Subtotal	--	12,263,246	12,027,189	12,343,949	13,120,787	14,039,154
Total	--	34,419,027	38,209,130	39,582,658	42,579,419	44,062,403
Standard Arterials Walworth County	0-5	0	0	0	0	0
	5-10	0	0	0	0	0
	10-15	8,879	0	0	0	1,626
	15-20	46,827	9,037	4,301	5,726	10,951
	20-25	43,216	40,718	27,970	34,344	32,541
	25-30	107,038	62,324	70,767	56,565	65,139
	30-35	123,392	87,916	87,129	95,082	75,142
	35-40	308,619	332,586	306,205	346,759	302,584
	40-45	319,042	370,327	373,956	403,193	312,996
	45-50	460,252	527,665	535,696	595,836	598,797
	50-55	5,031	106,143	166,103	149,705	168,623
	55-60	6,180	11,250	11,421	12,266	12,870
	60+	0	0	0	0	0
Subtotal	--	1,428,476	1,547,966	1,583,548	1,699,476	1,581,269



Table 9 (continued)

Facility Type	Speed Range	1990 Count	1996 Model	2001 Model	2007 Model	2010 Model
Freeway Walworth County	0-5	0	0	0	0	0
	5-10	0	0	0	0	0
	10-15	0	0	0	0	0
	15-20	0	0	0	0	0
	20-25	0	0	0	0	0
	25-30	1,442	9,328	10,496	12,125	17,408
	30-35	292	0	0	0	0
	35-40	15,678	14,735	15,030	17,115	25,189
	40-45	0	0	0	0	0
	45-50	0	0	0	0	0
	50-55	52,918	0	1,105	993	977
	55-60	118,056	214,414	228,669	235,850	519,109
	60 +	380,060	544,282	567,700	625,366	575,483
Subtotal	--	568,446	782,759	823,000	891,449	1,138,166
Total	--	1,996,922	2,330,525	2,406,548	2,590,925	2,719,435
Region Total	--	36,415,949	40,539,855	41,989,206	45,170,344	46,781,838

<sup>a</sup>The vehicle-miles of travel set forth in this table represent arterial vehicle-miles of travel only. Nonarterial summer weekday vehicle-miles of travel would increase the total summer weekday vehicle-miles of travel by approximately 10 percent.

Source: SEWRPC.

Table 10

**FORECAST VOLATILE ORGANIC COMPOUND EMISSIONS FROM THE TRANSPORTATION  
SYSTEM OF SOUTHEASTERN WISCONSIN UNDER THE REGIONAL TRANSPORTATION SYSTEM PLAN  
AND THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY: 1996, 2001, 2007, AND 2010**

Year	Six-County Area <sup>a</sup>		Walworth County		Southeastern Wisconsin Region <sup>b</sup>	
	State Implementation Plan (tons)	Transportation Plan <sup>b</sup> (tons)	State Implementation Plan (tons)	Transportation Plan <sup>b</sup> (tons)	State Implementation Plan (tons)	Transportation Plan <sup>b</sup> (tons)
1996	58.13	56.48	5.11	5.01	63.24	61.49
2001	--	37.44	--	4.21	--	41.65
2007	--	32.66	--	3.82	--	36.48
2010	--	31.00	--	3.89	--	34.89

<sup>a</sup>Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

<sup>b</sup>The emissions forecasts under the plan are pursuant to Federal regulations also to assume implementation of the 1995-1997 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "nonexempt" projects, or projects of air quality impact, including highway and transit capacity improvement and expansion, the emissions forecast attendant to the plan are basically the same as the plan and program combined. The only projects which may need to be added to the plan emissions forecast, and are reflected in the emissions forecast in this table, are improvement program projects using Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) funds. These CMAQ projects and their estimated emissions impact are listed in Appendix B.

It should be noted also that the transportation plan forecasts have not been adjusted to assume implementation of the Employee Commute Options program, which is included in the State implementation plan emissions forecasts. This would result in a further reduction in transportation plan emissions of 2 percent in 1996 and 3 percent in 2001, 2007, and 2010.

Source: Wisconsin Department of Natural Resources and SEWRPC.



Resources determined to use the somewhat higher rate of growth to provide latitude for potential increases in vehicle-miles of travel in any specific year or years that might exceed average long-term increases, as, for example, during periods of substantial short-term economic growth, and to reflect the possibility although not probability of the long term growth in the regional economy to approximate the high-growth instead of the intermediate-growth scenario to the year 2000, and possibly beyond.

The transportation plan and the travel simulation modeling analysis of attendant emissions fully meets the requirements of plan and program set forth in the November 24, 1993, Federal Register (40CFR 51.404 and 40CFR 51.452). With respect to content of the transportation plan (40CFR 51.404), the plan includes all additions to the transportation system with respect to both highway and public transit. All additions of arterial street system highway capacity, including widenings of arterial streets to provide additional traffic lanes and construction of new arterial facilities, are included in the plan. This arterial street system includes over 3,600 miles of streets within the seven-county Southeastern Wisconsin Region, or about one-third of the total street system, and includes all arterials within urban areas and all arterials and major collectors within rural areas of the Region. The plan also includes the total transit system, including the local, express, and rapid transit system components, and includes all aspects of plan-recommended improvements including frequency of service and expansion of geographic system coverage, as well as proposed fixed-guideway facilities.

The travel simulation modeling conducted under this conformity analysis is fully consistent with, indeed identical to, the travel simulation modeling conducted by the Commission for the preparation of the regional transportation system plan and for the preparation of the State implementation plan. The travel simulation modeling for the conformity determination is sensitive to the added capacity and service provided by each highway and transit plan proposal, accurately reflecting its potential effect through changes in travel time and attendant route choice, mode choice, travel patterns, and trip generation. The transportation system plan and its treatment in the travel simulation modeling analysis goes beyond the Federally required consideration of

Federally defined regionally significant projects, that is, principal arterials and transit fixed guideways, in that it includes all facilities. Also, as required, the transportation system plan is consistent with the adopted regional land use plan since it was designed to serve and promote implementation of the land use plan. The consistency between the transportation system and land use plans was tested by comparing both the accessibility provided under the transportation plan and the incremental accessibility provided by the transportation system plan relative to a "no-build" plan to the land use plan.

In addition, both the new transportation system plan and transportation improvement program are fiscally constrained, pursuant to U. S. Department of Transportation metropolitan planning regulations (23CFR Part 450). The funding attendant to implementing the transportation improvement program is consistent with existing available Federal, State, and local funding levels. With respect to the transportation system plan, the total cost of the plan, including both capital and operating costs, were estimated and compared to existing available Federal, State and local revenues. All funding shortfalls were identified, and proposed new revenue sources and strategies to obtain these new revenues were proposed. This financial analysis of the regional transportation plan was coordinated with, and is consistent with, the new statewide transportation system plan.

The procedures for estimating the regional transportation plan and program emissions also fully meet the requirements, set forth in the November 24, 1993, Federal Register (40CFR 51.452). Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity improvements and expansion, including for all arterial facilities, including major collectors in rural areas, and for all transit improvements and expansion. The travel simulation modeling analysis does not assume emission reductions for any transportation control measures or control programs external to the transportation system, as, for example, changes in motor fuel volatility or vehicle inspection and maintenance programs, except with respect to such programs incorporated in the State implementation plan. However, such programs are incorporated in both the "baseline," or "no-build," and in the transportation system plan



and program, or "action" scenarios, for determination of potential plan- and program-related emission reductions.

In addition, Federal requirements for determination of conformity after January 1, 1995, have been met under this conformity determination. The travel and traffic simulation models used to estimate the transportation plan and improvement program air pollutant emissions are network-based models. As already noted, they are fully described in Chapter VII, "Travel Simulation Models," of SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010. The models represent state-of-the-art professional practice and were approved by the Commission Technical and Intergovernmental Coordinating and Advisory Committee on Regional Transportation System Planning, which Committee includes representation from Federal, State, and local governments. The models were also recently approved for use in a Federal Transit Administration transit fixed-guideway alternatives analysis.<sup>4</sup>

The models were validated for the year 1990 with respect to simulation of both transit ridership and arterial street and highway traffic by comparing model estimates to actual counts. The models incorporate sensitivity to peak-hour traffic congestion and travel time through a capacity restrained traffic assignment. The models incorporate the peak-hour congestion and travel times as determined in traffic assignment in the trip distribution model to determine travel patterns and mode choice model to determine transit ridership. They incorporate an iteration, or feedback, of model steps so that the travel times used to determine travel patterns and transit ridership are consistent with the travel times established in capacity restraint traffic assignment.

The free flow, or off-peak, travel speeds incorporated in the models are based upon actual field surveyed speeds and travel times. The models estimate peak and off-peak travel times and

utilize peak-travel times in trip distribution and modal choice of peak travel. Off-peak travel times are used in trip distribution and mode choice for off-peak travel. The model steps of trip distribution and mode choice are directly sensitive to the price of travel, as well as travel time.

The consistency of the transportation system plan and the underlying land use plan are directly tested by estimating the accessibility provided by the transportation plan and comparing such accessibility to the land use pattern proposed in the adopted land use plan. The model estimation of trip generation is dependent on household income, household size, residential density, vehicle availability, and accessibility provided by public transit. In the final analysis, the regional forecasts of employment and population growth are established independently from the transportation system plan; however, the pattern of distribution of such growth throughout the Region is established to be consistent with the transportation system and land use plans.

The vehicle-miles of travel estimated by the models in the base year of its validation (1990) have been compared to estimates prepared for the State implementation plan with an enhanced Highway Performance Monitoring System (HPMS), and it has been determined that the 1990 model estimate is consistent with the 1990 inventory estimate, being within 1 percent. In addition, the Commission has maintained for over 15 years procedures to estimate off-network roadway travel. The procedures have been periodically reevaluated and validated. Such procedures were developed as part of the first Statewide implementation plan for air quality, prepared by the Regional Planning Commission in 1978, and provide estimates for use in regional transportation system plan and State implementation plan preparation and conformity determination. The method is based on analyses which estimate off-network travel by calculating total intrazonal travel and trip lengths, based upon zone size and development distribution. The analyses indicate off-network travel represents about 9 percent of total travel. This is consistent with independent highway performance monitoring system estimates. Off-network travel is estimated for each alternative by factoring network travel forecasts by approximately 10 percent.

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<sup>4</sup>*The models were documented in a methods report prepared for the east-west corridor transit study Travel Simulation Models for the East-West Corridor Transit Study, May 1993.*



Also, for use in capacity restrained traffic assignment, as well as in trip distribution and mode choice, the simulation model estimates traffic speeds sensitive to the forecast traffic volume on each roadway segment for both peak-hour and average 24-hour conditions, the latter based upon the proportion of traffic travelling under peak-hour and congested conditions and the proportion of traffic travelling under off-peak conditions. The estimated congested traffic speeds are calculated on the basis of a model calibrated using inventoried speeds and congestion which relates reductions in speed to the ratio of traffic volume to design capacity. The model was validated through comparison of model-estimated speeds to actual arterial street and highway segment operating speeds.

Finally, the emissions model factors and all attendant assumptions utilized in the this conformity determination are identical to those used in the preparation of the State implementation plan.

There are two tests to be applied to the transportation improvement program to demonstrate its consistency with the State implementation plan emissions budget. One test is that the transportation improvement program must be shown to be consistent with available Federal, State, and local funding. This is documented in Appendix D of the 1995 through 1997 transportation improvement program, which compares annual programmed funding, Federal, State, and local, with expected available funding, concluding that expected available funding based upon historic funding levels is adequate to implement the program. The second test is that the transportation improvement program must be shown to be consistent with the regional transportation system plan and the plan's implementation schedule. If this can be demonstrated, then the emissions forecasts attendant to the transportation improvement program would be identical to those of the plan; if the plan emissions conform to the State implementation plan emissions budget, then the transportation improvement program as well would conform. To meet this test, all transportation improvement program projects, that is, projects with air quality impacts, must be included in the conforming plan; the transportation improvement program must include projects essential to implement the plan on schedule. The satisfaction of these two tests are demonstrated in Tables 11 and 12.

Table 11 lists all projects with air quality impact, so-called "nonexempt" projects, in the transportation improvement program and confirms that they are included in the regional transportation system plan and confirms that their schedule in the improvement program is consistent with their schedule for project completion proposed in the transportation plan.<sup>5</sup>

Table 12 lists all projects with air quality impact proposed in the transportation plan, along with the plan-recommended implementation schedule, and identifies the plan projects with transportation improvement program projects which implement plan projects at the plan implementation schedule. On the basis of a review of Tables 11 and 12, it is concluded that this test of plan and transportation improvement program consistency is met, since all projects in the transportation improvement program are part of the plan and are consistent with respect to implementation schedule; all projects in the plan which need to be in the transportation improvement program to be implemented on schedule are included in the transportation improvement program. Thus, this conformity criterion is fully satisfied with respect to the improvement program.

Alternatively, this conformity criterion can be fully satisfied by demonstrating that the transportation system emissions forecast incorporated in the State implementation plan, the motor vehicle emissions budget, is equal to, or greater than, the emissions forecast attendant to implementation of the transportation system plan and transportation improvement program combined. That assumes the implementation on schedule of plan projects listed in Table 12 and transportation improvement program projects listed in Table 11. Because the improvement program and plan are identical with respect to projects with air quality impact and also with respect to their schedule for implementation, the transportation system emissions forecast for the plan presented in Table 10 applies as well to this combined improvement program and plan, and the improvement program also meets this alternative conformity criterion.

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<sup>5</sup>All 1995-1997 transportation improvement program projects are listed in Appendix A of this report.



Table 11

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION  
MANAGEMENT AREA/MILWAUKEE COUNTY BY IMPLEMENTING AGENCY: 1995-1997**

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE	1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP			
STATE OF WISCONSIN	7	E-W FREEWAY (IH 94)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,800.0	3,500.0	8,400.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	*	NEW BREWER STADIUM	ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,800.0	3,500.0	8,400.0			
		ACCESS RECONFIGURATION INVOLVING FEDERAL STATE AND LOCAL MONIES IN THE C/MILWAUKEE	CONST	0.0	7,200.0	14,000.0	33,600.0	FED (FAI-4R)	0.0	3,600.0	7,000.0	16,800.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	0.0	7,200.0	14,000.0	33,600.0	TOTAL	0.0	7,200.0	14,000.0	33,600.0			
	8	BRIDGE REPLACEMENT-MODERNIZE INTERCHANGE ON I-94 MARQUETTE INTERCHANGE IN MILWAUKEE COUNTY	HP	PE	0.0	2,000.0	0.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	200.0	0.0	10,200.0			
			CONST	0.0	0.0	0.0	100,000.0	FED (IH-M)	0.0	1,800.0	0.0	91,800.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	0.0	2,000.0	0.0	102,000.0	TOTAL	0.0	2,000.0	0.0	102,000.0			
	26	MODERNIZE ZOO INTERCHANGE ON IH894 IN THE CITIES OF MILWAUKEE AND WEST ALLIS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	520.0			
			CONST	0.0	0.0	0.0	5,200.0	FED (IH-M)	0.0	0.0	0.0	4,680.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	0.0	0.0	0.0	5,200.0	TOTAL	0.0	0.0	0.0	5,200.0			
	34	MODERNIZE ZOO INTERCHANGE ON IH94 AND USH 45 IN THE CITIES OF WEST ALLIS AND MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	2010	NON-EXEMPT AIR QUALITY NEUTRAL
	*		ROW	0.0	5,000.0	0.0	5,000.0	STATE	0.0	500.0	1,500.0	3,500.0			
			CONST	0.0	0.0	15,000.0	30,000.0	FED (IH-M)	0.0	4,500.0	13,500.0	31,500.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	0.0	5,000.0	15,000.0	35,000.0	TOTAL	0.0	5,000.0	15,000.0	35,000.0			
70	MODERNIZE STADIUM INTERCHANGE ON IH94 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	2010	NON-EXEMPT AIR QUALITY NEUTRAL	
*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	1,600.0	2,800.0			
		CONST	0.0	0.0	16,000.0	28,000.0	FED (FAI-4R)	0.0	0.0	14,400.0	25,200.0				
		OTHER	0.0	0.0	0.0	0.0									
		TOTAL	0.0	0.0	16,000.0	28,000.0	TOTAL	0.0	0.0	16,000.0	28,000.0				
76	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	2007	NON-EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	130.0	130.0			
		CONST	0.0	0.0	650.0	650.0	FED (STP-M)	0.0	0.0	520.0	520.0				
		OTHER	0.0	0.0	0.0	0.0									
		TOTAL	0.0	0.0	650.0	650.0	TOTAL	0.0	0.0	650.0	650.0				
77	ACQUIRE HARDSHIP ROW ONLY FOR RECONSTRUCTION WITH ADDITIONAL LANES OF IH 43 FROM BENDER RD TO BROWN DEER RD IN MILW. CO. (3.20 MI)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	2010	NON-EXEMPT	
*		ROW	0.0	300.0	0.0	300.0	STATE	0.0	30.0	0.0	1,130.0				
		CONST	0.0	0.0	0.0	11,000.0	FED (IH-M)	0.0	270.0	0.0	10,170.0				
		OTHER	0.0	0.0	0.0	0.0									
		TOTAL	0.0	300.0	0.0	11,300.0	TOTAL	0.0	300.0	0.0	11,300.0				
78	RECONSTRUCTION OF THE N GREEN BAY AVE (STH 57) STRUCTURE OVER LINCOLN CREEK AND APPROACHES IN THE CITY OF MILWAUKEE (0.20 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	290.0	2001	NON-EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	254.2				
		CONST	0.0	0.0	0.0	1,561.0	FED (BRF)	0.0	0.0	0.0	1,016.8				
		OTHER	0.0	0.0	0.0	0.0									
		TOTAL	0.0	0.0	0.0	1,561.0	TOTAL	0.0	0.0	0.0	1,561.0				
79	RECONSTRUCTION OF THE IH 43 AND BROWN DEER RD. INTERCHANGE WITH ADDITIONAL LANES ON IH 43 IN MILWAUKEE COUNTY	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	2001	NON-EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	500.0				
		CONST	0.0	0.0	0.0	5,000.0	FED (FAI-4R)	0.0	0.0	0.0	4,500.0				
		OTHER	0.0	0.0	0.0	0.0									
		TOTAL	0.0	0.0	0.0	5,000.0	TOTAL	0.0	0.0	0.0	5,000.0				
80	RECONSTRUCTION WITH ADDITIONAL LANES OF PENNSYLVANIA AVE. FROM COLLEGE AVE. TO LAYTON AVE. IN THE CITY OF CUDAHY (2.0 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	175.5	600.0	0.0	775.5	1996	NON-EXEMPT	
*		ROW	73.0	0.0	0.0	73.0	STATE	526.5	1,800.0	0.0	2,326.5				
		CONST	129.0	2,400.0	0.0	2,529.0	FED	0.0	0.0	0.0	0.0				
		OTHER	0.0	0.0	0.0	0.0									
		TOTAL	702.0	2,400.0	0.0	3,102.0	TOTAL	702.0	2,400.0	0.0	3,102.0				

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	81	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 100 FROM HOWELL AVE (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,300.0 0.0 1,300.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 260.0 1,040.0 0.0 1,300.0	2007	NON-EXEMPT
	82	RECONSTRUCTION OF RYAN RD (STH 100) WITH ADDITIONAL LANES FROM CTY H TO USH 41 IN THE CITY OF FRANKLIN (3.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 600.0 0.0 0.0 600.0	0.0 600.0 1,500.0 0.0 2,100.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 120.0 480.0 0.0 600.0	0.0 420.0 1,680.0 0.0 2,100.0	2007	NON-EXEMPT
	83	RECONSTRUCTION WITH ADDITIONAL LANES OF W. FOND DU LAC AVE (STH 145) FROM N. 20TH ST TO N. 36TH ST IN THE CITY OF MILWAUKEE (1.55 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 3,000.0 0.0 0.0 3,000.0	0.0 3,000.0 11,500.0 0.0 14,500.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	600.0 600.0 2,400.0 0.0 3,000.0	2,900.0 0.0 11,600.0 0.0 14,500.0	2001	NON-EXEMPT
	84	IMPLEMENTATION OF THE AREA-WIDE FREEWAY MGMT. SYSTEM	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 4,800.0 0.0 4,800.0	0.0 0.0 4,650.0 0.0 4,650.0	0.0 0.0 4,450.0 0.0 4,450.0	0.0 0.0 18,100.0 0.0 18,100.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 3,840.0 0.0 4,800.0	0.0 0.0 3,720.0 0.0 4,650.0	0.0 0.0 4,450.0 0.0 4,450.0	0.0 3,175.0 14,925.0 0.0 18,100.0	2007	NON-EXEMPT
	85	RECONSTRUCTION OF THE INTERSECTION OF USH 41 AND GOOD HOPE RD BY ADDING BRIDGE INTERCHG AND OTHER ROAD WORK IN C/ OF MIL. (1.00 MILE)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 666.0 0.0 666.0	0.0 0.0 3,000.0 0.0 3,000.0	0.0 0.0 8,837.0 0.0 8,837.0	LOCAL STATE FED  TOTAL	0.0 0.0 0.0 0.0 0.0	181.2 484.8 0.0 0.0 666.0	816.0 2,184.0 0.0 0.0 3,000.0	2,403.7 6,433.3 0.0 0.0 8,837.0	2001	NON-EXEMPT
	86	CONSTRUCTION OF HOWARD AVE. ON PARTIAL NEW LOCATION FROM LAKE DR. TO LAKE ARTERIAL IN THE CITY OF ST. FRANCIS (1.25 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 900.0 0.0 0.0 900.0	0.0 0.0 4,200.0 0.0 4,200.0	0.0 0.0 0.0 0.0 0.0	0.0 900.0 4,200.0 0.0 5,100.0	LOCAL STATE FED  TOTAL	225.0 675.0 0.0 0.0 900.0	1,050.0 3,150.0 0.0 0.0 4,200.0	0.0 0.0 0.0 0.0 0.0	1,275.0 3,825.0 0.0 0.0 5,100.0	1996	NON-EXEMPT
	87	CONSTRUCTION OF LAKE ARTERIAL CONNECTING CARFERRY DR. TO E. LAYTON AVE. IN THE CITIES OF MILWAUKEE, ST. FRANCIS AND CUDAHY (3.1 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 667.0 1,304.0 0.0 1,971.0	0.0 0.0 32,473.0 0.0 32,473.0	0.0 0.0 27,176.0 0.0 27,176.0	0.0 667.0 60,953.0 0.0 61,620.0	LOCAL STATE FED  TOTAL	0.0 1,971.0 0.0 0.0 1,971.0	0.0 32,473.0 0.0 0.0 32,473.0	0.0 27,176.0 0.0 0.0 27,176.0	0.0 61,620.0 0.0 0.0 61,620.0	2001	NON-EXEMPT
	88	RECONSTRUCTION OF THE LAYTON AVENUE BRIDGE TO ACCOMMODATE THE LAKE PARKWAY	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 2,800.0 0.0 2,800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,800.0 0.0 2,800.0	LOCAL STATE FED  TOTAL	0.0 2,800.0 0.0 0.0 2,800.0	0.0 0.0 0.0 0.0 0.0	0.0 2,800.0 0.0 0.0 2,800.0	0.0 2,800.0 0.0 0.0 2,800.0	2001	NON-EXEMPT
	117	EMPLOYER TECHNICAL ASSISTANCE FOR EMPLOYER COMMUTE OPTIONS (ECO) PROGRAM: 1994	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 420.0 420.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 420.0 420.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 84.0 336.0 0.0 420.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 84.0 336.0 0.0 420.0	1996	NON-EXEMPT
	118	EMPLOYEE COMMUTE OPTIONS (ECO) ANSWER LINE (1-800 COMMUTE): 1994	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 76.0 76.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 76.0 76.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 15.2 60.8 0.0 76.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 15.2 60.8 0.0 76.0	1996	NON-EXEMPT

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP	OPEN	
STATE OF WISCONSIN	119	FREEWAY TRAFFIC MANAGEMENT STAGE IMPLEMENTATION - IH 894	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,352.0	0.0	1,352.0		
				CONST	0.0	2,108.0	0.0	2,108.0	FED	0.0	756.0	0.0	756.0		
				OTHER	0.0	0.0	0.0	0.0	(CMAQ)						
				TOTAL	0.0	2,108.0	0.0	2,108.0	TOTAL	0.0	2,108.0	0.0	2,108.0		
	120	FREEWAY TRAFFIC MANAGEMENT EARLY ACTION IMPLEMENTATION-TRAFFIC OPERATIONS CENTER: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	70.0	0.0	70.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	280.0	0.0	280.0		
				OTHER	0.0	350.0	0.0	350.0	(CMAQ)						
				TOTAL	0.0	350.0	0.0	350.0	TOTAL	0.0	350.0	0.0	350.0		
	123	CONGESTION MANAGEMENT-MITIGATE CONGESTION RELATED TO MAJOR STH CONSTRUCTION PROJECTS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	2001	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	200.0	440.0	600.0	2,440.0	AIR QUALITY	
				CONST	0.0	0.0	0.0	0.0	FED	800.0	1,760.0	2,400.0	9,760.0	NEUTRAL	
				OTHER	1,000.0	2,200.0	3,000.0	12,200.0	(IH-M)						
				TOTAL	1,000.0	2,200.0	3,000.0	12,200.0	TOTAL	1,000.0	2,200.0	3,000.0	12,200.0		
	124	ESTABLISHMENT OF AN 1/4 M 240 TEST LANE: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	50.0	0.0	0.0	50.0	AIR QUALITY	
				CONST	0.0	0.0	0.0	0.0	FED	200.0	0.0	0.0	200.0	NEUTRAL	
				OTHER	250.0	0.0	0.0	250.0	(CMAQ)						
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
126	INSTALL COMPREHENSIVE RIDESHARE SIGNAGE ALONG INTERSTATE HIGHWAYS IN THE 6 NON-ATTAINMENT COUNTIES & IN ADJOINING AREAS:1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	11.3	0.0	0.0	11.3	AIR QUALITY		
			CONST	0.0	0.0	0.0	0.0	FED	45.0	0.0	0.0	45.0	NEUTRAL		
			OTHER	56.3	0.0	0.0	56.3	(CMAQ)							
			TOTAL	56.3	0.0	0.0	56.3	TOTAL	56.3	0.0	0.0	56.3			
127	PUBLIC INFORMATION CAMPAIGN TO PROMOTE ENVIRO-FRIENDLY TRANSPORTATION HABITS (JOINT EFFORT INVOLVING DOT AND DNR): 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	60.5	60.5	0.0	121.0			
			CONST	0.0	0.0	0.0	0.0	FED	241.8	241.8	0.0	483.6			
			OTHER	302.3	302.3	0.0	604.6	(CMAQ)							
			TOTAL	302.3	302.3	0.0	604.6	TOTAL	302.3	302.3	0.0	604.6			
128	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	12,500.0	12,500.0	0.0	25,000.0			
			CONST	0.0	0.0	0.0	0.0	FED	2,500.0	2,500.0	0.0	5,000.0			
			OTHER	15,000.0	15,000.0	0.0	30,000.0	(CMAQ)							
			TOTAL	15,000.0	15,000.0	0.0	30,000.0	TOTAL	15,000.0	15,000.0	0.0	30,000.0			
129	OPERATION & MAINTENANCE OF THE 'MONITOR' FREEWAY TRAFFIC MANAGEMENT SYSTEM (EARLY ACTION PHASE): 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	137.6	137.6	0.0	275.2			
			CONST	0.0	0.0	0.0	0.0	FED	550.4	550.4	0.0	1,100.8			
			OTHER	688.0	688.0	0.0	1,376.0	(CMAQ)							
			TOTAL	688.0	688.0	0.0	1,376.0	TOTAL	688.0	688.0	0.0	1,376.0			
132	EMPLOYEE TRIP REDUCTION (ETR) IMPLEMENTATION BY THE WISCONSIN DEPT. OF NATURAL RESOURCES: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	75.0	0.0	0.0	75.0	1996	NON-EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	0.0	0.0	FED	300.0	0.0	0.0	300.0			
			OTHER	375.0	0.0	0.0	375.0	(CMAQ)							
			TOTAL	375.0	0.0	0.0	375.0	TOTAL	375.0	0.0	0.0	375.0			
137	DISTRICT 2 RIDESHARE PROGRAM RESTRUCTURING AND EXPANSION: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	20.0	75.0	0.0	95.0			
			CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0			
			OTHER	100.0	75.0	0.0	175.0	(CMAQ)							
			TOTAL	100.0	75.0	0.0	175.0	TOTAL	100.0	75.0	0.0	175.0			

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Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table 11  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				YEAR OPEN	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
MILWAUKEE COUNTY	152	RECONSTRUCTION WITH ADDITIONAL LANES OF 43RD ST FROM GOOD HOPE RD TO BRADLEY RD IN THE CITIES OF MILWAUKEE AND BROWN DEER (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	150.0 650.0 1,400.0 0.0 2,200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 650.0 1,400.0 0.0 2,200.0	LOCAL STATE FED	2,200.0 0.0 0.0 0.0 2,200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2,200.0 0.0 0.0 0.0 2,200.0	1996	NON-EXEMPT
	*														BASELINE
	153	RECONSTRUCTION WITH ADDITIONAL LANES OF E. COLLEGE AVE (CTH ZZ) FROM S. HOWELL AVE. TO S PENNSYLVANIA AVE INC. BRIDGE OVER THE C&NW RR	HI	PE ROW CONST OTHER TOTAL	1,080.0 0.0 0.0 0.0 1,080.0	0.0 850.0 0.0 0.0 850.0	0.0 0.0 12,351.8 0.0 12,351.8	1,080.0 850.0 12,351.8 0.0 14,281.8	LOCAL STATE FED (NHS)	216.0 0.0 864.0 0.0 1,080.0	170.0 0.0 680.0 0.0 850.0	2,470.4 0.0 9,881.4 0.0 12,351.8	2,856.4 0.0 11,425.4 0.0 14,281.8	2001	NON-EXEMPT
	*														
	154	RECONSTRUCTION WITH ADDITIONAL LANES OF W. LAYTON AVE FROM S 84TH ST TO S 108TH ST IN GREENFIELD (1.50 MILES)	HI	PE ROW CONST OTHER TOTAL	450.0 0.0 0.0 0.0 450.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 5,000.0 0.0 5,000.0	450.0 100.0 5,000.0 0.0 5,550.0	LOCAL STATE FED (STP-M)	90.0 0.0 360.0 0.0 450.0	30.0 0.0 70.0 0.0 100.0	1,000.0 0.0 4,000.0 0.0 5,000.0	1,120.0 0.0 4,430.0 0.0 5,550.0	2007	NON-EXEMPT
	*														
	155	IMPROVEMENT OF THE INTERSECTION OF W RYAN RD AND S 13TH ST IN OAK CREEK (0.10 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	LOCAL STATE FED	100.0 0.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*														
	156	IMPROVEMENT OF THE INTERSECTION OF RAWSON AVE AND PENNSYLVANIA AVE IN OAK CREEK AND SOUTH MILWAUKEE (0.20 MILES)	HI	PE ROW CONST OTHER TOTAL	140.0 0.0 560.0 0.0 700.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	140.0 0.0 560.0 0.0 700.0	LOCAL STATE FED (STP-M)	140.0 0.0 560.0 0.0 700.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	140.0 0.0 560.0 0.0 700.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*														
	157	RECONSTRUCTION WITH ADDITIONAL LANES OF E. LAYTON AVE. (CTH Y) FROM PENNSYLVANIA AVE. TO S. LAKE DR. IN C/ST. FRANCIS & CUDAHY (1.5M)	HI	PE ROW CONST OTHER TOTAL	200.0 50.0 0.0 0.0 250.0	0.0 0.0 2,700.0 0.0 2,700.0	0.0 0.0 0.0 0.0 0.0	200.0 50.0 2,700.0 0.0 2,950.0	LOCAL STATE FED	250.0 0.0 0.0 0.0 250.0	2,700.0 0.0 0.0 0.0 2,700.0	0.0 0.0 0.0 0.0 0.0	2,950.0 0.0 0.0 0.0 2,950.0	1996	NON-EXEMPT
	*														BASELINE
	158	RECONSTRUCTION WITH ADDITIONAL LANES OF W. RAWSON AVE FROM STH 36 TO SOUTH 27TH ST INCLUDING THE BRIDGES AT STH 36 IN FRANKLIN	HI	PE ROW CONST OTHER TOTAL	1,000.0 0.0 0.0 0.0 1,000.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 7,500.0 0.0 7,500.0	1,000.0 100.0 14,535.0 0.0 15,635.0	LOCAL STATE FED (NHS)	200.0 0.0 800.0 0.0 1,000.0	20.0 0.0 80.0 0.0 100.0	1,500.0 0.0 6,000.0 0.0 7,500.0	3,127.0 0.0 12,508.0 0.0 15,635.0	2001	NON-EXEMPT
	*														
	159	RECONSTRUCTION WITH ADDITIONAL LANES OF N. 43RD ST FROM W MILL RD TO W GOOD HOPE RD IN THE CITY OF MILWAUKEE (1.0 MILE)	HI	PE ROW CONST OTHER TOTAL	150.0 650.0 0.0 0.0 800.0	0.0 0.0 3,200.0 0.0 3,200.0	0.0 0.0 0.0 0.0 0.0	150.0 650.0 3,200.0 0.0 4,000.0	LOCAL STATE FED	800.0 0.0 0.0 0.0 800.0	3,200.0 0.0 0.0 0.0 3,200.0	0.0 0.0 0.0 0.0 0.0	4,000.0 0.0 0.0 0.0 4,000.0	1996	NON-EXEMPT
	*														BASELINE
	160	REPLACEMENT WITH ADDITIONAL LANES OF THE W. RAWSON AVE. (CTH BB) BRIDGE OVER THE ROOT RIVER IN THE CITY OF FRANKLIN	HI	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	100.0 0.0 0.0 0.0 100.0	0.0 0.0 2,300.0 0.0 2,300.0	300.0 0.0 2,300.0 0.0 2,600.0	LOCAL STATE FED (BRF)	40.0 0.0 160.0 0.0 200.0	20.0 0.0 80.0 0.0 100.0	460.0 0.0 1,840.0 0.0 2,300.0	520.0 0.0 2,080.0 0.0 2,600.0	2001	NON-EXEMPT
	*														
	161	REPLACEMENT WITH ADDITIONAL LANES OF THE E. COLLEGE AVE (CTH ZZ) BRIDGE OVER OAK CREEK TRIBUTARY IN THE CITIES OF MILW. AND OAK CREEK	HI	PE ROW CONST OTHER TOTAL	100.0 0.0 0.0 0.0 100.0	50.0 0.0 0.0 0.0 50.0	0.0 0.0 600.0 0.0 600.0	150.0 0.0 600.0 0.0 750.0	LOCAL STATE FED (BRF)	20.0 0.0 80.0 0.0 100.0	10.0 0.0 40.0 0.0 50.0	120.0 0.0 480.0 0.0 600.0	150.0 0.0 600.0 0.0 750.0	2010	NON-EXEMPT

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	162	RECONSTRUCTION WITH ADDITIONAL LANES OF S. 76TH ST (CTH U) FROM PARKVIEW DR NORTH TO GRANGE AVE. IN THE V. OF GREENDALE (0.85 MI)	HI	PE 7.0 ROW 200.0 CONST 0.0 OTHER 0.0	0.0 0.0 2,550.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	7.0 200.0 2,550.0 0.0	LOCAL STATE FED (STP-M)	47.0 0.0 160.0	510.0 0.0 2,040.0	0.0 0.0 0.0	557.0 0.0 2,200.0	1996	NON-EXEMPT
	*			TOTAL	207.0	2,550.0	0.0	2,757.0	TOTAL	207.0	2,550.0	0.0	2,757.0		BASELINE
	197	VANPOOL PROGRAM FLEET EXPANSION FOR MILWAUKEE COUNTY TRANSIT SYSTEM (APPROX 20 STANDARD PASSENGER VANS): 1995	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 470.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 470.0	LOCAL STATE FED (CMAQ)	94.0 0.0 376.0	0.0 0.0 0.0	0.0 0.0 0.0	94.0 0.0 376.0	1996	NON-EXEMPT
				TOTAL	470.0	0.0	0.0	470.0	TOTAL	470.0	0.0	0.0	470.0		
	199	EMPLOYER TRIP REDUCTION RESPONSE PROGRAM: 1994	TI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 369.7	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 369.7	LOCAL STATE FED (CMAQ)	44.6 155.3 169.8	0.0 0.0 0.0	0.0 0.0 0.0	44.6 155.3 169.8	1996	NON-EXEMPT
	*			TOTAL	369.7	0.0	0.0	369.7	TOTAL	369.7	0.0	0.0	369.7		
	207	SUSPENDED LIGHT RAIL PROJECT (AEROBUS)	TE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	5,000.0 0.0 0.0 0.0	0.0 0.0 5,500.0 0.0	5,000.0 0.0 37,500.0 0.0	LOCAL STATE FED OTHER FED	0.0 0.0 0.0 0.0	1,000.0 0.0 4,000.0 0.0	1,100.0 0.0 4,400.0 0.0	8,500.0 0.0 34,000.0 0.0	2001	NON-EXEMPT
	*			TOTAL	0.0	5,000.0	5,500.0	42,500.0	TOTAL	0.0	5,000.0	5,500.0	42,500.0		
	209	TRAFFIC SIGNAL IMPROVEMENTS ON CTH SYSTEM	HS	PE 4.1 ROW 0.0 CONST 28.4 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	4.1 0.0 28.4 0.0	LOCAL STATE FED	32.5 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	32.5 0.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
				TOTAL	32.5	0.0	0.0	32.5	TOTAL	32.5	0.0	0.0	32.5		
	210	NEW TRAFFIC SIGNAL INSTALLATION ON CTH SYSTEM	HS	PE 46.5 ROW 0.0 CONST 263.5 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	46.5 0.0 263.5 0.0	LOCAL STATE FED	310.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	310.0 0.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
				TOTAL	310.0	0.0	0.0	310.0	TOTAL	310.0	0.0	0.0	310.0		
	226	TRAFFIC SIGNAL SYSTEM INTERCONNECTION FOR VARIOUS SIGNAL SYSTEMS IN MILWAUKEE COUNTY: 1994	EE	PE 90.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 470.8 0.0 0.0	0.0 0.0 0.0 0.0	90.0 0.0 470.8 0.0	LOCAL STATE FED (CMAQ)	18.0 0.0 72.0	111.1 0.0 359.7	0.0 0.0 0.0	129.1 0.0 431.7	1996	NON-EXEMPT AIR QUALITY NEUTRAL
				TOTAL	90.0	470.8	0.0	560.8	TOTAL	90.0	470.8	0.0	560.8		
	242	HIGH OCCUPANCY VEHICLE INCENTIVE THROUGH SIGNIFICANTLY REDUCED PARKING FEES AT PARKING GARAGES IN THE MILW CBD	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0	0.0 0.0 1,330.0 0.0	0.0 0.0 6,320.0 0.0	LOCAL STATE FED (CMAQ)	0.0 0.0 0.0	200.0 0.0 800.0	266.0 0.0 1,064.0	1,264.0 0.0 5,056.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	0.0	1,000.0	1,330.0	6,320.0	TOTAL	0.0	1,000.0	1,330.0	6,320.0		
	244	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECTIONS (CLOSED LOOPS) AT VARIOUS LOCATIONS ON MILWAUKEE COUNTY TRUNK HIGHWAYS: 1995	EE	PE 47.0 ROW 0.0 CONST 305.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	47.0 0.0 305.0 0.0	LOCAL STATE FED (CMAQ)	70.4 0.0 281.6	0.0 0.0 0.0	0.0 0.0 0.0	70.4 0.0 281.6	1996	NON-EXEMPT AIR QUALITY NEUTRAL
				TOTAL	352.0	0.0	0.0	352.0	TOTAL	352.0	0.0	0.0	352.0		
	246	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS IN SOUTHEAST WISCONSIN: 1995-96	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 1,745.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 3,490.0	LOCAL STATE FED (CMAQ)	337.0 60.0 1,348.0	337.0 60.0 1,348.0	0.0 0.0 0.0	674.0 120.0 2,696.0	1996	NON-EXEMPT
				TOTAL	1,745.0	1,745.0	0.0	3,490.0	TOTAL	1,745.0	1,745.0	0.0	3,490.0		

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				YEAR	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997		TOTAL TIP	OPEN
C/CUDAHY	251	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM LAYTON AVE TO PACKARD IN THE CITY OF CUDAHY (1.40 MILES)	HI	PE ROW CONST OTHER TOTAL	240.0 0.0 0.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 0.0 0.0 60.0	240.0 60.0 1,824.0 0.0 2,124.0	LOCAL STATE FED (STP-M) TOTAL	48.0 0.0 192.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 12.0 48.0 0.0 60.0	412.8 12.0 1,699.2 0.0 2,124.0	2001	NON-EXEMPT
	255	NATURAL GAS FUELING FACILITY SERVING THE CITIES OF CUDAHY & SOUTH MILWAUKEE TO BE LOCATED NEAR THEIR BORDER: 1995	EE	PE ROW CONST OTHER TOTAL	39.0 0.0 351.0 0.0 390.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	39.0 0.0 351.0 0.0 390.0	LOCAL STATE FED (CMAQ) TOTAL	78.0 0.0 312.0 0.0 390.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	78.0 0.0 312.0 0.0 390.0	1996	NON-EXEMPT
	256	ACQUISITION OF ALTERNATIVE-FUEL (CNG) MUNICIPAL VEHICLES FOR THE CITY OF CUDAHY: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 245.0 245.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 245.0 245.0	LOCAL STATE FED (CMAQ) TOTAL	49.0 0.0 196.0 0.0 245.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	49.0 0.0 196.0 0.0 245.0	1996	NON-EXEMPT
	259	NEW CONSTRUCTION OF PUETZ RD FROM HUNTING PARK DR TO S 76TH ST IN THE CITY OF FRANKLIN (1.93 MILES)	HE	PE ROW CONST OTHER TOTAL	220.0 190.0 1,800.0 0.0 2,210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	220.0 190.0 1,800.0 0.0 2,210.0	LOCAL STATE FED (STP-M) TOTAL	442.0 0.0 1,768.0 0.0 2,210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	442.0 0.0 1,768.0 0.0 2,210.0	1996	NON-EXEMPT
	*														BASELINE
	297	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 5.0 0.0 5.0	0.0 0.0 5.0 0.0 5.0	0.0 0.0 5.0 0.0 5.0	0.0 0.0 30.0 0.0 30.0	LOCAL STATE FED (STP-S) TOTAL	5.0 0.0 0.0 0.0 5.0	5.0 0.0 0.0 0.0 5.0	5.0 0.0 0.0 0.0 5.0	30.0 0.0 0.0 0.0 30.0	2001	NON-EXEMPT
	331	SIGNAL SYSTEM IMPROVEMENT AT SEVEN LOCATIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	11.0 0.0 81.0 0.0 92.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.0 0.0 81.0 0.0 92.0	LOCAL STATE FED (STP-S) TOTAL	9.2 0.0 82.8 0.0 92.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.2 0.0 82.8 0.0 92.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	332	SIGNAL SYSTEM IMPROVEMENTS AT FIVE LOCATIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	6.0 0.0 44.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 44.0 0.0 50.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 5.0 45.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 5.0 45.0 0.0 50.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	349	SIGNAL SYSTEM IMPROVEMENT AT SEVEN INTERSECTIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 120.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 120.0 0.0 120.0	LOCAL STATE FED (STP-S) TOTAL	12.0 0.0 108.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	12.0 0.0 108.0 0.0 120.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
350	SIGNAL SYSTEM IMPROVEMENT AT SEVEN LOCATIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	13.0 0.0 62.0 0.0 75.0	0.0 0.0 84.3 0.0 84.3	0.0 0.0 0.0 0.0 0.0	13.0 0.0 146.3 0.0 159.3	LOCAL STATE FED (STP-S) TOTAL	7.5 0.0 67.5 0.0 75.0	8.4 0.0 75.9 0.0 84.3	0.0 0.0 0.0 0.0 0.0	15.9 0.0 143.4 0.0 159.3	1996	NON-EXEMPT AIR QUALITY NEUTRAL	
356	RECONSTRUCTION WITH ADDITIONAL LANES OF OKLAHOMA AVE FROM A PT WEST OF LAKE PKWY TO S. CLEMENT AVE IN THE CITY OF MILWAUKEE(.54M)	HI	PE ROW CONST OTHER TOTAL	61.2 0.0 0.0 0.0 61.2	0.0 0.0 491.0 23.0 514.0	0.0 0.0 0.0 0.0 0.0	61.2 0.0 491.0 23.0 575.2	LOCAL STATE FED (NHS) TOTAL	12.2 0.0 49.0 0.0 61.2	102.8 0.0 411.2 0.0 514.0	0.0 0.0 0.0 0.0 0.0	115.0 0.0 460.2 0.0 575.2	2001	NON-EXEMPT	
*															

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Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	357	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AVE FROM S CLEMENT AVE TO S BRUST AVE IN THE CITY OF MILWAUKEE (0.30 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	59.4 0.0 0.0 0.0 59.4	59.4 0.0 500.0 0.0 559.4	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 59.4 0.0 59.4	100.0 0.0 459.4 0.0 559.4	2007	NON-EXEMPT
	358	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 100.0 0.0 100.0	0.0 0.0 80.0 0.0 80.0	0.0 0.0 80.0 0.0 80.0	0.0 0.0 500.0 0.0 500.0	LOCAL STATE FED (STP-M) TOTAL	100.0 0.0 0.0 0.0 100.0	80.0 0.0 0.0 0.0 80.0	80.0 0.0 0.0 0.0 80.0	500.0 0.0 0.0 0.0 500.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	359	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 50.0 0.0 50.0	0.0 0.0 50.0 0.0 50.0	0.0 0.0 50.0 0.0 50.0	0.0 0.0 200.0 0.0 200.0	LOCAL STATE FED (STP-M) TOTAL	50.0 0.0 0.0 0.0 50.0	50.0 0.0 0.0 0.0 50.0	50.0 0.0 0.0 0.0 50.0	200.0 0.0 0.0 0.0 200.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	360	RECONSTRUCTION WITH ADDITIONAL LANES AT E OKLAHOMA AVE PT EAST OF LAKE PARKWAY TO S. KINNICKINNIC	HI	PE ROW CONST OTHER TOTAL	46.0 0.0 0.0 0.0 46.0	0.0 0.0 370.0 22.0 392.0	0.0 0.0 0.0 0.0 0.0	46.0 0.0 370.0 22.0 438.0	LOCAL STATE FED (STP-M) TOTAL	9.2 0.0 36.8 0.0 46.0	78.4 0.0 313.6 0.0 392.0	0.0 0.0 0.0 0.0 0.0	87.6 0.0 350.4 0.0 438.0	2001	NON-EXEMPT
	361	RECONSTRUCTION WITH ADDITIONAL LANES OF N. TEUTONIA AVE. FROM W. RUBY AVE. TO W. VILLARD AVE. IN THE CITY OF MILWAUKEE (0.94 MILE)	HI	PE ROW CONST OTHER TOTAL	180.0 0.0 0.0 0.0 180.0	0.0 0.0 0.0 0.0 0.0	0.0 85.0 0.0 0.0 85.0	180.0 85.0 1,200.0 0.0 1,465.0	LOCAL STATE FED (STP-M) TOTAL	36.0 0.0 144.0 0.0 180.0	0.0 0.0 0.0 0.0 0.0	17.0 0.0 68.0 0.0 85.0	293.0 0.0 1,172.0 0.0 1,465.0	2001	NON-EXEMPT
	363	RECONSTRUCTION WITH ADDITIONAL LANES OF W. GOOD HOPE RD (INCLUDING STRUCTURE) FROM USH 45 TO N 124TH ST IN THE CITY OF MILWAUKEE	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	230.0 0.0 0.0 0.0 230.0	0.0 0.0 0.0 0.0 0.0	230.0 0.0 0.0 0.0 230.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	46.0 0.0 184.0 0.0 230.0	0.0 0.0 0.0 0.0 0.0	46.0 0.0 184.0 0.0 230.0	2001	NON-EXEMPT
	364	RECONSTRUCTION WITH ADDITIONAL LANES OF E. HOWARD AVE FROM E. CITY LIMITS TO S CLEMENT AVE IN THE CITY OF MILWAUKEE (0.40 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	0.0 0.0 814.0 0.0 814.0	100.0 0.0 814.0 0.0 914.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	20.0 0.0 80.0 0.0 100.0	651.2 0.0 162.8 0.0 814.0	671.2 0.0 242.8 0.0 914.0	2001	NON-EXEMPT
	365	RECONSTRUCTION WITH ADDITIONAL LANES OF N. 107TH ST FROM W FOND DU LAC AVE TO W GOOD HOPE RD IN THE CITY OF MILWAUKEE (0.38 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	215.0 400.0 0.0 0.0 615.0	0.0 0.0 0.0 0.0 0.0	215.0 400.0 1,650.0 150.0 2,415.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	123.0 0.0 492.0 0.0 615.0	0.0 0.0 0.0 0.0 0.0	483.0 0.0 1,932.0 0.0 2,415.0	2001	NON-EXEMPT
	366	RECONSTRUCTION WITH ADDITIONAL LANES OF N 124TH ST FROM W HAMPTON AVE TO W SILVER SPRING DR IN MILWAUKEE AND BUTLER (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	145.0 20.0 0.0 0.0 165.0	0.0 1,420.0 2.0 0.0 1,422.0	0.0 0.0 0.0 0.0 0.0	145.0 20.0 1,420.0 2.0 1,587.0	LOCAL STATE FED (STP-M) TOTAL	33.0 0.0 132.0 0.0 165.0	284.4 0.0 1,137.6 0.0 1,422.0	0.0 0.0 0.0 0.0 0.0	317.4 0.0 1,269.6 0.0 1,587.0	1996	NON-EXEMPT  BASELINE
	367	RECONSTRUCTION WITH ADDITIONAL LANES OF N 91ST ST FROM W BROWN DEER RD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE (1.00)	HI	PE ROW CONST OTHER TOTAL	170.0 153.0 0.0 0.0 323.0	0.0 1,121.0 6.0 0.0 1,127.0	0.0 0.0 0.0 0.0 0.0	170.0 153.0 1,121.0 6.0 1,450.0	LOCAL STATE FED (STP-M) TOTAL	64.6 0.0 258.4 0.0 323.0	225.4 0.0 901.6 0.0 1,127.0	0.0 0.0 0.0 0.0 0.0	290.0 0.0 1,160.0 0.0 1,450.0	2001	NON-EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				YEAR	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997		TOTAL TIP	OPEN
C/MILWAUKEE	368	METRO BLVD EXTENSION USH 45 TO N 114TH ST IN THE CITY OF MILWAUKEE (0.50 MILES)	HE	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	800.0	0.0	810.0	1996	NON-EXEMPT
	*			ROW	0.0	100.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,100.0	0.0	1,100.0	FED	40.0	400.0	0.0	440.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)						
			TOTAL		50.0	1,200.0	0.0	1,250.0	TOTAL	50.0	1,200.0	0.0	1,250.0		
	369	CONSTRUCTION OF 124TH ST. FROM STH 145 TO STH 100 IN THE CITY OF MILWAUKEE (0.7 MILES)	HE	PE	0.0	185.0	0.0	185.0	LOCAL	0.0	23.1	81.2	258.1	2001	NON-EXEMPT
			ROW	0.0	0.0	650.0	650.0	STATE	0.0	23.1	81.2	258.1			
			CONST	0.0	0.0	0.0	1,230.0	FED	0.0	138.8	487.5	1,548.8			
			OTHER	0.0	0.0	0.0	0.0	(STP-M)							
			TOTAL		0.0	185.0	650.0	2,065.0	TOTAL	0.0	185.0	650.0	2,065.0		
	381	INSTALLATION OF TRAFFIC SIGNALS AT TWO ALL-WAY STOP LOCATIONS ON ARTERIAL ROADWAYS: 1994	EE	PE	8.0	0.0	0.0	8.0	LOCAL	17.6	0.0	0.0	17.6	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
CONST			80.0	0.0	0.0	80.0	FED	70.4	0.0	0.0	0.0				
OTHER			0.0	0.0	0.0	0.0	(CMAQ)								
		TOTAL		88.0	0.0	0.0	88.0	TOTAL	88.0	0.0	0.0	88.0			
383	RIGHT-OF-WAY ACQUISITION FOR DEVELOPMENT OF AN EXCLUSIVE TRANSIT LANE FOR SPECIAL EVENTS AT FESTIVAL GROUNDS: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	1996	NON-EXEMPT	
*		ROW	100.0	0.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0			
		CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	0.0				
		OTHER	0.0	0.0	0.0	0.0	(CMAQ)								
		TOTAL		100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0			
384	WALK TO WORK PROGRAM: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	24.0	0.0	0.0	24.0	1996	NON-EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	0.0	0.0	0.0	0.0	FED	96.0	0.0	0.0	0.0				
		OTHER	120.0	0.0	0.0	120.0	(CMAQ)								
		TOTAL		120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0			
385	INSTALL EXCLUSIVE TRANSIT LANES ON EAST/WEST WISCONSIN AVE FROM N PROSPECT AVE TO NORTH 27TH STREET: 1993	EE	PE	7.0	0.0	0.0	7.0	LOCAL	14.4	0.0	0.0	14.4	1996	NON-EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	65.0	0.0	0.0	65.0	FED	57.6	0.0	0.0	0.0				
		OTHER	0.0	0.0	0.0	0.0	(CMAQ)								
		TOTAL		72.0	0.0	0.0	72.0	TOTAL	72.0	0.0	0.0	72.0			
386	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS: 1994	EE	PE	150.0	0.0	0.0	150.0	LOCAL	100.0	0.0	0.0	100.0	1996	NON-EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	350.0	0.0	0.0	350.0	FED	400.0	0.0	0.0	0.0				
		OTHER	0.0	0.0	0.0	0.0	(CMAQ)								
		TOTAL		500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0			
389	CONSTRUCTION OF N VAN BUREN ST BETWEEN E BUFFALO ST AND E CHICAGO ST FOR DEVELOPMENT OF AN EXCLUSIVE TRANSIT LANE: 1993	EE	PE	18.0	0.0	0.0	18.0	LOCAL	27.6	0.0	0.0	27.6	1996	NON-EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	120.0	0.0	0.0	120.0	FED	110.4	0.0	0.0	0.0				
		OTHER	0.0	0.0	0.0	0.0	(CMAQ)								
		TOTAL		138.0	0.0	0.0	138.0	TOTAL	138.0	0.0	0.0	138.0			
390	INSTALLATION OF TRAFFIC SIGNALS AT TWO ALL-WAY STOP LOCATIONS ON ARTERIAL ROADWAYS	EE	PE	0.0	8.0	0.0	8.0	LOCAL	0.0	17.6	0.0	17.6	1996	NON-EXEMPT AIR QUALITY NEUTRAL	
*		ROW	0.0	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	0.0	0.0	0.0	0.0	FED	0.0	70.4	0.0	0.0				
		OTHER	0.0	80.0	0.0	80.0	(CMAQ)								
		TOTAL		0.0	88.0	0.0	88.0	TOTAL	0.0	88.0	0.0	88.0			
391	INSTALLATION OF SEMI-ACTUATED TRAFFIC SIGNAL OPERATION AT 20 SIGNAL LOCATIONS TO IMPROVE PROGRESSION AND MINIMIZE DELAY: 1994	EE	PE	25.5	0.0	0.0	25.5	LOCAL	45.2	0.0	0.0	45.2	1996	NON-EXEMPT AIR QUALITY NEUTRAL	
*		ROW	0.0	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
		CONST	200.5	0.0	0.0	200.5	FED	180.8	0.0	0.0	0.0				
		OTHER	0.0	0.0	0.0	0.0	(CMAQ)								
		TOTAL		226.0	0.0	0.0	226.0	TOTAL	226.0	0.0	0.0	226.0			

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	392	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL OPERATION IN THE MILWAUKEE CENTRAL BUSINESS DISTRICT: 1993	EE	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	LOCAL STATE FED (CMAQ) TOTAL	40.0 0.0 160.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0 200.0	1996	NON-EXEMPT
	395	INSTALLATION OF HARD WIRE INTERCONNECT CABLE TO PROVIDE SIGNAL COORDINATION: 1993	EE	PE ROW CONST OTHER TOTAL	24.0 0.0 236.0 0.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	24.0 0.0 236.0 0.0 260.0	LOCAL STATE FED (CMAQ) TOTAL	52.0 0.0 208.0 0.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	52.0 0.0 208.0 0.0 260.0	1996	NON-EXEMPT
	402	COMPUTERIZED MONITORED PROPANE FUELING STATION FOR THE CITY OF MILWAUKEE MUNICIPAL FLEET: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 91.7 91.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 91.7 91.7	LOCAL STATE FED (CMAQ) TOTAL	18.4 0.0 73.3 0.0 91.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.4 0.0 73.3 0.0 91.7	1996	NON-EXEMPT
	404	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT UPGRADE OF 25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN CITY OF MILWAUKEE: 1996-97	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	15.0 0.0 0.0 0.0 15.0	45.0 0.0 65.0 0.0 110.0	60.0 0.0 65.0 0.0 125.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	3.0 0.0 12.0 0.0 15.0	22.0 0.0 88.0 0.0 110.0	25.0 0.0 100.0 0.0 125.0	2001	NON-EXEMPT
	405	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEM ON SOUTH SIDE OF CITY OF MILWAUKEE: 1995 (1996 FUNDS)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0 160.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	32.0 0.0 128.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	32.0 0.0 128.0 0.0 160.0	1996	NON-EXEMPT
	406	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE: 1995-96	EE	PE ROW CONST OTHER TOTAL	22.5 0.0 225.0 0.0 247.5	20.3 0.0 203.0 0.0 223.3	0.0 0.0 0.0 0.0 0.0	42.8 0.0 428.0 0.0 470.8	LOCAL STATE FED (CMAQ) TOTAL	49.5 0.0 198.0 0.0 247.5	44.7 0.0 178.6 0.0 223.3	0.0 0.0 0.0 0.0 0.0	94.2 0.0 376.6 0.0 470.8	1996	NON-EXEMPT
	410	VARIOUS CONGESTION MITIGATION/ AIR QUALITY PROJECTS VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,000.0 1,000.0	0.0 0.0 0.0 1,000.0 1,000.0	0.0 0.0 0.0 5,000.0 5,000.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	200.0 0.0 800.0 0.0 1,000.0	200.0 0.0 800.0 0.0 1,000.0	1,000.0 0.0 4,000.0 0.0 5,000.0	1996	NON-EXEMPT
	415	RECONSTRUCTION WITH ADDITIONAL LANES OF DREXEL AVE FROM HOWELL AVE TO PENNSYLVANIA AVE IN THE CITY OF OAK CREEK (1.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,000.0 0.0 2,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,000.0 0.0 2,000.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	400.0 0.0 1,600.0 0.0 2,000.0	0.0 0.0 0.0 0.0 0.0	400.0 0.0 1,600.0 0.0 2,000.0	1996	NON-EXEMPT
	419	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AVE. FROM LAKE PARKWAY TO OLD BRUST AVE. IN THE CITY OF ST. FRANCIS (0.50 M)	HI	PE ROW CONST OTHER TOTAL	150.0 150.0 0.0 0.0 300.0	0.0 0.0 1,122.0 0.0 1,122.0	0.0 0.0 0.0 0.0 0.0	150.0 150.0 1,122.0 0.0 1,422.0	LOCAL STATE FED (STP-M) TOTAL	150.0 0.0 150.0 0.0 300.0	561.0 0.0 561.0 0.0 1,122.0	0.0 0.0 0.0 0.0 0.0	711.0 0.0 711.0 0.0 1,422.0	2007	NON-EXEMPT
	420	NEW TRAFFIC SIGNALS AT S. KINNICKINNIC AVE (STH 62) AND E CRAWFORD AVE IN THE CITY OF ST FRANCIS: 1994	EE	PE ROW CONST OTHER TOTAL	15.0 0.0 55.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.0 0.0 55.0 0.0 70.0	LOCAL STATE FED (CMAQ) TOTAL	14.0 0.0 56.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	14.0 0.0 56.0 0.0 70.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
 BY IMPLEMENTING AGENCY 1995-1997  
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/WAUWATOSA	433	RECONSTRUCTION WITH ADDITIONAL LANES OF SWAN BLVD FROM NORTH AVE TO MENOMONEE RIVER PKWY IN THE CITY OF WAUWATOSA (0.24 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	205.4	0.0	205.4	1996	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	205.4	0.0	205.4	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	205.4	0.0	205.4	TOTAL	0.0	205.4	0.0	205.4		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
 TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	469	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM IH 43 TO THE VILLAGE OF GRAFTON (0.94 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 400.0 1,000.0 0.0 1,400.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 280.0 1,120.0 0.0 1,400.0	2001	NON-EXEMPT
	470	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 FROM MEQUON RD (STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,100.0 0.0 0.0 1,100.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 1,100.0 0.0 1,100.0	2007	NON-EXEMPT
	471	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO RANDOM LAKE (IN SHEBOYGAN COUNTY) (10.5 MILES)	HI	PE ROW CONST OTHER TOTAL	300.0 0.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 6,308.0 0.0 6,608.0	LOCAL STATE FED TOTAL	0.0 300.0 0.0 300.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 6,608.0 0.0 6,608.0	2001	NON-EXEMPT
OZAUKEE COUNTY	482	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM SUNNY DALE LN. TO ZEDLER LN. (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,500.0 0.0 2,500.0	200.0 0.0 2,500.0 0.0 2,700.0	LOCAL STATE FED (STP-M) TOTAL	40.0 0.0 160.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	500.0 0.0 2,000.0 0.0 2,500.0	540.0 0.0 2,160.0 0.0 2,700.0	2001	NON-EXEMPT
	483	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM CTH C TO STH 143 IN OZAUKEE COUNTY (2.90 MILES)	HI	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 50.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	50.0 50.0 2,000.0 0.0 2,100.0	LOCAL STATE FED TOTAL	0.0 50.0 0.0 50.0	0.0 50.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 2,100.0 0.0 2,100.0	2007	NON-EXEMPT
	486	INSTALLATION OF TRAFFIC SIGNAL SYSTEM AND WIDENING AT THE INT. OF PORT WASHINGTON RD AND DONGES BAY BD IN THE CITY OF MEQUON	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 181.0 181.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 181.0 181.0	LOCAL STATE FED (STP-S) TOTAL	18.1 0.0 162.9 0.0 181.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.1 0.0 162.9 0.0 181.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
C/MEQUON	500	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM MEQUON RD. TO GLEN OAKS LN. IN THE CITY OF MEQUON (1.0 MILE)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,600.0 0.0 2,600.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	520.0 0.0 2,080.0 0.0 2,600.0	2007	NON-EXEMPT

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	529	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM STH 83 TO SELL DR IN THE CITY OF HARTFORD (1.04 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (STP-O)	0.0 200.0 800.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 800.0 0.0 1,000.0	1996	NON-EXEMPT  BASELINE
	530	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	PE ROW CONST OTHER TOTAL	150.0 0.0 0.0 0.0 150.0	0.0 700.0 0.0 0.0 700.0	0.0 400.0 0.0 0.0 400.0	150.0 1,100.0 1,300.0 0.0 2,550.0	LOCAL STATE FED	0.0 150.0 0.0 0.0 150.0	0.0 700.0 0.0 0.0 700.0	0.0 400.0 0.0 0.0 400.0	0.0 2,550.0 0.0 0.0 2,550.0	2001	NON-EXEMPT
	531	RECONSTRUCTION OF USH 41 FROM RICHFIELD INTERCHANGE TO DODGE COUNTY TO FREEWAY TYPE ROADWAY (49.30 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 8,000.0 15,000.0 0.0 23,000.0	0.0 300.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 8,300.0 23,000.0 0.0 31,300.0	LOCAL STATE FED	0.0 23,000.0 0.0 0.0 23,000.0	0.0 300.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 31,300.0 0.0 0.0 31,300.0	2001	NON-EXEMPT  BASELINE
	532	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 600.0 4,000.0 0.0 4,600.0	LOCAL STATE FED (NHS)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,150.0 3,450.0 0.0 4,600.0	2001	NON-EXEMPT
	533	RECONSTRUCTION WITH ADDITIONAL LANES OF MEQUON RD. (STH 167) FROM LANNON RD. TO PILGRIM RD. IN THE V. OF GERMANTOWN (1.8 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 450.0 0.0 0.0 450.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 450.0 2,600.0 0.0 3,050.0	LOCAL STATE FED (STP-M)	112.5 337.5 0.0 0.0 450.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	112.5 987.5 1,950.0 0.0 3,050.0	2001	NON-EXEMPT  BASELINE
	534	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM 18TH AVE. TO 7TH AVE. IN THE CITY OF WEST BEND (0.8 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 3,800.0 0.0 0.0 3,800.0	0.0 0.0 0.0 0.0 0.0	0.0 3,800.0 3,800.0 0.0 3,800.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0 0.0	0.0 760.0 3,040.0 0.0 3,800.0	0.0 0.0 0.0 0.0 0.0	0.0 760.0 3,040.0 0.0 3,800.0	2001	NON-EXEMPT  BASELINE
	535	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM SCHMIDT RD TO TRENTON RD. IN THE TOWN OF TRENTON (1.39 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 132.0 0.0 0.0 132.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 532.0 2,600.0 0.0 3,132.0	LOCAL STATE FED (FAP)	0.0 132.0 0.0 0.0 132.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 882.0 2,250.0 0.0 3,132.0	2007	NON-EXEMPT
	536	CONSTRUCTION OF STH 33 INTERCHANGE FOR FREEWAY CONVERSION OF USH 41	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 2,700.0 0.0 0.0 2,700.0	0.0 0.0 0.0 0.0 0.0	0.0 6,925.0 0.0 0.0 6,925.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 2,700.0 0.0 0.0 2,700.0	0.0 0.0 0.0 0.0 0.0	0.0 6,925.0 0.0 0.0 6,925.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL BASELINE
	537	RECONSTRUCTION WITH ADDITIONAL LANES OF NCTH 14 FROM CTH Q TO STH 175 IN WASHINGTON COUNTY (9.0 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0 0.0	0.0 60.0 240.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 60.0 240.0 0.0 300.0	2007	NON-EXEMPT
	538	RECONSTRUCTION ON NEW LOCATION OF STH 33 FROM TRENTON RD. TO OAK RD. AROUND PROPOSED NEW WEST BEND AIRPORT RUNWAY EXTENSION (2 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 2,900.0 0.0 3,000.0	LOCAL STATE FED (NHS)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 750.0 2,250.0 0.0 3,000.0	2010	NON-EXEMPT

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Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	543	RECONFIGURE AND SIGNALIZE INTERSECTION OF FOND DU LAC AVENUE (STH 145) AND COUNTY LINE ROAD IN GERMANTOWN & MENO FALLS	HS	PE	40.0	0.0	0.0	40.0	LOCAL	0.0	0.0	0.0	0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	60.0	0.0	60.0	STATE	4.0	32.5	0.0	36.5		
V/GERMANTOWN	552	RECONSTRUCTION WITH ADDITIONAL LANES OF MAPLE RD FROM MEQUON RD TO FREISTADT RD IN THE VILLAGE OF GERMANTOWN (1.0 MILE)	HI	CONST	0.0	265.0	0.0	265.0	FED	36.0	292.5	0.0	328.5	2001	NON-EXEMPT  BASELINE
				OTHER	0.0	0.0	0.0	0.0	(STP-S)						
	*			TOTAL	40.0	325.0	0.0	365.0	TOTAL	40.0	325.0	0.0	365.0		
				PE	0.0	0.0	0.0	0.0	LOCAL	700.0	0.0	0.0	700.0		
	553	EXTENSION OF DIVISION RD FROM CURRENT TERMINUS AT MEQUON RD TO MAIN ST IN THE VILLAGE OF GERMANTOWN (0.50 MILES)	HE	ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0	2010	NON-EXEMPT
				CONST	150.0	0.0	0.0	150.0	FED	0.0	0.0	0.0	0.0		
C/HARTFORD	556	CONSTRUCTION OF S. WILSON AVE. FROM E. SUMNER ST. (STH 60) TO E. MONROE AVE. IN THE CITY OF HARTFORD (0.63 MILES)	HE	OTHER	0.0	0.0	0.0	0.0						1996	NON-EXEMPT  BASELINE
				TOTAL	0.0	0.0	0.0	0.0	LOCAL	300.0	0.0	0.0	300.0		
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	300.0	0.0	0.0	300.0	FED	0.0	0.0	0.0	0.0		
C/WEST BEND	560	CONSTRUCTION OF N. 18TH AVE. FROM PARK AVE. TO JEFFERSON ST. IN THE CITY OF WEST BEND (0.50 MILES)	HE	OTHER	0.0	0.0	0.0	0.0						1996	NON-EXEMPT  BASELINE
				TOTAL	0.0	0.0	0.0	0.0	LOCAL	192.0	0.0	0.0	192.0		
	*			ROW	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	860.0	0.0	0.0	860.0	FED	768.0	0.0	0.0	768.0		
	566	TRAFFIC SIGNAL COORDINATION IN THE CITY OF WEST BEND: 1993	EE	OTHER	0.0	0.0	0.0	0.0	(STP-O)					1996	NON-EXEMPT
				TOTAL	6.3	0.0	0.0	6.3	LOCAL	37.5	0.0	0.0	37.5		
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	181.2	0.0	0.0	181.2	FED	150.0	0.0	0.0	150.0		
	567	PARADISE DR. PARK/RIDE LOT PROJECT AND RIDE-SHARE PROMOTION PROGRAM IN THE CITY OF WEST BEND: 1993	EE	OTHER	0.0	0.0	0.0	0.0	(CMAQ)					1996	NON-EXEMPT
				TOTAL	187.5	0.0	0.0	187.5	TOTAL	187.5	0.0	0.0	187.5		
	*			PE	5.0	0.0	0.0	5.0	LOCAL	27.5	0.0	0.0	27.5		
				ROW	72.0	0.0	0.0	72.0	STATE	0.0	0.0	0.0	0.0		
				CONST	22.5	0.0	0.0	22.5	FED	110.0	0.0	0.0	110.0		
				OTHER	35.0	0.0	0.0	35.0	(CMAQ)						
				TOTAL	137.5	0.0	0.0	137.5	TOTAL	137.5	0.0	0.0	137.5		

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP	OPEN	
STATE OF WISCONSIN	585	RECONSTRUCTION TO PROVIDE TURNING LANES OF STH 164 FROM THE NORTH CITY LIMITS TO THE INT. OF MORELAND AND ST PAUL ST IN C/WAUKESHA (.33M)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 1,300.0 0.0 1,300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,300.0 0.0 1,300.0	LOCAL STATE FED (STP-M)	0.0 260.0 1,040.0 0.0 1,300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 260.0 1,040.0 0.0 1,300.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	591	WIDEN BARKER ROAD STRUCTURE OVER I-94 TO FOUR LANES IN WAUKESHA COUNTY	HI	PE ROW CONST OTHER TOTAL	675.0 0.0 0.0 0.0 675.0	0.0 500.0 0.0 0.0 500.0	0.0 0.0 5,800.0 0.0 5,800.0	675.0 500.0 5,800.0 0.0 6,975.0	LOCAL STATE FED (NHS)	0.0 67.5 607.5 0.0 675.0	0.0 50.0 450.0 0.0 500.0	0.0 580.0 5,220.0 0.0 5,800.0	0.0 67.5 6,277.5 0.0 6,975.0	2001	NON-EXEMPT
	592	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.30 MILES)	HI	PE ROW CONST OTHER TOTAL	500.0 0.0 0.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	500.0 100.0 5,000.0 0.0 5,600.0	LOCAL STATE FED (IH-M)	0.0 50.0 450.0 0.0 500.0	0.0 0.0 0.0 10.0 10.0	0.0 0.0 90.0 0.0 90.0	0.0 560.0 5,040.0 0.0 5,600.0	2001	NON-EXEMPT
	593	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM CALHOUN RD. TO THE MILWAUKEE COUNTY LINE IN THE CITY OF NEW BERLIN (2.97 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 150.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 536.0 8,150.0 0.0 8,686.0	LOCAL STATE FED (STP-M)	37.5 0.0 112.5 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2,037.5 107.2 6,541.3 0.0 8,686.0	2001	NON-EXEMPT  BASELINE
	594	RECONSTRUCTION WITH ADDITIONAL LANES OF APPLETON AVE. (STH 175) FROM CLEVELAND AVE. TO ST. FRANCIS DR. IN V/MENOMONEE FALLS (.39 M)	HI	PE ROW CONST OTHER TOTAL	0.0 235.0 0.0 0.0 235.0	0.0 0.0 1,400.0 0.0 1,400.0	0.0 0.0 0.0 0.0 0.0	0.0 235.0 2,800.0 0.0 3,035.0	LOCAL STATE FED	0.0 235.0 0.0 0.0 235.0	0.0 1,400.0 0.0 0.0 1,400.0	0.0 0.0 0.0 0.0 0.0	0.0 3,035.0 0.0 0.0 3,035.0	2001	NON-EXEMPT  BASELINE
	595	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 43 TO STH 59 (4.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,000.0 0.0 0.0 1,000.0	0.0 1,000.0 7,000.0 0.0 8,000.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 200.0 200.0	0.0 0.0 800.0 0.0 800.0	0.0 1,600.0 6,400.0 0.0 8,000.0	2001	NON-EXEMPT
	596	RECONSTRUCTION WITH ADDITIONAL LANES OF THE WAUKESHA CO. BYPASS (STH 59) FROM CTH X TO SUNSET DR. IN THE CITY OF WAUKESHA (3.69 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 250.0 8,600.0 0.0 8,850.0	0.0 0.0 110.0 0.0 110.0	0.0 0.0 3,249.0 0.0 3,249.0	0.0 250.0 11,959.0 0.0 12,209.0	LOCAL STATE FED (STP-M)	0.0 1,970.0 6,880.0 0.0 8,850.0	0.0 22.0 88.0 0.0 110.0	0.0 649.8 2,599.2 0.0 3,249.0	0.0 2,641.8 9,567.2 0.0 12,209.0	2001	NON-EXEMPT  BASELINE
	597	RECONSTRUCTION WITH ADDITIONAL LANES OF "CTH J" FROM CTH Q TO IH 94 IN WAUKESHA CO. (11.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	0.0 60.0 240.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 60.0 240.0 0.0 300.0	2007	NON-EXEMPT
	598	RECONSTRUCTION OF I-94 WITH ADDITIONAL LANES FROM CTH G TO STH 16 IN WAUKESHA COUNTY (2.00 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 5,400.0 0.0 5,400.0	LOCAL STATE FED (FAI)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 540.0 4,860.0 0.0 5,400.0	2010	NON-EXEMPT
	599	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM MORELAND RD TO I-94 IN THE CITY OF WAUKESHA (2.00 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 430.0 0.0 430.0	LOCAL STATE FED (FAP)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	86.0 0.0 344.0 0.0 430.0	2001	NON-EXEMPT

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	600	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM THE POPLAR CREEK BRIDGE TO JOHNSON RD. IN THE CITY OF NEW BERLIN (0.56 MILES)	HI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0 713.0	0.0	0.0 713.0 764.0 0.0 (STP-M)	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 713.0 0.0	0.0 0.0 0.0	0.0 865.8 611.2	2007	NON-EXEMPT
	*		TOTAL		0.0	713.0	0.0	1,477.0	TOTAL	0.0	713.0	0.0	1,477.0		
	601	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH T OVER I 94 IN THE CITY OF WAUKESHA	HI	PE 0.0 ROW 0.0 CONST 3,818.0 OTHER 0.0	0.0	0.0 0.0	0.0	0.0 0.0 3,818.0 0.0 (FAI)	LOCAL 763.6 STATE 0.0 FED 3,054.4	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	763.6 0.0 3,054.4	1996	NON-EXEMPT
	*		TOTAL		3,818.0	0.0	0.0	3,818.0	TOTAL	3,818.0	0.0	0.0	3,818.0		BASELINE
	602	CONSTRUCTION OF STH 83 ON NEW LOCATION EAST OF THE CITY OF MUKWONAGO (1.55 MILES)	HE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	0.0 0.0	0.0	0.0 300.0 0.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	75.0 225.0 0.0	2007	NON-EXEMPT
			TOTAL		0.0	0.0	0.0	300.0	TOTAL	0.0	0.0	0.0	300.0		
	603	CITY OF OCONOMOWOC NORTH BYPASS CONSISTING OF THE COMPLETION OF THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (6.5 MI)	HE	PE 200.0 ROW 0.0 CONST 0.0 OTHER 0.0	200.0	0.0 0.0	0.0	200.0 200.0 0.0 0.0	LOCAL 0.0 STATE 200.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 400.0 0.0	2007	NON-EXEMPT
	*		TOTAL		200.0	0.0	0.0	400.0	TOTAL	200.0	0.0	0.0	400.0		
	610	RECONSTRUCTION OF THE INTERSECTION OF STH 59 AND BARKER RD.	HS	PE 0.0 ROW 700.0 CONST 0.0 OTHER 0.0	0.0	0.0 0.0	0.0	0.0 700.0 1,000.0 0.0	LOCAL 0.0 STATE 700.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 1,700.0 0.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
			TOTAL		700.0	0.0	0.0	1,700.0	TOTAL	700.0	0.0	0.0	1,700.0		
WAUKESHA COUNTY	616	EXPANSION OF THE GOERKE'S CORNERS PARK & RIDE LOT IN THE TOWN OF BROOKFIELD: 1995	EE	PE 60.0 ROW 0.0 CONST 400.0 OTHER 0.0	60.0	0.0 0.0	0.0	60.0 0.0 400.0 0.0 (CMAQ)	LOCAL 0.0 STATE 92.0 FED 368.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 92.0 368.0	1996	NON-EXEMPT
			TOTAL		460.0	0.0	0.0	460.0	TOTAL	460.0	0.0	0.0	460.0		
	624	IMPROVE INTERSECTION OF CTH K & CTH KF & CTH MD IN WAUKESHA COUNTY (1.0 MILE)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0	10.0 0.0	0.0	10.0 26.0 73.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	10.0 0.0 0.0	26.0 0.0 0.0	773.0 0.0 0.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL		0.0	10.0	26.0	773.0	TOTAL	0.0	10.0	26.0	773.0		
	627	IMPROVE INTERSECTION OF CTH SS & OAKTON WITH NO ADDITIONAL LANES IN WAUKESHA COUNTY (0.25 MILES)	HP	PE 0.0 ROW 0.0 CONST 255.0 OTHER 0.0	0.0	0.0 0.0	0.0	0.0 0.0 255.0 0.0	LOCAL 255.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	255.0 0.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
			TOTAL		255.0	0.0	0.0	255.0	TOTAL	255.0	0.0	0.0	255.0		
	640	RECONSTRUCTION WITH ADDITIONAL CAPACITY OF THE INTERSECTION OF CTH L AND CTH Y IN WAUKESHA COUNTY	HI	PE 0.0 ROW 0.0 CONST 1,030.0 OTHER 0.0	0.0	0.0 0.0	0.0	0.0 0.0 1,030.0 0.0	LOCAL 1,030.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	1,030.0 0.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL		1,030.0	0.0	0.0	1,030.0	TOTAL	1,030.0	0.0	0.0	1,030.0		
	641	RECONSTRUCTION WITH ADDITIONAL TURNING LANES OF THE INTERSECTION OF CTH D AND SUNNY SLOPE RD IN WAUKESHA COUNTY	HI	PE 0.0 ROW 37.0 CONST 0.0 OTHER 0.0	0.0	0.0 0.0	0.0	0.0 37.0 198.0 0.0	LOCAL 37.0 STATE 0.0 FED 0.0	37.0 0.0 0.0	198.0 0.0 0.0	0.0 0.0 0.0	235.0 0.0 0.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL		37.0	198.0	0.0	235.0	TOTAL	37.0	198.0	0.0	235.0		

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				YEAR OPEN	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
WAUKESHA COUNTY	642	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM CTH YY TO EAST COUNTY LINE IN THE VILLAGE OF MENOMONEE FALLS (2.00 MILES)	HI	PE ROW CONST OTHER TOTAL	383.0 1,201.0 0.0 0.0 1,584.0	0.0 0.0 4,757.0 0.0 4,757.0	0.0 0.0 0.0 0.0 0.0	383.0 1,201.0 4,757.0 0.0 6,341.0	LOCAL STATE FED (STP-M) TOTAL	316.8 0.0 1,267.2 3,806.0 1,584.0	951.0 0.0 0.0 0.0 4,757.0	0.0 0.0 0.0 0.0 0.0	1,267.8 0.0 5,073.2 0.0 6,341.0	1996	NON-EXEMPT  BASELINE
	643	RECONSTRUCTION WITH ADDITIONAL LANES OF BARKER RD FROM STH 59 TO IH 94 (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	20.0 410.0 0.0 0.0 430.0	0.0 0.0 300.0 0.0 300.0	0.0 0.0 4,172.0 0.0 4,172.0	20.0 410.0 4,472.0 0.0 4,902.0	LOCAL STATE FED (STP-M) TOTAL	430.0 0.0 0.0 0.0 430.0	300.0 0.0 0.0 0.0 300.0	600.0 0.0 3,572.0 0.0 4,172.0	1,330.0 0.0 3,572.0 0.0 4,902.0	2001	NON-EXEMPT
	644	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH VV TO CTH W (2.0 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	253.0 0.0 0.0 0.0 253.0	519.0 929.0 6,463.0 0.0 7,911.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	253.0 0.0 0.0 0.0 253.0	7,183.0 0.0 728.0 0.0 7,911.0	2001	NON-EXEMPT
	645	CONSTRUCTION OF (CTH O) MOORLAND RD FROM GRANGE AVE TO COLLEGE AVE IN THE CITY OF NEW BERLIN (1.00 MILE)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,000.0 0.0 0.0 0.0 1,000.0	1996	NON-EXEMPT  BASELINE
	646	EXTENSION OF MOORLAND RD (CTH O) FROM JAMESVILLE RD (CTH L) TO COLLEGE AVE IN THE CITY OF MUSKEGO (0.7 MILE)	HE	PE ROW CONST OTHER TOTAL	20.0 0.0 0.0 0.0 20.0	0.0 0.0 900.0 0.0 900.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 900.0 0.0 920.0	LOCAL STATE FED (STP-M) TOTAL	4.0 0.0 16.0 0.0 20.0	180.0 0.0 720.0 0.0 900.0	0.0 0.0 0.0 0.0 0.0	184.0 0.0 736.0 0.0 920.0	1996	NON-EXEMPT  BASELINE
	652	INSTALL TRAFFIC SIGNALS AT THE INTERSECTION OF CTH VV AND CTH Y IN WAUKESHA COUNTY	HS	PE ROW CONST OTHER TOTAL	5.0 94.0 0.0 0.0 99.0	0.0 0.0 352.0 0.0 352.0	0.0 0.0 0.0 0.0 0.0	5.0 94.0 352.0 0.0 451.0	LOCAL STATE FED (STP-M) TOTAL	99.0 0.0 0.0 0.0 99.0	352.0 0.0 0.0 0.0 352.0	0.0 0.0 0.0 0.0 0.0	451.0 0.0 0.0 0.0 451.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	656	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE PILGRIM RD/PILGRIM PKWY INTERSECTION WITH NORTH AVE. IN THE CITY OF BROOKFIELD (0.32 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 600.0 0.0 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 600.0 0.0 600.0	LOCAL STATE FED (STP-M) TOTAL	120.0 0.0 480.0 0.0 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.0 0.0 480.0 0.0 600.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	658	RECONSTRUCTION OF THE INTERSECTION OF NORTH AVENUE AND HIGHLAND DRIVE IN THE CITY OF BROOKFIELD (0.15 MILES)	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 20.0 0.0 0.0 20.0	0.0 0.0 270.0 0.0 270.0	50.0 20.0 270.0 0.0 340.0	LOCAL STATE FED (STP-M) TOTAL	10.0 0.0 40.0 0.0 50.0	4.0 0.0 16.0 0.0 20.0	54.0 0.0 216.0 0.0 270.0	68.0 0.0 272.0 0.0 340.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	661	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD. FROM GEBHARDT RD. TO NORTH AVE. IN THE CITY OF BROOKFIELD (0.68 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,000.0 0.0 2,000.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	400.0 0.0 1,600.0 0.0 2,000.0	1996	NON-EXEMPT  BASELINE
	662	RECONSTRUCTION OF THE INTERSECTION OF NORTH AVE AND LILLY RD IN THE CITY OF BROOKFIELD (0.18 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 170.0 0.0 170.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 170.0 0.0 170.0	LOCAL STATE FED (STP-M) TOTAL	85.0 85.0 0.0 0.0 170.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	85.0 85.0 0.0 0.0 170.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP	OPEN	
C/BROOKFIELD	663	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.36 MILES)	HE	PE ROW CONST OTHER TOTAL	75.0 0.0 0.0 0.0 75.0	0.0 0.0 425.0 0.0 425.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 425.0 0.0 500.0	LOCAL STATE FED (STP-M) TOTAL	15.0 0.0 60.0 0.0 75.0	85.0 0.0 340.0 0.0 425.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 400.0 0.0 500.0	1996	NON-EXEMPT
V/MENOMONEE FALLS	677	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MENOMONEE AVE TO MAIN ST IN THE VILLAGE OF MENOMONEE FALLS (.6 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 150.0 1,100.0 0.0 1,250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 150.0 1,100.0 0.0 1,250.0	LOCAL STATE FED (STP-M) TOTAL	250.0 0.0 1,000.0 0.0 1,250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	250.0 0.0 1,000.0 0.0 1,250.0	1996	NON-EXEMPT
	678	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM USH 41 TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS (0.7 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	142.0 0.0 0.0 0.0 142.0	142.0 0.0 805.0 0.0 947.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	28.4 0.0 113.6 0.0 142.0	189.4 0.0 757.6 0.0 947.0	2001	NON-EXEMPT
	679	CONSTRUCTION OF SHADY LANE FROM ST THOMAS DR TO APPLETON AVE IN THE VILLAGE OF MENOMONEE FALLS (0.15 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 20.0 500.0 0.0 520.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 20.0 500.0 0.0 520.0	LOCAL STATE FED (STP-M) TOTAL	104.0 0.0 416.0 0.0 520.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	104.0 0.0 416.0 0.0 520.0	1996	NON-EXEMPT
C/NEW BERLIN	688	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO ROGERS DR IN CITY OF NEW BERLIN (0.65 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	82.5 0.0 0.0 0.0 82.5	82.5 25.0 525.0 0.0 632.5	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.5 0.0 66.0 0.0 82.5	126.5 0.0 506.0 0.0 632.5	2010	NON-EXEMPT
V/SUSSEX	698	INSTALL TRAFFIC SIGNAL AT INTERSECTION OF WAUKESHA AVE AND MAIN ST IN THE VILLAGE OF SUSSEX	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 50.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 50.0 50.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
C/WAUKESHA	713	RECONSTRUCTION WITH ADDITIONAL LANES OF E. MAIN ST. FROM USH 18 TO STH 164 IN THE CITY OF WAUKESHA (0.80 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	250.0 0.0 0.0 0.0 250.0	250.0 0.0 1,756.0 0.0 2,006.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 200.0 0.0 250.0	401.2 0.0 1,604.8 0.0 2,006.0	2001	NON-EXEMPT
	733	BUS SERVICE EXPANSION: AIRPORT INDUSTRIAL PARK SHUTTLE IN THE CITY OF WAUKESHA: 1996-97	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 66.1 66.1	0.0 0.0 0.0 66.4 66.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 132.5 132.5	LOCAL STATE FED (CMAQ) TOTAL	7.9 26.8 31.4 0.0 66.1	7.7 27.9 30.8 0.0 66.4	0.0 0.0 0.0 0.0 0.0	15.6 54.7 62.2 0.0 132.5	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	737	TRAFFIC RESPONSIVE CLOSED LOOP SYSTEM IN THE CITY OF WAUKESHA: 1993 AND 1995 FUNDS	EE	PE ROW CONST OTHER TOTAL	46.3 0.0 375.3 0.0 421.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	46.3 0.0 375.3 0.0 421.6	LOCAL STATE FED (CMAQ) TOTAL	84.3 0.0 337.3 0.0 421.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	84.3 0.0 337.3 0.0 421.6	1996	NON-EXEMPT AIR QUALITY NEUTRAL

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Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				YEAR OPEN	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
STATE OF WISCONSIN	745	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH S TO STH 11 IN THE TOWNS OF SOMERS AND MT. PLEASANT (6.30 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 3,890.0 16,610.0 0.0 20,500.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 20,500.0 0.0 20,500.0	2001	NON-EXEMPT
	746	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM LAKE GENEVA TO SLADES CORNERS IN KENOSHA AND WALWORTH COUNTIES (7.40 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 3,154.0 0.0 0.0 3,154.0	0.0 0.0 0.0 0.0 0.0	0.0 3,154.0 25,756.0 0.0 28,910.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0	0.0 3,154.0 0.0 3,154.0	0.0 0.0 0.0 0.0	0.0 28,910.0 0.0 28,910.0	2001	NON-EXEMPT
	747	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 165 FROM IH 94 TO A POINT 0.5 MILES WEST OF CTH H (1.0 MILE)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	150.0 0.0 1,400.0 0.0 1,550.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 37.0 113.0 0.0 150.0	0.0 387.0 1,163.0 0.0 1,550.0	2007	NON-EXEMPT
	755	PUBLIC INFORMATION CAMPAIGN TO PROMOTE ENVIRO-FRIENDLY TRANSPORTATION HABITS (JOINT EFFORT INVOLVING DOT AND DNR): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1996	NON-EXEMPT
	756	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1996	NON-EXEMPT
	757	OPERATION & MAINTENANCE OF THE 'MONITOR' FREEWAY TRAFFIC MANAGEMENT SYSTEM (EARLY ACTION PHASE): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1996	NON-EXEMPT
	764	RECONSTRUCTION OF NEW ALIGNMENT OF CTH M FROM CTH H TO STH 31 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	150.0 0.0 2,600.0 0.0 2,750.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 120.0 0.0 150.0	570.0 0.0 2,180.0 0.0 2,750.0	2007	NON-EXEMPT
	771	NATURAL GAS FUELING FACILITY SERVING THE KENOSHA COUNTY FLEET, TO BE LOCATED IN THE VILLAGE OF BRISTOL: 1995 (1996 FUNDS)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 275.0 275.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	55.0 0.0 220.0 0.0 275.0	0.0 0.0 0.0 0.0 0.0	55.0 0.0 220.0 0.0 275.0	1996	NON-EXEMPT
	772	ACQUISITION OF ALTERNATIVE-FUEL (CNG) VEHICLES FOR KENOSHA COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 187.5 187.5	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	37.5 0.0 150.0 0.0 187.5	0.0 0.0 0.0 0.0 0.0	37.5 0.0 150.0 0.0 187.5	1996	NON-EXEMPT
	773	CONSTRUCTION OF PARK & RIDE LOT IN THE VILLAGE OF WILMOT (TOWN OF SALEM): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 30.0 0.0 0.0 30.0	8.8 0.0 97.8 11.0 117.6	0.0 0.0 0.0 0.0 0.0	8.8 30.0 97.8 11.0 147.6	LOCAL STATE FED (CMAQ) TOTAL	6.0 0.0 24.0 0.0 30.0	23.5 0.0 94.1 0.0 117.6	0.0 0.0 0.0 0.0 0.0	29.5 0.0 118.1 0.0 147.6	1996	NON-EXEMPT

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/KENOSHA	779	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVE. FROM 23RD ST. TO 12TH ST. IN THE CITY OF KENOSHA (1.02 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,415.0 0.0 2,415.0	0.0 0.0 2,415.0 0.0 2,415.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	604.0 0.0 1,811.0 0.0 2,415.0	604.0 0.0 1,811.0 0.0 2,415.0	2001	NON-EXEMPT
	780	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVE (CTH G) FROM 34TH ST TO 23RD ST IN THE CITY OF KENOSHA (0.80 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 1,750.0 0.0 1,750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,750.0 0.0 1,750.0	LOCAL STATE FED (STP-O) TOTAL	350.0 0.0 1,400.0 0.0 1,750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	350.0 0.0 1,400.0 0.0 1,750.0	1996	NON-EXEMPT
	781	RECONSTRUCTION WITH ADDITIONAL LANES OF 104TH AVE. FROM 52ND ST TO 75TH ST. IN THE CITY OF KENOSHA (1.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 200.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 2,600.0 0.0 2,800.0	LOCAL STATE FED (STP-O) TOTAL	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	720.0 0.0 2,080.0 0.0 2,800.0	2001	NON-EXEMPT
	782	CONSTRUCTION OF 85TH ST FROM 32ND AVE. TO 39TH AVE. IN THE CITY OF KENOSHA (0.40 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 180.0 0.0 0.0 180.0	0.0 0.0 780.0 0.0 780.0	0.0 0.0 370.0 0.0 370.0	0.0 180.0 1,150.0 0.0 1,330.0	LOCAL STATE FED (CMAQ) TOTAL	180.0 0.0 0.0 0.0 180.0	780.0 0.0 0.0 0.0 780.0	370.0 0.0 0.0 0.0 370.0	1,330.0 0.0 0.0 0.0 1,330.0	2001	NON-EXEMPT
	804	EXPANDED PEAK-HOUR KENOSHA TRANSIT SERVICE 1995-96	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 350.4 350.4	0.0 0.0 0.0 362.7 362.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 713.1 713.1	LOCAL STATE FED (CMAQ) TOTAL	40.6 147.2 162.6 0.0 350.4	42.1 152.3 168.3 0.0 362.7	0.0 0.0 0.0 0.0 0.0	82.7 299.5 330.9 0.0 713.1	1996	NON-EXEMPT
	805	EXPRESS BUS SERVICE OPERATED BY KENOSHA TRANSIT CONNECTING WITH RACINE BELLE URBAN SYSTEM: 1995 (1996-97 FUNDS)	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 109.5 109.5	0.0 0.0 0.0 109.5 109.5	0.0 0.0 0.0 219.0 219.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	14.4 17.7 57.7 0.0 109.5	14.4 17.7 57.7 0.0 109.5	28.8 72.8 115.4 0.0 219.0	1996	NON-EXEMPT
	806	DOWNTOWN BUS CIRCULATOR FOR THE CITY OF KENOSHA 1995	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 240.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 240.0 240.0	LOCAL STATE FED (CMAQ) TOTAL	48.0 0.0 192.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	48.0 0.0 192.0 0.0 240.0	1996	NON-EXEMPT
	808	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	PE ROW CONST OTHER TOTAL	0.0 30.0 220.7 56.0 306.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 30.0 220.7 56.0 306.7	LOCAL STATE FED (CMAQ) TOTAL	61.4 0.0 245.3 0.0 306.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	61.4 0.0 245.3 0.0 306.7	1996	NON-EXEMPT
MILWAUKEE COUNTY	815	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS IN SOUTHEAST WISCONSIN: 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1996	NON-EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	816	RECONSTRUCTION/MODERNIZATION OF CTH G INTERCHANGE ON THE N-S FREEWAY (I-94) IN RACINE COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	200.0 500.0 2,000.0 0.0 2,700.0	LOCAL STATE FED (IH-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 20.0 180.0 0.0 200.0	0.0 270.0 2,430.0 0.0 2,700.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	842	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM 3 MILE RD. TO 4 MILE RD. IN THE TOWN OF CALEDONIA (1.25 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 3,000.0 0.0 4,200.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 840.0 3,360.0 0.0 4,200.0	2001	NON-EXEMPT
	843	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH MM TO STH 38 IN THE TOWN OF MT. PLEASANT (0.83 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 1,600.0 0.0 1,700.0	LOCAL STATE FED (FAP) TOTAL	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 500.0 1,200.0 0.0 1,700.0	2001	NON-EXEMPT  BASELINE
	844	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM STH 38 TO 4 MILE RD. IN THE TOWN OF CALEDONIA (2.16 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 550.0 0.0 0.0 550.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 550.0 3,700.0 0.0 4,250.0	LOCAL STATE FED (FAP) TOTAL	0.0 550.0 0.0 0.0 550.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,290.0 2,960.0 0.0 4,250.0	2001	NON-EXEMPT
	845	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HI	PE ROW CONST OTHER TOTAL	800.0 0.0 0.0 0.0 800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	800.0 50.0 1,750.0 0.0 2,600.0	LOCAL STATE FED (STP-O) TOTAL	0.0 160.0 640.0 0.0 800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 520.0 2,080.0 0.0 2,600.0	2001	NON-EXEMPT
	846	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH S TO STH 11 IN THE TOWNS OF SOMERS AND MT. PLEASANT (6.30 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2001	NON-EXEMPT
	847	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 BETWEEN STH 100 AND THE CITY OF BURLINGTON IN MILWAUKEE, RACINE AND WAUKESHA CO	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 4,878.0 0.0 4,878.0	0.0 1,200.0 7,000.0 0.0 8,200.0	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 19,898.0 0.0 21,098.0	LOCAL STATE FED TOTAL	0.0 4,878.0 0.0 4,878.0	0.0 8,200.0 0.0 8,200.0	0.0 6,400.0 0.0 6,400.0	0.0 21,098.0 0.0 21,098.0	2001	NON-EXEMPT  BASELINE
	848	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS OF STH 36 (6.0 MILES)	HE	PE ROW CONST OTHER TOTAL	400.0 0.0 0.0 0.0 400.0	400.0 0.0 0.0 0.0 400.0	400.0 0.0 0.0 0.0 400.0	1,600.0 0.0 0.0 0.0 1,600.0	LOCAL STATE FED TOTAL	0.0 400.0 0.0 400.0	0.0 400.0 0.0 400.0	0.0 1,600.0 0.0 1,600.0	2010	NON-EXEMPT	
RACINE COUNTY	866	CONSTRUCT COMMERCIAL COMPRESSED NATURAL GAS FUELING STATION AT WILLKOMM MOBIL SPONSORED BY RACINE COUNTY: 1995	EE	PE ROW CONST OTHER TOTAL	40.0 0.0 235.0 0.0 275.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 235.0 0.0 275.0	LOCAL STATE FED (CMAQ) TOTAL	55.0 0.0 220.0 0.0 275.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	55.0 0.0 220.0 0.0 275.0	1996	NON-EXEMPT
	867	ACQUISITION OF ALTERNATIVE-FUEL (CNG) ONE-TON DUMP TRUCKS FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 116.8 116.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 116.8 116.8	LOCAL STATE FED (CMAQ) TOTAL	23.4 0.0 93.4 0.0 116.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	23.4 0.0 93.4 0.0 116.8	1996	NON-EXEMPT

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Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
RACINE COUNTY	868	ACQUISITION OF ALTERNATIVE-FUEL (CNG) SEDANS FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 67.3 67.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 67.3 67.3	LOCAL STATE FED (CMAQ) TOTAL	13.5 0.0 53.8 0.0 67.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.5 0.0 53.8 0.0 67.3	1996	NON-EXEMPT
	869	ACQUISITION OF ALTERNATIVE-FUEL (CNG) PICKUP TRUCKS FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 81.3 81.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 81.3 81.3	LOCAL STATE FED (CMAQ) TOTAL	16.3 0.0 65.0 0.0 81.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.3 0.0 65.0 0.0 81.3	1996	NON-EXEMPT
	870	CONSTRUCTION OF PARK & RIDE FACILITY IN RACINE COUNTY NEAR I-94 INTERCHANGE WITH STH 20: 1995	EE	PE ROW CONST OTHER TOTAL	3.0 50.0 100.0 0.0 153.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	3.0 50.0 100.0 0.0 153.0	LOCAL STATE FED (CMAQ) TOTAL	50.0 0.0 103.0 0.0 153.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 103.0 0.0 153.0	1996	NON-EXEMPT
	871	RACINE COUNTY EMPLOYEES INCENTIVE PARKING PROGRAM: 1994	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 47.0 0.0 47.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 47.0 0.0 47.0	LOCAL STATE FED (CMAQ) TOTAL	9.4 0.0 37.6 0.0 47.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.4 0.0 37.6 0.0 47.0	1996	NON-EXEMPT
T/MOUNT PLEASANT	876	INSTALL TRAFFIC SIGNALS ON STH 20 FRONTAGE RD AT WILLOW RD INTERSECTION IN THE TOWN OF MT PLEASANT	HS	PE ROW CONST OTHER TOTAL	15.0 0.0 165.0 0.0 180.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.0 0.0 165.0 0.0 180.0	LOCAL STATE FED (STP-S) TOTAL	18.0 0.0 162.0 0.0 180.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.0 0.0 162.0 0.0 180.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
C/RACINE	882	RECONSTRUCTION WITH TURNING LANES AND MEDIAN OF STATE ST FROM MARQUETTE TO ERIE ST IN THE CITY OF RACINE (0.33 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 800.0 0.0 800.0	LOCAL STATE FED (STP-E) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	160.0 0.0 640.0 0.0 800.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	883	RECONSTRUCTION OF THE C&NW RR OVERPASS ON 6TH ST IN THE CITY OF RACINE	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,300.0 0.0 2,300.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	460.0 0.0 1,840.0 0.0 2,300.0	2001	NON-EXEMPT
	884	RECONSTRUCTION WITH ADDITIONAL LANES OF THREE MILE RD FROM DOUGLAS AVE TO MAIN ST IN THE CITY OF RACINE (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	0.0 700.0 0.0 0.0 700.0	0.0 0.0 1,800.0 0.0 1,800.0	0.0 0.0 0.0 0.0 0.0	0.0 700.0 1,800.0 0.0 2,500.0	LOCAL STATE FED (STP-O) TOTAL	140.0 0.0 560.0 0.0 700.0	360.0 0.0 1,440.0 0.0 1,800.0	0.0 0.0 0.0 0.0 0.0	500.0 0.0 2,000.0 0.0 2,500.0	2001	NON-EXEMPT
	885	CONSTRUCTION OF 21ST ST FROM LONI LANE TO OAKES ROAD IN THE CITY OF RACINE (0.75 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 250.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 250.0 0.0 250.0	LOCAL STATE FED (CMAQ) TOTAL	250.0 0.0 0.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	250.0 0.0 0.0 0.0 250.0	1996	NON-EXEMPT  BASELINE
	905	EXPANDED BUS SERVICE TO TOWN OF CALEDONIA OPERATED BY BELLE URBAN SYSTEM: 1995-96	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 43.0 43.0	0.0 0.0 0.0 44.8 44.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 87.8 87.8	LOCAL STATE FED (CMAQ) TOTAL	4.9 18.1 20.0 0.0 43.0	5.2 18.8 20.8 0.0 44.8	0.0 0.0 0.0 0.0 0.0	10.1 36.9 40.8 0.0 87.8	1996	NON-EXEMPT

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Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					YEAR OPEN	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/RACINE	907	CONSTRUCTION OF OAKES ROAD FROM 16TH ST. TO 21ST ST. IN THE CITY OF RACINE (0.60 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	2001	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	0.0	0.0	100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	908	RECONSTRUCTION OF THE INTERSECTIONS OF STH 20 AND 14TH ST AND JUNCTION AVE IN THE CITY OF RACINE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	10.0	2001	NON-EXEMPT AIR QUALITY NEUTRAL
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	100.0	FED	0.0	0.0	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-S)	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	0.0	100.0	TOTAL	0.0	0.0	0.0	100.0		
	909	CHANNELIZATION OF THE INTERSECTION OF WASHINGTON AVE. AND LATHROP AVE. IN THE CITY OF RACINE	HS	PE	14.0	0.0	0.0	14.0	LOCAL	110.0	0.0	0.0	110.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL
	*			ROW	16.0	0.0	0.0	16.0	STATE	0.0	0.0	0.0	0.0		
				CONST	80.0	0.0	0.0	80.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
			TOTAL	110.0	0.0	0.0	110.0	TOTAL	110.0	0.0	0.0	110.0			
910	CONSTRUCTION OF COMPRESSED NATURAL GAS (CNG) FUELING FACILITY FOR THE RACINE TRANSIT SYSTEM: 1994	EE	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	50.0	50.0	2001	NON-EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	470.0	470.0	FED	0.0	0.0	450.0	450.0			
			OTHER	0.0	0.0	0.0	0.0	(CMAQ)	0.0	0.0	0.0	0.0			
			TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0			
911	COMPRESSED NATURAL GAS FUELING FACILITY SERVING THE CITY OF RACINE MUNICIPAL FLEET	EE	PE	0.0	0.0	0.0	0.0	LOCAL	53.0	0.0	0.0	53.0	1996	NON-EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	265.0	0.0	0.0	265.0	FED	212.0	0.0	0.0	212.0			
			OTHER	0.0	0.0	0.0	0.0	(CMAQ)							
			TOTAL	265.0	0.0	0.0	265.0	TOTAL	265.0	0.0	0.0	265.0			
912	EXPANDED BUS SERVICE CONNECTION WITH KENOSHA TRANSIT AT UNIVERSITY OF WISCONSIN PARKSIDE OPERATED BY BELLE URBAN SYSTEM: 1995-96	EE	PE	0.0	0.0	0.0	0.0	LOCAL	4.3	4.5	0.0	8.8	1996	NON-EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	12.7	18.3	0.0	32.0			
			CONST	0.0	0.0	0.0	0.0	FED	17.3	18.0	0.0	35.3			
			OTHER	37.3	38.8	0.0	76.1	(CMAQ)							
			TOTAL	37.3	38.8	0.0	76.1	TOTAL	37.3	38.8	0.0	76.1			
914	REPLACEMENT OF TRAFFIC SIGNAL CONTROL COMPUTER BY THE CITY OF RACINE DEPT. OF TRANSPORTATION 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	1996	NON-EXEMPT AIR QUALITY NEUTRAL	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0			
			OTHER	100.0	0.0	0.0	100.0	(CMAQ)							
			TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0			

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Source: SEWRPC.



Table 11

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)				YEAR OPEN	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997			TOTAL TIP
STATE OF WISCONSIN	937	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 12 (MAIN ST) FROM INDIAN MOUND PKWY TO FRANKLIN IN THE CITY OF WHITEWATER (1.35 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 200.0 0.0 0.0 200.0	0.0 0.0 2,200.0 0.0 2,200.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 2,200.0 0.0 2,400.0	LOCAL STATE FED (FAP) TOTAL	0.0 200.0 0.0 0.0 200.0	0.0 550.0 1,650.0 0.0 2,200.0	0.0 0.0 0.0 0.0 0.0	0.0 750.0 1,650.0 0.0 2,400.0	1996	NON-EXEMPT
	938	RECONSTRUCTION OF STH 50 FROM CTH H/WELLS ST TO STH 50 WB IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 340.0 0.0 0.0 340.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 68.0 272.0 0.0 340.0	2001	NON-EXEMPT
	939	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO THE EXISTING DIVIDED SECTION IN THE TOWN OF GENEVA (1.42 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 208.0 2,844.0 0.0 3,052.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 777.0 2,275.0 0.0 3,052.0	2001	NON-EXEMPT
	940	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM LAKE GENEVA TO SLADES CORNERS IN KENOSHA AND WALWORTH COUNTIES (7.40 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2001	NON-EXEMPT  BASELINE
	941	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 67 FROM LINCOLN ST. TO USH 12 IN WALWORTH COUNTY (0.90 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	0.0 100.0 1,000.0 0.0 1,100.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 75.0 275.0	0.0 25.0 75.0 0.0 275.0	0.0 275.0 825.0 0.0 1,100.0	2001	NON-EXEMPT
	942	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (3.8 MILE)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	400.0 0.0 0.0 0.0 400.0	400.0 1,200.0 4,000.0 0.0 5,600.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 80.0 320.0 0.0 400.0	0.0 1,120.0 4,480.0 0.0 5,600.0	2001	NON-EXEMPT
	943	CONSTRUCTION OF USH 12 ON RELOCATION FROM ELKHORN TO WHITEWATER (11.6 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 300.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 300.0 0.0 0.0 300.0	2010	NON-EXEMPT
	944	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,000.0 0.0 0.0 1,000.0	0.0 1,000.0 8,200.0 0.0 9,200.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,000.0 0.0 0.0 1,000.0	0.0 9,200.0 0.0 0.0 9,200.0	2001	NON-EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



## PROJECTS WITH AIR QUALITY IMPACT IN REGIONAL TRANSPORTATION SYSTEM PLAN AND THEIR RELATIONSHIP TO PROJECTS IN 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM

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Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2001 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 <sup>a</sup>	Walworth	Widening	STH 50 STH 50 STH 50 STH 67	STH 67 to Geneva Street CTH H to Edwards Boulevard USH 12 to the Kenosha County line USH 12 to Lincoln Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2001 <sup>a</sup>		Expansion	STH 120 bypass	Townline Road to existing STH 120 at Willow Road	Construct two lanes on existing and new alignment
2001 <sup>a</sup> 2001 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 2001 <sup>a</sup> 2001	Washington	Widening	USH 41 USH 45 STH 33 STH 167 CTH Q Maple Road Paradise Drive	STH 145 to Dodge County CTH D to Prospect Drive 18th Avenue to STH 144 River Lane to Pilgrim Road CTH V to STH 175 STH 167 to Freistadt Road A point 1,250 feet east of USH 45 to Main Street	Convert expressway to freeway Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2001 <sup>a</sup> 2001 2001 2001		Expansion	USH 41 STH 33 River Crest Drive extension N. River Road extension	STH 33 Rock River to USH 41 CTH Q to Waukesha County line N. River Road to STH 144	Construct new interchange Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2001 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 2001 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 <sup>a</sup> 2001 <sup>a</sup> 2001	Waukesha	Widening	STH 36 STH 59 STH 59 STH 83 STH 164 STH 164 STH 175 CTH J CTH Q CTH X CTH Y CTH YY Main Street Pilgrim Road 124th Street	Racine County line to Milwaukee County line CTH X to Sunset Drive Calhoun Road to Milwaukee County line IH 94 to USH 18 Moreland Boulevard to IH 94 STH 59 to CTH ES Roosevelt Drive to CTH Q Rockwood Drive to CTH M CTH V to STH 175 CTH H to STH 59 STH 59 to USH 18 CTH VV to CTH W STH 164 to USH 18 USH 41/USH 45 to Washington County line STH 145 to USH 41/USH 45	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2001 2001 2001 2001 2001		Expansion	CTH KE extension Oconomowoc Parkway Pilgrim Road realignment River Crest Drive extension 124th Street extension	CTH E to STH 83 CTH Z to STH 67 North Avenue to a point about 700 feet north Shady Lane to Washington County line STH 100 to STH 145	Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 <sup>a</sup>	Kenosha	Widening	STH 50 STH 158 STH 165	IH 94/USH 41 to 39th Avenue 104th Avenue to STH 31 IH 94/USH 41 to a point approximately one mile west of CTH H	Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007 2007 2007 2007			60th Avenue 22nd Avenue 63rd Street Roosevelt Road Washington Road	39th Avenue to STH 32 CTH L to E 22nd Avenue to STH 32 39th Avenue to 63rd Street 39th Avenue to STH 32	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007 2007		Expansion	CTH F extension CTH ML extension 51st Avenue extension 85th Street extension	CTH O to 89th Street CTH H to STH 31 93rd Street to STH 165 Sheridan Road to 7th Avenue	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2007 <sup>a</sup> 2007 <sup>a</sup> 2007 <sup>a</sup> 2007 2007 <sup>a</sup> 2007 <sup>a</sup> 2007		Widening	STH 100 STH 100 STH 100 CTH U CTH ZZ Whitnall Avenue 124th Street	81st Street to 60th Street 60th Street to USH 41 STH 38 to STH 32 Rawson Avenue to Puetz Road STH 36 to USH 41 Clement Avenue to Pennsylvania Avenue STH 190 to Hampton Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007		Expansion	Canal Street extension Canal Street extension	6th Street to 2nd Street USH 41 to 21st Street	Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 2007 2007 2007 <sup>a</sup> 2007 2007 <sup>a</sup> 2007		Widening	STH 33 STH 57 STH 60 STH 143 STH 167 Wauwatosa Road (CTH N) Pioneer Road (CTH C) CTH W	Progress Drive to Foster Street Milwaukee County line to STH 167 STH 143 to STH 57 CTH N to STH 60 Washington County line to Wauwatosa Road STH 167 to STH 60 McKinley Boulevard to IH 43 STH 167 to Highland Road	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007		Expansion	IH 43 Cold Springs Road extension River Road extension	Highland Road CTH O to STH 33 Freistadt Road to Grace Avenue	Construct new interchange Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 2007		Widening	STH 20 STH 20 STH 11 STH 11	IH 94/USH 41 to Sunnyslope Drive USH 45 to a point 0.73 mile west of CTH C 86th Street in the Village of Sturtevant to Willow Road Willow Road to STH 31	Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes



Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2007 2007 2007	Racine	Expansion	Memorial Drive extension Oakes Road extension Oakes Road extension	Chicory Road to CTH KR STH 11 to 21st Street STH 20 to Airline Road	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2007 2007 2007 2007	Walworth	Widening	USH 14 STH 50 STH 67 STH 120	Proposed STH 67 bypass to McHenry County line IH 43 to STH 67 IH 43 to the proposed STH 67 bypass at STH 50 STH 36 to USH 12	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007		Expansion	IH 43 New facility	CTH O CTH H east to STH 11	Construct new interchange Construct two lanes on new alignment
2007 2007 <sup>a</sup> 2007 2007 2007 <sup>a</sup> 2007 2007 2007	Washington	Widening	STH 33 STH 33 STH 60 STH 167 CTH J CTH Q Decorah Road Main Street	USH 41 to CTH Z Schmidt Road to Trenton Road USH 41 to CTH P Pilgrim Road to Ozaukee County line CTH Q to STH 60 Division Road to Pilgrim Road 7th Avenue to Indiana Avenue Vine Street to Walnut Street	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007 2007		Expansion	STH 83 Arthur Road extension Monroe Avenue extension 18th Avenue extension	CTH E to Monroe Avenue CTH N to Arthur Road Monroe Avenue to Pond Road Jefferson Street to CTH D	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2007 <sup>a</sup> 2007 2007 2007 2007 2007 <sup>a</sup> 2007 2007 2007 2007 2007 2007 2007 2007 2007 <sup>a</sup> 2007 2007 2007	Waukesha	Widening	STH 59 STH 67 STH 83 STH 190 CTH D CTH L CTH J CTH Q CTH X CTH Y CTH Y CTH Y CTH TT CTH VV CTH YY Calhoun Road Meadowbrook Road North Avenue Pilgrim Road	STH 164 to Calhoun Road IH 94 to USH 18 Mariner Drive to CTH KE extension CTH Y to Brookfield Road Moorland Road to Milwaukee County line CTH Y to CTH HH CTH M to Washington County line Division Road to Pilgrim Road STH 59 to Moreland Boulevard Hillendale Drive to CTH HH STH 59/STH 164 to Coffee Road USH 18 to North Avenue MacArthur Road to USH 18 CTH Y to Betty Drive Lisbon Road to CTH VV CTH D to STH 59 Northview Road to IH 94 Barker Road to 147th Street USH 18 to North Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 2007	Waukesha	Widening	Racine Avenue Sunset Drive 124th Street	Downing Drive to STH 59/STH 164 Tenny Avenue to STH 59/STH 164 STH 190 to Hampton Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2007 2007 <sup>a</sup> 2007 2007 <sup>a</sup> 2007 2007 2007		Expansion	IH 94 STH 16/STH 67 bypass CTH Y extension Mukwonago bypass Lake Drive extension Valley Road Waukesha west bypass	CTH P Wisconsin Avenue to Jefferson County line STH 190 to CTH K IH 43 to CTH ES Lapham Street to STH 67 STH 67 to CTH P Northview Road to USH 18	Construct new interchange Construct four lanes on new alignment Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment
2010 2010 2010 2010 2010	Kenosha	Widening	STH 83 STH 165 CTH E CTH S 22nd Avenue	128th Street to STH 50 STH 31 to STH 32 STH 31 to STH 32 IH 94/USH 41 to STH 31 CTH E to CTH KR	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2010 2010 2010 2010		Expansion	CTH AH extension CTH KD extension CTH Q extension 39th Avenue extension	CTH F to CTH SA CTH EM to CTH F 184th Street extended to 168th St 24th Street to 15th Street	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
2010 2010 2010 2010 2010 2010 2010 2010	Milwaukee	Widening	STH 32 STH 38 STH 100 STH 100 Morgan Avenue Pennsylvania Avenue Pennsylvania Avenue 124th Street	County Line Road to STH 100 County Line Road to Oakwood Road IH 43 to STH 24 STH 36 to 81st Street Forest Home Avenue to 43rd Street STH 100 to Drexel Avenue Drexel Avenue to College Avenue North Avenue to Watertown Plank Road	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from six to eight traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
2010 2010		Expansion	15th Avenue extension 124th Street extension	STH 100 to Elm Road Watertown Plank Road to STH 59	Construct two lanes on new alignment Construct two lanes on new alignment
2010 2010 2010 2010	Ozaukee	Widening	STH 32 STH 33 STH 33 STH 60	Spring Street to Franklin Street Washington County line to Progress Drive IH 43 to Spring Street Washington County line to STH 143	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes



Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Ozaukee	Expansion	Granville Road	Highland Road to Freistadt Road	Construct two lanes on new alignment
2010			Maple Road extension	Cedar Creek Road to Rose Street at the Village of Grafton north city limits	Construct two lanes on new alignment
2010			River Road extension	Bonniwell Road to Highland Road	Construct two lanes on new alignment
2010	Racine	Widening	STH 32	Milwaukee County to Five Mile Road	Widen from two to four traffic lanes
2010			STH 38	Milwaukee County to CTH K	Widen from two to four traffic lanes
2010			CTH C	CTH V to Airline Road	Widen from two to four traffic lanes
2010			CTH C	Airline Road to Sunnyslope Road	Widen from two to four traffic lanes
2010			CTH K	IH 94 to CTH H	Widen from two to four traffic lanes
2010			CTH K	Kraut Road to STH 38	Widen from two to four traffic lanes
2010			CTH Y	CTH KR to CTH X	Widen from two to four traffic lanes
2010			STH 11	71st Street in the Village of Union Grove to IH 94	Widen from two to four traffic lanes
2010 <sup>a</sup>		Expansion	Burlington bypass	Milwaukee Avenue (STH 36) to STH 11	Construct two lanes on new alignment
2010 <sup>a</sup>			Burlington bypass	STH 11 to State Street (STH 36)	Construct two lanes on new alignment
2010			CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
2010			Emmertsen Road extension	Three Mile Road to STH 38	Construct two lanes on new alignment
2010	Walworth	Widening	STH 11	CTH O to 7th Street	Widen from two to four traffic lanes
2010			USH 14	CTH O to proposed STH 67 bypass	Widen from two to four traffic lanes
2010			USH 14	Rock County line to CTH O	Widen from two to four traffic lanes
2010			STH 50	STH 11 to Wisconsin Street	Widen from two to four traffic lanes
2010			STH 50	Pearson Drive to Madison Street	Widen from two to four traffic lanes
2010			STH 89	Willis Ray Road to Whitewater Street	Widen from two to four traffic lanes
2010 <sup>a</sup>		Expansion	USH 12 freeway	Whitewater to Elkhorn <sup>c</sup>	Construct four lanes on new alignment
2010			USH 12 freeway	CTH H to McHenry County line	Construct four lanes on new alignment
2010			STH 67 bypass (Walworth, Fontana, and Williams Bay)	Existing STH 67 at Village of Walworth south corporate limits to existing STH 67 at STH 50	Construct four lanes on generally new alignment
2010			Burlington bypass	STH 11 to Mormon Road	Construct two lanes on generally new alignment
2010	Walworth	Expansion	Willow Road extension	West Side Road to CTH H	Construct two lanes on new alignment
2010			CTH P realignment	Territorial Road to CTH A	Construct two lanes on new alignment
2010			Grant Street extension	CTH H to STH 50 in Lake Geneva	Construct two lanes on new alignment
2010	Walworth	Expansion	Main Street extension	Frontage Road to Rock County line	Construct two lanes on new alignment
2010			New facility	STH 67 west to STH 11	Construct two lanes on new alignment
2010			New facility	STH 11 north to CTH H	Construct two lanes on new alignment
2010	Washington	Widening	STH 33	Oakes Road to Ozaukee County line	Widen from two to four traffic lanes
2010			STH 60	Wilshire Drive to Ozaukee County line	Widen from two to four traffic lanes
2010			CTH Y	CTH Q to USH 41/USH 45	Widen from two to four traffic lanes
2010		Expansion	STH 33	Trenton Road to Oakes Road	Construct four lanes on new alignment
2010 <sup>a</sup>			Division Road extension	STH 167 to Freistadt Road	Construct two lanes on new alignment
2010			Independence Avenue extension	STH 60 to CTH N	Construct two lanes on new alignment
2010			Jefferson Street extension	Trenton Road to N. River Road	Construct two lanes on new alignment
2010			Kettleview Road extension	CTH H to STH 28	Construct two lanes on new alignment
2010			Kettleview Road extension	STH 33 to Schuster Drive	Construct two lanes on new alignment
2010			Pioneer Road extension	CTH J to CTH CC	Construct two lanes on new alignment
2010			Schuster Drive extension	Schuster Drive to Beaver Dam Road	Construct two lanes on new alignment
2010	Waukesha	Widening	Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment
2010			Trenton Road extension	STH 33 to Maple Road	Construct two lanes on new alignment
2010			Wacker Drive extension	STH 60 to Lee Road	Construct two lanes on new alignment
2010 <sup>a</sup>			IH 94	CTH G to CTH T	Widen from four to six traffic lanes
2010			STH 67	CTH B to IH 94	Widen from four to six traffic lanes
2010			STH 83	CTH KE extension to STH 16	Widen from two to four traffic lanes
2010			STH 145	Milwaukee County line to Washington County line	Widen from two to four traffic lanes
2010			STH 190	STH 164 to CTH Y	Widen from four to six traffic lanes
2010			CTH D	STH 59/STH 164 to Moorland Road	Widen from two to four traffic lanes
2010			CTH K	CTH Y to Calhoun Road	Widen from two to four traffic lanes
2010			CTH T	Northview Road to Silvernail Road	Widen from two to four traffic lanes
2010			CTH T	Golf Road to proposed CTH SS extension	Widen from two to four traffic lanes
2010			CTH Y	IH 43 to Coffee Road	Widen from two to four traffic lanes
2010			CTH Y	North Avenue to STH 190	Widen from two to four traffic lanes
2010			CTH Y	CTH K to STH 74	Widen from two to four traffic lanes
2010			CTH Y	STH 74 to CTH Q	Widen from two to four traffic lanes
2010			CTH VV	STH 164 to CTH Y	Widen from two to four traffic lanes
2010			Calhoun Road	CTH ES to CTH D	Widen from two to four traffic lanes
2010			Calhoun Road	STH 59 to Gebhardt Road	Widen from two to four traffic lanes
2010			Calhoun Road	North Avenue to STH 190	Widen from two to four traffic lanes
2010			Grandview Boulevard	USH 18 to Northview Road	Widen from two to four traffic lanes
2010			Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes
2010			Johnson Road	Coffee Road to Lincoln Avenue	Widen from two to four traffic lanes
2010			Johnson Road	A point about 2,000 feet south of STH 59 to STH 59	Widen from two to four traffic lanes
2010			Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes
2010			North Avenue	Lilly Road to 124th Street	Widen from two to four traffic lanes
2010			Pilgrim Road	A point about 700 feet north of North Avenue to Lisbon Road	Widen from two to four traffic lanes
2010			124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes



Table 12 (continued)

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
2010	Waukesha	Expansion	IH 94	Calhoun Road	Construct new interchange
2010			STH 83	STH 16 to Thompson Lane	Construct two lanes on new alignment
2010			STH 83	Kilbourne Road to CTH CW	Construct two lanes on new alignment
2010			CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment
2010			Johnson Road extension	A point about 2,000 feet north of STH 59	Construct four lanes on new alignment
2010			Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment
2010			Moorland Road extension	Woods Road to CTH L	Construct two lanes on new alignment
2010			Oconomowoc Parkway	STH 16 to CTH Z	Construct two lanes on new alignment
2010			Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment
2010			Waukesha west bypass	CTH X to Macarthur Road	Construct four lanes on new alignment
2010			124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment

<sup>a</sup>Transportation improvement project is included in the 1995-1997 Transportation Improvement Program.

<sup>b</sup>Construction is anticipated to be completed in 1994; therefore, project is not included in the 1995-1997 Transportation Improvement Program.

<sup>c</sup>The initial segment of the USH 12 freeway between the City of Whitewater and the City of Elkhorn is anticipated to be the segment bypassing the City of Whitewater from existing USH 12 at approximately Howard Road southeast of the City to existing USH 12 at approximately Cold Spring Road northwest of the City. Initially, only two travel lanes are anticipated to be constructed and are anticipated to be open to traffic by the year 2001.

Source: SEWRPC.

### Contribution to Reduction in Volatile Organic Compound and Nitrogen Oxides Emissions

The sixth and last Federal criterion for conformity determination is that the transportation plan and improvement program must contribute to emissions reductions with respect to both volatile organic compounds and nitrogen oxides (40CFR 51.436 for plan and 40CFR 51.438 for program). With respect to the transportation plan, the satisfaction of this criterion is to be demonstrated by comparing, for the years 1996, 2001, 2007, and 2010, the emissions expected under the transportation system plan to the emissions expected under the existing and committed transportation system. The existing and the committed transportation system, which latter is referred to as the "baseline" system, is to include all existing transportation facilities and services and ongoing travel demand management and system management activities, as well as the completion of all projects under construction, undergoing active right-of-way acquisition, or programmed in the first three years of the last conforming transportation improvement program, the 1993 through 1998 program for Southeastern Wisconsin. Such potential projects, however, may not be included in the baseline case if one of the following major actions has not occurred within the past three years: approval under the National Environmental Protection Act, final design initiation; significant right-of-way acquisition, or approval of final plans, specifications, and estimates. Those

highway capacity improvement and expansion projects determined to be eligible for inclusion in the baseline case are identified in Table 5 (see also Appendix F). No transit actions have been determined to be eligible for inclusion in the baseline case. Table 5 also presents the projects in the highway element of the plan, in addition to the baseline projects, which are incorporated for each year, 1996, 2001, 2007, and 2010, in the forecast of emissions attendant to the transportation system plan, referred to as the "action" transportation system. Tables 2 and 3 present the projects in the transit element of the plan incorporated in each year of analysis in the forecast of emissions under the action transportation system. Tables 13 and 14 present a comparison of transportation system emissions under the existing and committed, or "baseline," plan scenario and under the transportation plan, or "action," plan scenario. The analysis shows that, for both the six-county severe nonattainment area for ozone of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties and the marginal nonattainment area of Walworth County, the transportation plan, or "action," plan scenario, may be expected to effect a reduction in emissions from those under the existing and committed system, or "baseline," plan scenario, for each year, 1996, 2001, 2007, and 2010. It also indicates that the transportation plan, or "action," plan scenario, results in a reduction in emissions from year 1990 estimated emissions.



Table 13

**COMPARISON OF SOUTHEASTERN WISCONSIN TRANSPORTATION SYSTEM VOLATILE ORGANIC COMPOUND EMISSIONS UNDER BASELINE AND ACTION SCENARIOS WITH RESPECT TO TRANSPORTATION PLAN: EXISTING 1990 AND FORECAST 1996, 2001, 2007, AND 2010**

Year	Six-County Area <sup>a</sup>		Walworth County <sup>b</sup>		Southeastern Wisconsin Region <sup>c</sup>	
	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: <sup>d</sup> Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: <sup>d</sup> Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: <sup>d</sup> Action (tons)
1996	56.54	56.48	5.01	5.01 <sup>e</sup>	61.55	61.49
2001	37.88	37.44	4.22	4.21	42.10	41.65
2007	33.66	32.66	4.01	3.82	37.67	36.48
2010	32.74	31.00	3.98	3.89	36.72	34.89

<sup>a</sup>Estimated 1990 emissions are 147.22 tons.

<sup>b</sup>Estimated 1990 emissions are 8.16 tons.

<sup>c</sup>Estimated 1990 emissions are 155.38 tons.

<sup>d</sup>The emissions forecasts under the plan are pursuant to Federal regulations also to assume implementation of the 1995-1997 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "nonexempt" projects, or projects of air quality impact, including highway and transit capacity improvement and expansion, the emissions forecast attendant to the plan are basically the same as the plan and program combined. The only projects which may need to be added to the plan emissions forecast, and are reflected in the emissions forecast in this table, are improvement program projects using Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) funds. These CMAQ projects and their estimated emissions impact are listed in Appendix B.

It should be noted also that the transportation plan forecasts have not been adjusted to assume implementation of the Employee Commute Options program, which is included in the State implementation plan emissions forecasts. This would result in a further reduction in transportation plan emissions of 2 percent in 1996 and 3 percent in 2001, 2007, and 2010.

<sup>e</sup>The estimated emissions under the Transportation Plan are 0.002 tons less than the estimated emissions under the Existing and Committed Transportation System even though, when rounded to the nearest hundredth of a ton, they are shown as the same value in the table.

Source: SEWRPC.

With respect to the transportation improvement program, satisfaction of this criterion is to be demonstrated by comparing, for the years 1996, 2001, 2007, and 2010, the emissions expected under the transportation improvement program with the emissions expected under the existing and committed transportation system. The existing and committed transportation system, which is referred to as the "baseline" system, is to include all existing transportation facilities and services and ongoing travel demand management and system management activities, as well as the completion of all projects under construction or undergoing active right-of-way acquisition programmed in the first three years

of the last conforming transportation improvement program, the 1993 through 1998 program for Southeastern Wisconsin. Such potential projects, however, may not be included in the baseline case if one of the following major actions has not occurred within the past three years: approval under the National Environmental Protection Act, final design initiation, significant right-of-way acquisition, or approval of final plans, specifications, and estimates. The same projects determined to be in the baseline for the transportation plan conformity analyses are also in this baseline for this improvement program conformity analyses. Those projects determined to be eligible for inclusion in the



Table 14

**COMPARISON OF SOUTHEASTERN WISCONSIN TRANSPORTATION SYSTEM NITROGEN  
OXIDE EMISSIONS UNDER BASELINE AND ACTION SCENARIOS WITH RESPECT TO  
TRANSPORTATION PLAN: EXISTING 1990 AND FORECAST 1996, 2001, 2007, AND 2010**

Year	Six-County Area <sup>a</sup>		Walworth County <sup>b</sup>		Southeastern Wisconsin Region <sup>c</sup>	
	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: <sup>d</sup> Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: <sup>d</sup> Action (tons)	Existing and Committed Transportation System: Baseline (tons)	Transportation Plan: <sup>d</sup> Action (tons)
1996	101.97	101.91	7.67	7.67 <sup>e</sup>	109.64	109.58
2001	81.02	80.31	6.49	6.48	87.51	86.79
2007	77.56	75.97	6.36	6.27	83.92	82.24
2010	78.23	74.96	6.46	6.44	84.69	81.40

<sup>a</sup>Estimated 1990 emissions are 111.98 tons.

<sup>b</sup>Estimated 1990 emissions are 8.19 tons.

<sup>c</sup>Estimated 1990 emissions are 120.17 tons.

<sup>d</sup>The emissions forecasts under the plan are pursuant to Federal regulations also to assume implementation of the 1995-1997 transportation improvement program, which has been prepared to initiate implementation of the plan. Since the plan and program are entirely consistent with respect to "nonexempt" projects, or projects of air quality impact, including highway and transit capacity improvement and expansion, the emissions forecast attendant to the plan are basically the same as the plan and program combined. The only projects which may need to be added to the plan emissions forecast, and are reflected in the emissions forecast in this table, are improvement program projects using Federal Highway Administration Congestion Mitigation and Air Quality (CMAQ) funds. These CMAQ projects and their estimated emissions impact are listed in Appendix B.

It should be noted also that the transportation plan forecasts have not been adjusted to assume implementation of the Employee Commute Options program, which is included in the State implementation plan emissions forecasts. This would result in a further reduction in transportation plan emissions of 2 percent in 1996 and 3 percent in 2001, 2007, and 2010.

<sup>e</sup>The estimated emissions under the Transportation Plan are 0.002 tons less than the estimated emissions under the Existing and Committed Transportation System even though, when rounded to the nearest hundredth of a ton, they are shown as the same value in the table.

Source: SEWRPC.

baseline case are identified in Table 5. Table 11 also presents the projects in the transportation improvement program with air quality impact, "nonexempt" projects, which are incorporated for each year, 1996, 2001, 2007, and 2010, in the forecast of emissions attendant to the implementation of the transportation improvement program, referred to as the "action" transportation program. The "action" transportation systems includes, in addition to the projects in the transportation improvement program, all projects in the "baseline," or existing and committed, system and also all projects in the regional transportation system plan. Tables 13 and 14, therefore, also present the comparison of transportation system emissions under the

existing and committed, or "baseline," scenario program and under the transportation improvement program, or "action," program scenario. The analysis shows that the transportation improvement program, or "action," scenario, may be expected to effect a reduction in emissions from those under the existing and committed system, or "baseline" scenario, for each year, 1996, 2001, 2007, and 2010 and for both the six-county severe nonattainment area for ozone and the one-county marginal nonattainment area. It also indicates that the transportation improvement program, or "action" program scenario, results in a reduction in emissions from estimated emissions in the year 1990.



## **APPENDICES**



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## Appendix A

### PROJECTS INCLUDED IN THE 1995-1997 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE SEVEN-COUNTY REGION

This Appendix is identical to and provided as Appendix A in SEWRPC document entitled: Transportation Improvement Program for Southeastern Wisconsin: 1995-1997

Appendix A is the list of projects constituting the transportation improvement program for the seven county Southeastern Wisconsin Region.

Table A-1: The TIP for the Milwaukee Transportation Management Area

Table A-2: The TIP for the Kenosha County, Racine County, And Walworth County Transportation Management Area

Within each table, projects are listed in order by implementing agency--The State of Wisconsin first, then the appropriate county in alphabetical order; and then by municipality in alphabetical order within county. The TIP projects of each implementing agency are arranged in order by the following project categories: highway preservation, highway improvement, highway expansion, transit preservation, transit improvement, transit expansion, highway safety, off-system highway improvement, and highway-related environmental enhancement.

An explanation of the abbreviations used in the Appendix follows:

#### Implementing Agency

"C/" represents "City of"  
"V/" represents "Village of"  
"T/" represents "Town of"

#### Source of Funds (federal fund codes)

B/PED	Surface Transportation Program - Bicycle/Pedestrian Project Funds
BRF	Bridge Replacement Funds
CMAQ	Congestion Mitigation and Air Quality Improvement Funds
COMB	Combination of FHWA and FTA Funds
DEMO	Demonstration Funds
FAI(4R)	Federal Aid Interstate Funds
FAP	Federal Aid Primary Funds
FAS	Federal Aid Secondary Funds
FAU	Federal Aid Urban Funds
FTA 3	FTA Section 3 Funds
FTA 5	FTA Section 5 Funds
FTA 9	FTA Section 9 Funds
FTA 16B2	FTA Section 16(b)(2) Funds
FTA 18	FTA Section 18 Funds
HHL	High Hazard Locations Funds
IH-C/S	Interstate Highway - Completion or Substitution Funds
IH-M	Interstate Highway - Maintenance Funds
NHS	National Highway System Funds
OTHER FED	Federal funding programs not sponsored by FHWA or FTA (Economic Development Funds and Urban Development Action Grants are examples)



OTHER FHWA	FHWA funding program other than those listed (includes certain limited demonstration funds)
RHGC	Rail-Highway Grade Crossing Funds
STP-E	Surface Transportation Program - Enhancement Funds
STP-M	Surface Transportation Program - Milwaukee Urbanized Area Funds
STP-O	Surface Transportation Program - Other Funds (Rural, other urban and urbanized areas, discretionary)
STP-S	Surface Transportation Program - Safety Funds

#### Project Description

CTH	County trunk highway
IH	Interstate highway
STH	State trunk highway
M or MI	Miles
*	Project had been included in the 1993-1998 TIP or the 1993-1998 Amended TIP

<u>G29 Approval</u>	Review of a project under Gubernatorial Executive Order No. 29, which replaces the previous A-95 review process.
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PENDING	Review of the project could not be conducted at this time due to a lack of complete information.
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APPROVED	Review of the project has been completed.
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#### Cost

PE	Preliminary engineering
ROW	Right-of-way
CONST	Construction
OTHER	Purchase and/or installation of equipment

#### Air Quality Status

EXEMPT	Project implementation is exempt from air quality conformity assessment. Such projects are considered to have no impact on air quality.
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NON-EXEMPT AIR QUALITY NEUTRAL	Project implementation requires air quality conformity assessment. However, project is considered to have a minimal impact on air quality and does not need to be included in a regional emissions analysis supporting an air quality conformity assessment.
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NON-EXEMPT	Project implementation requires air quality conformity assessment. Project is considered to have an impact on air quality and must be included in a regional emissions analysis supporting an air quality conformity assessment.
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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	1	TRI-STATE INTELLIGENT VEHICLE HIGHWAY SYSTEM STUDY IN THE MILWAUKEE TO CHICAGO CORRIDOR	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 200.0 200.0	0.0 0.0 0.0 300.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 500.0 500.0	LOCAL STATE FED (DEMO)	0.0 40.0 160.0 (DEMO)	0.0 60.0 240.0 (DEMO)	0.0 0.0 0.0 0.0 0.0	0.0 100.0 400.0 (DEMO)	A	EXEMPT
	2	RESURFACING OF (STH 32) S KINNICKINNIC AVE FROM E MITCHELL ST TO E BECHER ST IN THE CITY OF MILWAUKEE (0.36 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 335.0 0.0 335.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 335.0 0.0 335.0	LOCAL STATE FED (STP-M)	0.0 67.0 268.0 (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 67.0 268.0 (STP-M)	A	EXEMPT
	3	RECONDITION WITH NO ADDITIONAL LANES OF 76TH ST FROM W FLORIST AVE TO THE NORTH COUNTY LINE IN THE CITY OF MILWAUKEE (4.54 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 1,000.0 0.0	A	EXEMPT
	4	RECONDITIONING WITH NO ADDITIONAL LANES OF THE ZOO FREEWAY FROM THE ZOO INTERCHANGE TO CAPITOL DR IN THE CITY OF WAUWATOSA (4.35 MI.)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 6,000.0 0.0 6,000.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 1,200.0 4,800.0 (STP-M)	A	EXEMPT
	5	CONSTRUCTION OF BRIDGE DECK OVERLAY ON N 76TH ST (STH 181) NB AND SB OVER THE C&NW RR IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 152.0 0.0 152.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 152.0 0.0 152.0	LOCAL STATE FED	0.0 152.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 152.0 0.0	A	EXEMPT
	6	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 100 FROM THE ROCK FREEWAY TO OKLAHOMA AVE. IN THE CITY OF GREENFIELD (2.40 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 2,100.0 0.0 2,300.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 40.0 160.0 (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 460.0 1,840.0 (STP-M)	A	EXEMPT
	7	E-W FREEWAY (IH 94) NEW BREWER STADIUM ACCESS RECONFIGURATION INVOLVING FEDERAL STATE AND LOCAL MONIES IN THE C/MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 7,200.0 0.0 7,200.0	0.0 0.0 14,000.0 0.0 14,000.0	0.0 0.0 33,600.0 0.0 33,600.0	LOCAL STATE FED (FAI-4R)	0.0 0.0 0.0 (FAI-4R)	1,800.0 1,800.0 3,600.0 (FAI-4R)	3,500.0 3,500.0 7,000.0 (FAI-4R)	8,400.0 8,400.0 16,800.0 (FAI-4R)	A	NON-EXEMPT AIR QUALITY NEUTRAL
	8	BRIDGE REPLACEMENT- MODERNIZE INTERCHANGE ON I-94 MARQUETTE INTERCHANGE IN MILWAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	2,000.0 0.0 0.0 0.0 2,000.0	0.0 0.0 0.0 0.0 0.0	2,000.0 0.0 100,000.0 0.0 102,000.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0 (IH-M)	0.0 200.0 1,800.0 (IH-M)	0.0 0.0 0.0 (IH-M)	0.0 10,200.0 91,800.0 (IH-M)	A	NON-EXEMPT AIR QUALITY NEUTRAL
	9	RECONSTRUCTION WITH NO ADDITIONAL LANES OF I-43 FROM BROWN DEER RD TO MILWAUKEE CO LINE IN MILWAUKEE COUNTY (0.78 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	100.0 0.0 2,200.0 0.0 2,300.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0 (IH-M)	0.0 0.0 0.0 (IH-M)	0.0 10.0 90.0 (IH-M)	0.0 230.0 2,070.0 (IH-M)	A	EXEMPT
	10	RESURFACING OF (USH 41) W LISBON AVE FROM N 46TH ST TO W APPLETON AVE IN THE CITY OF MILWAUKEE (0.88 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,500.0 0.0 1,500.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 0.0 0.0 (STP-M)	0.0 225.0 75.0 (STP-M)	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	11	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. LAYTON BLVD. FROM W. NATIONAL AVE. TO EVERGREEN LN IN THE C/ OF MILWAUKEE (0.25 MI)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 120.0 0.0 120.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 24.0 96.0 0.0 120.0	A	EXEMPT
	12	RESURFACING OF (STH 32) N. FARWELL AVE. FROM E. BRADY STREET TO E. BRADFORD AVE. IN THE CITY OF MILWAUKEE (0.93 MILES)	HP	PE 0.0 ROW 0.0 CONST 400.0 OTHER 0.0 TOTAL 400.0	0.0 0.0 400.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0 400.0	LOCAL STATE FED (STP-M)	60.0 20.0 320.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 20.0 320.0 0.0 400.0	A	EXEMPT
	13	RESURFACING OF (STH 41) W. APPLETON AVE. FROM W. BURLEIGH STREET TO W. CAPITOL DRIVE IN THE CITY OF MILWAUKEE (1.25 MILES)	HP	PE 0.0 ROW 0.0 CONST 920.0 OTHER 0.0 TOTAL 920.0	0.0 0.0 920.0 0.0 920.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 920.0 0.0 920.0	LOCAL STATE FED (STP-M)	138.0 46.0 736.0 0.0 920.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	138.0 46.0 736.0 0.0 920.0	A	EXEMPT
	14	RECONDITIONING OF STH 59 FROM I-894 TO S 92ND ST IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE 40.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 40.0	40.0 0.0 0.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 463.0 0.0 503.0	LOCAL STATE FED (STP-M)	0.0 8.0 32.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.6 402.4 0.0 503.0	A	EXEMPT
	15	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON WISCONSIN AVE OVER USH 45 IN THE CITY OF WAUWATOSA	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 120.0 0.0 120.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 120.0 0.0 0.0 120.0	A	EXEMPT
	16	REPLACEMENT OF THE BRIDGE DECK ON BLUE MOUND ROAD OVER USH 45 IN THE CITY OF WAUWATOSA	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 83.0 0.0 83.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 83.0 0.0 0.0 83.0	A	EXEMPT
	17	REPLACEMENT OF THE USH 41 STADIUM FREEWAY (SB) BRIDGE OVER STATE ST. IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,200.0 0.0 2,200.0	LOCAL STATE FED (BRF)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 440.0 1,760.0 0.0 2,200.0	A	EXEMPT
	18	CONSTRUCTION OF A BRIDGE DECK OVERLAY- ATKINSON, CAPITOL AND GREEN BAY OVER I-43 IN THE CITY OF MILWAUKEE	HP	PE 20.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 20.0	20.0 0.0 0.0 0.0 20.0	0.0 0.0 430.0 0.0 430.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 430.0 0.0 450.0	LOCAL STATE FED	0.0 20.0 0.0 0.0 20.0	0.0 430.0 0.0 0.0 430.0	0.0 0.0 0.0 0.0 0.0	0.0 450.0 0.0 0.0 450.0	A	EXEMPT
	19	BRIDGE DECK OVERLAY ON NORTH AND HALYARD OVER I-43 IN THE CITY OF MILWAUKEE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 247.0 0.0 247.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 247.0 0.0 247.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 247.0 0.0 0.0 247.0	0.0 0.0 0.0 0.0 0.0	0.0 247.0 0.0 0.0 247.0	A	EXEMPT
	20	RECONDITIONING OF IH 94 EAST-WEST FREEWAY FROM THE WEST MILWAUKEE COUNTY LINE TO THE MARQUETTE INTERCHANGE (8.00 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 31,000.0 0.0 31,000.0	0.0 0.0 30,000.0 0.0 30,000.0	0.0 0.0 61,000.0 0.0 61,000.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0 0.0 0.0	0.0 3,100.0 27,900.0 0.0 31,000.0	0.0 0.0 3,000.0 27,000.0 30,000.0	0.0 6,100.0 54,900.0 0.0 61,000.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE	1995	1996	1997	TOTAL TIP	1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	21	BRIDGE DECK OVERLAY ON STH 36 (RAWSON AVE) OVER LOOMIS RD IN THE CITY OF FRANKLIN	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 400.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (BRF)	0.0 0.0 320.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 320.0 0.0	A	EXEMPT
	*		TOTAL	0.0	400.0	0.0	400.0	TOTAL	0.0	400.0	0.0	400.0	
	22	BRIDGE REHABILITATION VARIOUS LOCATIONS WITHIN SOUTHEASTERN WISCONSIN INTERSTATE	HP	PE 0.0 ROW 0.0 CONST 1,000.0 OTHER 0.0	0.0 0.0 1,000.0 0.0	0.0 0.0 1,000.0 0.0	0.0 0.0 6,000.0 0.0	LOCAL 0.0 STATE 0.0 FED 900.0 (IH-M)	0.0 0.0 900.0 0.0	0.0 0.0 100.0 0.0	0.0 0.0 100.0 0.0	P	EXEMPT
	*		TOTAL	1,000.0	1,000.0	1,000.0	6,000.0	TOTAL	1,000.0	1,000.0	1,000.0	6,000.0	
	23	RECONDITIONING OF THE INTERSECTION OF STH 100 AND 13TH ST. IN THE CITY OF OAK CREEK (0.20 MILES)	HP	PE 0.0 ROW 0.0 CONST 320.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 320.0 0.0	LOCAL 0.0 STATE 0.0 FED 256.0 (STP-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	A	EXEMPT
	*		TOTAL	320.0	0.0	0.0	320.0	TOTAL	320.0	0.0	0.0	320.0	
	24	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S KINNICKINNIE AVE STRUCTURE OVER THE KK RIVER IN THE CITY OF MILWAUKEE (0.05 MI)	HP	PE 0.0 ROW 100.0 CONST 0.0 OTHER 0.0	0.0 0.0 7,700.0 0.0	0.0 0.0 0.0 0.0	0.0 100.0 7,700.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (BRF)	0.0 100.0 0.0 0.0	0.0 0.0 6,160.0 0.0	0.0 0.0 0.0 0.0	A	EXEMPT
	*		TOTAL	100.0	7,700.0	0.0	7,800.0	TOTAL	100.0	7,700.0	0.0	7,800.0	
	25	BRIDGE REPLACEMENT AND APPROACHES OF (STH 24) W FOREST HOME AVE. OVER THE C&NW RR AND W PABST AVE. IN THE CITY OF MILWAUKEE (0.05 MILES)	HP	PE 0.0 ROW 0.0 CONST 3,222.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 3,222.0 0.0	LOCAL 0.0 STATE 0.0 FED 2,577.6 (BRF)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	A	EXEMPT
	*		TOTAL	3,222.0	0.0	0.0	3,222.0	TOTAL	3,222.0	0.0	0.0	3,222.0	
	26	MODERNIZE ZOO INTER- CHANGE ON IH894 IN THE CITIES OF MILWAUKEE AND WEST ALLIS	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 5,200.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (IH-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL	0.0	0.0	0.0	5,200.0	TOTAL	0.0	0.0	0.0	5,200.0	
	27	REPLACEMENT OF BRIDGE DECKS ON IH 894 AT THE HALE INTERCHANGE IN THE CITY OF GREENFIELD	HP	PE 0.0 ROW 0.0 CONST 6,000.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 10,400.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (IH-M)	0.0 600.0 5,400.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	A	EXEMPT
	*		TOTAL	6,000.0	0.0	0.0	10,400.0	TOTAL	6,000.0	0.0	0.0	10,400.0	
	28	RECONDITIONING OF CAPITOL DR. (STH 190) FROM GREEN BAY AVE. TO 2ND ST. IN THE CITY OF MILWAUKEE (0.61 MILES)	HP	PE 0.0 ROW 0.0 CONST 850.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 850.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (STP-M)	0.0 170.0 680.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	A	EXEMPT
	*		TOTAL	850.0	0.0	0.0	850.0	TOTAL	850.0	0.0	0.0	850.0	
	29	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CAPITOL DR. (STH 190) FROM N. 2ND ST TO HUMBOLDT BLVD IN MILW. AND SHOREWOOD (0.56 MI)	HP	PE 0.0 ROW 0.0 CONST 1,500.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,500.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (STP-M)	0.0 300.0 1,200.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	A	EXEMPT
	*		TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0	
	30	RECONDITIONING OF N. 76TH ST. (STH 181) FROM APPLETON AVE. TO GRANTOSA DR. IN THE CITY OF MILWAUKEE (1.15 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	60.0 0.0 0.0 0.0	60.0 0.0 1,000.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (STP-M)	0.0 0.0 0.0 0.0	0.0 12.0 48.0 0.0	0.0 0.0 0.0 0.0	A	EXEMPT
	*		TOTAL	0.0	60.0	0.0	1,060.0	TOTAL	0.0	60.0	0.0	1,060.0	

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	31	RECONDITIONING OF FOND DU LAC AVE. (STH 145) FROM N. 36TH ST. TO CAPITOL DR. IN THE CITY OF MILWAUKEE (1.32 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,500.0 0.0 1,500.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 300.0 1,200.0 0.0 1,500.0	A	EXEMPT
	32	RECONDITIONING OF BROWN DEER RD. (STH 100) FROM 91ST ST. TO KILDEER CT. IN THE CITY OF MILWAUKEE AND THE V. OF BROWN DEER (3.5M)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 2,852.0 0.0 2,852.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,852.0 0.0 2,852.0	LOCAL STATE FED (STP-M) TOTAL	0.0 570.4 2,281.6 0.0 2,852.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 570.4 2,281.6 0.0 2,852.0	A	EXEMPT
	33	REPLACE BRIDGE ON 26TH ST. OVER IH 94 IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 735.0 0.0 735.0	0.0 0.0 735.0 0.0 735.0	LOCAL STATE FED (IH-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 73.5 661.5 0.0 735.0	0.0 73.5 661.5 0.0 735.0	A	EXEMPT
	34	MODERNIZE ZOO INTER- CHANGE ON IH94 AND USH 45 IN THE CITIES OF WEST ALLIS AND MILWAU- KEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 5,000.0 0.0 0.0 5,000.0	0.0 0.0 15,000.0 0.0 15,000.0	0.0 5,000.0 30,000.0 0.0 35,000.0	LOCAL STATE FED (IH-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 500.0 4,500.0 13,500.0 18,500.0	0.0 1,500.0 13,500.0 31,500.0 35,000.0	0.0 3,500.0 31,500.0 35,000.0 35,000.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	35	REPLACEMENT OF BRIDGE DECKS ON USH 45 (NB & SB) OVER NORTH AVE. IN THE CITY OF WAUWATOSA	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,300.0 0.0 1,300.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,300.0 0.0 0.0 1,300.0	A	EXEMPT
	36	REPLACEMENT OF BRIDGE DECKS ON USH 45 (NB & SB) OVER BURLEIGH ST. IN THE CITY OF WAUWATOSA	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,050.0 0.0 1,050.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 210.0 840.0 0.0 1,050.0	A	EXEMPT
	37	REPLACEMENT OF BRIDGE DECKS ON USH 45 (NB & SB) OVER THE C&NW RAILROAD IN THE CITY OF WAUWATOSA	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,700.0 0.0 1,700.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 340.0 1,360.0 0.0 1,700.0	A	EXEMPT
	38	REPLACEMENT OF BRIDGE DECKS ON USH 45 (NB AND SB) OVER CAPITOL DR. IN THE CITY OF WAUWATOSA	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,400.0 0.0 1,400.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 280.0 1,120.0 0.0 1,400.0	A	EXEMPT
	39	REPLACEMENT OF BRIDGE DECKS ON USH 45 RAMP IN THE CAPITOL DR. INTERCHANGE IN THE CITY OF WAUWATOSA	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 900.0 0.0 900.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 180.0 720.0 0.0 900.0	A	EXEMPT
	40	REPLACEMENT OF THE WELLS ST. BRIDGE OVER IH 43 IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	100.0 0.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 2,000.0 0.0 2,100.0	LOCAL STATE FED (IH-M) TOTAL	0.0 10.0 90.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 210.0 1,890.0 0.0 2,100.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	41	REPLACEMENT OF THE STATE ST. BRIDGE OVER IH 43 IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 2,000.0 0.0 2,100.0	LOCAL STATE FED (IH-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 10.0 90.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 210.0 1,890.0 0.0 2,100.0	A	EXEMPT
	42	REPLACEMENT OF THE GREEN TREE RD. BRIDGE OVER IH 43 IN THE CITY OF GLENDALE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (FAI-4R) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 100.0 900.0 1,000.0	0.0 0.0 100.0 900.0 1,000.0	A	EXEMPT
	43	REPLACEMENT OF THE GOOD HOPE RD. BRIDGE OVER IH 43 IN THE VILLAGE OF FOX POINT	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,300.0 0.0 1,300.0	0.0 0.0 1,300.0 0.0 1,300.0	LOCAL STATE FED (FAI-4R) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 130.0 1,170.0 1,300.0	0.0 0.0 130.0 1,170.0 1,300.0	A	EXEMPT
	44	REPLACEMENT OF THE BROWN DEER RD. BRIDGE OVER IH 43 IN THE VILLAGE OF RIVER HILLS	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 0.0 0.0 80.0	80.0 0.0 2,000.0 0.0 2,080.0	LOCAL STATE FED (FAI-4R) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 8.0 72.0 80.0	0.0 0.0 208.0 1,872.0 2,080.0	A	EXEMPT
	45	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LAYTON BLVD. (STH 41) FROM LINCOLN AVE. TO NATIONAL AVE. IN THE C/ MILWAUKEE (1.33 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,300.0 0.0 2,300.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	345.0 115.0 1,840.0 0.0 2,300.0	A	EXEMPT
	46	REPLACEMENT OF THE NB BRIDGE DECK ON USH 41 OVER STATE ST. IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,035.0 0.0 1,035.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 207.0 828.0 0.0 1,035.0	A	EXEMPT
	47	RECONDITIONING OF STATE ST. (USH 18) FROM N. EDISON ST. TO PROSPECT AVE. IN THE CITY OF MILWAUKEE (0.44 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 500.0 0.0 500.0	LOCAL STATE FED  TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	125.0 375.0 0.0 0.0 500.0	A	EXEMPT
	48	RESURFACING OF (USH 18) BLUE MOUND RD. FROM THE ZOO FREEWAY TO N. GLENVIEW AVE. IN THE CITIES OF MILWAUKEE AND WAUWATOSA (0.91 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 50.0 800.0 0.0 1,000.0	A	EXEMPT
	49	RESURFACING OF W FOREST HOME AVE (STH 24) FROM 42ND ST TO 35TH ST AND 31ST ST TO 27TH ST IN THE CITY OF MILWAUKEE (0.90 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	80.0 0.0 0.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 839.0 0.0 919.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 16.0 64.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	0.0 184.0 735.0 0.0 919.0	A	EXEMPT
	50	REHABILITATION OF THE STH 24 BRIDGE OVER THE KINNICKINNIC RIVER IN MILWAUKEE (B40-0979)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 27.0 0.0 27.0	LOCAL STATE FED  TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 27.0 0.0 0.0 27.0	P	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	51	RESURFACE N BROADWAY ST FROM E WELLS ST TO E ST PAUL AVE IN THE CITY OF MILWAUKEE (0.40 MILES)	HP	PE	0.0	40.0	0.0	40.0	LOCAL	0.0	10.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	59.0		
				CONST	0.0	0.0	0.0	296.0	FED	0.0	30.0	0.0	267.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)	0.0	0.0	0.0	0.0		
				TOTAL	0.0	40.0	0.0	336.0	TOTAL	0.0	40.0	0.0	336.0		
	52	RESURFACING OF USH 41 FROM C&NW RR TO WEST LINCOLN AVE IN CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	129.0		
				CONST	0.0	0.0	0.0	646.0	FED	0.0	0.0	0.0	517.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	0.0	646.0	TOTAL	0.0	0.0	0.0	646.0		
	53	RECONDITIONING OF I-43 FROM THE MARQUETTE INTERCHANGE TO LEXINGTON WITH NO ADDITIONAL LANES	HP	PE	0.0	800.0	0.0	800.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	80.0	0.0	680.0		
				CONST	0.0	0.0	0.0	6,000.0	FED	0.0	720.0	0.0	6,120.0		
				OTHER	0.0	0.0	0.0	0.0	(IH-M)	0.0	0.0	0.0	0.0		
				TOTAL	0.0	800.0	0.0	6,800.0	TOTAL	0.0	800.0	0.0	6,800.0		
	54	RECONDITIONING OF I-43 FROM 13TH ST TO NATIONAL AVE WITH NO ADDED LANES	HP	PE	0.0	800.0	0.0	800.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	80.0	0.0	620.0		
				CONST	0.0	0.0	0.0	5,400.0	FED	0.0	720.0	0.0	5,580.0		
				OTHER	0.0	0.0	0.0	0.0	(IH-M)	0.0	0.0	0.0	0.0		
				TOTAL	0.0	800.0	0.0	6,200.0	TOTAL	0.0	800.0	0.0	6,200.0		
	55	REPLACE C&NW RAILROAD BRIDGE OVER I-43, JEAN NICOLET, AND PORT WASH ROAD TO ACCOMMODATE A WIDER CROSS-SECTION OF I-43 AND PORT ROAD	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	800.0	800.0		
				CONST	0.0	0.0	4,000.0	4,000.0	FED	0.0	0.0	3,200.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	(IH-M)	0.0	0.0	0.0	0.0		
TOTAL				0.0	0.0	4,000.0	4,000.0	TOTAL	0.0	0.0	4,000.0	4,000.0			
56	REHABILITATION OF STATE BRIDGES AT VARIOUS LOCATIONS THROUGHOUT DISTRICT 2	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	800.0	800.0	800.0	3,200.0			
			CONST	800.0	800.0	800.0	3,200.0	FED	0.0	0.0	0.0	0.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	800.0	800.0	800.0	3,200.0	TOTAL	800.0	800.0	800.0	3,200.0			
57	RECONSTRUCTION OF N PORT WASHINGTON ROAD BETWEEN BENDER RD AND DAPHNE RD WITH NO ADDITIONAL LANES (0.70 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	120.0	0.0	0.0	1,513.0			
			CONST	0.0	0.0	0.0	1,393.0	FED	0.0	0.0	0.0	0.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	120.0	0.0	0.0	1,513.0	TOTAL	120.0	0.0	0.0	1,513.0			
58	RESURFACE VARIOUS INTERSTATE LOCATIONS WITH NO ADDITIONAL LANES	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	215.0	215.0	215.0	1,290.0			
			CONST	215.0	215.0	215.0	1,290.0	FED	0.0	0.0	0.0	0.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	215.0	215.0	215.0	1,290.0	TOTAL	215.0	215.0	215.0	1,290.0			
59	RESURFACE VARIOUS NON-INTERSTATE LOCATION WITH NO ADDITIONAL LANES	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	1,400.0	969.0	969.0	6,190.0			
			CONST	1,400.0	969.0	969.0	6,190.0	FED	0.0	0.0	0.0	0.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL	1,400.0	969.0	969.0	6,190.0	TOTAL	1,400.0	969.0	969.0	6,190.0			
60	RECONSTRUCTION WITH NO ADDED CAPACITY OF MITCHELL BLVD RAMP AND STRUCTURE OVER I-94 IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
			ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,000.0	800.0	1,800.0			
			CONST	0.0	10,000.0	8,000.0	18,000.0	FED	0.0	9,000.0	7,200.0	16,200.0			
			OTHER	0.0	0.0	0.0	0.0	(FAI)							
			TOTAL	0.0	10,000.0	8,000.0	18,000.0	TOTAL	0.0	10,000.0	8,000.0	18,000.0			

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP	
STATE OF WISCONSIN	61	RESURFACING OF STH 145 FROM E STATE STREET TO EAST OGDEN AVENUE IN THE CITY OF MILWAUKEE (0.40 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 450.0 0.0 450.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 450.0	A	EXEMPT
	62	RESURFACING OF (STH 32) W BRADFORD AVE FROM N LAKE DRIVE TO N FARWELL AVE IN THE CITY OF MILWAUKEE (0.26 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 150.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 150.0 0.0 150.0	LOCAL STATE FED (STP-M) TOTAL	22.5 7.2 120.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	22.5 7.2 0.0 0.0 150.0	A	EXEMPT
	63	RECONDITIONING OF STATE ST. FROM OLD WORLD 3RD ST. TO 17TH ST. IN THE CITY OF MILWAUKEE (USH 18) (1.07 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 50.0 800.0 0.0 1,000.0	A	EXEMPT
	64	RECONDITIONING OF 17TH ST. FROM WELLS ST. TO HIGHLAND BLVD. IN THE CITY OF MILWAUKEE (USH 18) (0.28 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 250.0 0.0 250.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	37.5 12.5 200.0 0.0 250.0	A	EXEMPT
	65	RECONDITIONING OF STH 32 FROM THE NORTH VILLAGE LIMITS TO THE SOUTH VILLAGE LIMITS OF THE VILLAGE OF FOX POINT (2.66 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,200.0 0.0 1,200.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 240.0 960.0 0.0 1,200.0	A	EXEMPT
	66	REPLACEMENT OF THE STH 38 (CHASE AVE.) BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,200.0 0.0 1,200.0	0.0 0.0 1,200.0 0.0 1,200.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 240.0 960.0	0.0 0.0 240.0 960.0 1,200.0	A	EXEMPT
	67	RECONDITIONING OF GREEN BAY AVE. (STH 57) FROM W LAWN AVE. TO THE NORTH CITY LIMITS IN THE CITY OF MILWAUKEE (0.32 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 365.0 0.0 365.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 365.0 0.0 365.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 73.0 292.0 0.0 365.0	0.0 0.0 0.0 0.0 365.0	A	EXEMPT
	68	HOAN BRIDGE PAINTING AND WELDING IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 500.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 500.0 0.0 500.0	LOCAL STATE FED (BRF) TOTAL	0.0 100.0 400.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 400.0 0.0 500.0	A	EXEMPT
	69	RESURFACING OF N LAKE DR. FROM E. KENWOOD BLVD TO E. EDGEWOOD AVE IN THE CITY OF MILWAUKEE (0.51 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 250.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 250.0 0.0 250.0	LOCAL STATE FED (STP-M) TOTAL	37.5 12.5 200.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	37.5 12.5 200.0 0.0 250.0	A	EXEMPT
	70	MODERNIZE STADIUM INTERCHANGE ON I94 IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 16,000.0 0.0 16,000.0	0.0 0.0 28,000.0 0.0 28,000.0	LOCAL STATE FED (FAI-4R) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,600.0 14,400.0	0.0 0.0 0.0 2,800.0 25,200.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				TOTAL	0.0	0.0	16,000.0	28,000.0	TOTAL	0.0	0.0	16,000.0	28,000.0	

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	71	DECK REPLACEMENT OF THE 35TH STREET BRIDGE OVER THE E-W FREEWAY IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 500.0 0.0  500.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 500.0 0.0  500.0	LOCAL STATE FED (FAI-4R)	0.0 50.0 450.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 50.0 450.0 0.0	A	EXEMPT
	*														
	72	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. STATE ST. BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.09 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 4,800.0 0.0  4,800.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 4,800.0 0.0  4,800.0	LOCAL STATE FED (BRF)	0.0 0.0 0.0 0.0	0.0 960.0 3,840.0 0.0	0.0 0.0 0.0 0.0	0.0 960.0 3,840.0 0.0	A	EXEMPT
	*														
	73	REPAIR OF BRIDGE DECKS AND RAMPS BETWEEN AND INCLUDING THE MARQUETTE AND LAKE INTERCHANGES (1.28 MILES) (IH 794)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 3,000.0 0.0  3,000.0	0.0 0.0 3,000.0 0.0  3,000.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 300.0 2,700.0	0.0 0.0 300.0 2,700.0	A	EXEMPT
	*														
	74	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SEWRPC	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  2,148.2	0.0 0.0 0.0 0.0  2,255.6	0.0 0.0 0.0 0.0  2,368.4	0.0 0.0 0.0 0.0  14,611.8	LOCAL STATE FED (COMB)	214.8 214.8 1,718.6	225.6 225.6 1,804.4	236.8 236.8 1,894.8	1,461.2 1,461.2 11,689.4	A	EXEMPT
	*														
	75	DIGITAL AERIAL ORTHO PHOTOGRAPHY PROGRAM	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 250.0  250.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 250.0  250.0	LOCAL STATE FED (STP-M)	25.0 25.0 200.0	0.0 0.0 0.0	0.0 0.0 0.0	25.0 25.0 200.0	A	EXEMPT
	*														
	76	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR	HI	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 650.0 0.0  650.0	0.0 0.0 650.0 0.0  650.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 130.0 520.0	0.0 0.0 130.0 520.0	A	NON-EXEMPT
	*														
	77 <sup>a</sup>	ACQUIRE HARDSHIP ROW ONLY FOR RECONSTRUCTION WITH ADDITIONAL LANES OF IH 43 FROM BENDER RD TO BROWN DEER RD IN MILW CO. (3.20 MI)	HI	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 300.0 0.0 0.0  300.0	0.0 0.0 0.0 0.0  0.0	0.0 300.0 0.0 0.0  11,000.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0 0.0	0.0 0.0 30.0 270.0	0.0 0.0 0.0 0.0	0.0 1,130.0 10,170.0 0.0	A	NON-EXEMPT
	*														
	78	RECONSTRUCTION OF THE N GREEN BAY AVE (STH 57) STRUCTURE OVER LINCOLN CREEK AND APPROACHES IN THE CITY OF MILWAUKEE (0.20 MILES)	HI	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 1,561.0 0.0  1,561.0	LOCAL STATE FED (BRF)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	290.0 254.2 1,016.8 0.0	P	NON-EXEMPT
	*														
	79	RECONSTRUCTION OF THE IH 43 AND BROWN DEER RD. INTERCHANGE WITH ADDITIONAL LANES ON IH 43 IN MILWAUKEE COUNTY	HI	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 5,000.0 0.0  5,000.0	LOCAL STATE FED (FAI-4R)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 500.0 4,500.0 0.0	A	NON-EXEMPT
	*														
	80	RECONSTRUCTION WITH ADDITIONAL LANES OF PENNSYLVANIA AVE. FROM COLLEGE AVE. TO LAYTON AVE. IN THE CITY OF CUDAHY (2.0 MILES)	HI	PE ROW CONST OTHER  TOTAL	500.0 73.0 129.0 0.0  702.0	0.0 0.0 2,400.0 0.0  2,400.0	0.0 0.0 0.0 0.0  0.0	500.0 73.0 2,529.0 0.0  3,102.0	LOCAL STATE FED	175.5 526.5 0.0	600.0 1,800.0 0.0	0.0 0.0 0.0	775.5 2,326.5 0.0	P	NON-EXEMPT
	*														

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<sup>a</sup>The funds provided herein are to be used for the purchase of hardship case right-of-way only pending completion of a major investment study in the IH 43 corridor.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997
STATE OF WISCONSIN	81	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 100 FROM HOWELL AVE (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,300.0 0.0 1,300.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 260.0 0.0 1,040.0 1,300.0	A	NON-EXEMPT
	82	RECONSTRUCTION OF RYAN RD (STH 100) WITH ADDITIONAL LANES FROM CTY H TO USH 41 IN THE CITY OF FRANKLIN (3.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 600.0 0.0 0.0 600.0	0.0 600.0 1,500.0 0.0 2,100.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 120.0 480.0 600.0	0.0 420.0 1,680.0 2,100.0	P	NON-EXEMPT
	83	RECONSTRUCTION WITH ADDITIONAL LANES OF W. FOND DU LAC AVE (STH 145) FROM N. 20TH ST TO N. 36TH ST IN THE CITY OF MILWAUKEE (1.55 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 3,000.0 0.0 0.0 3,000.0	0.0 3,000.0 11,500.0 0.0 14,500.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 600.0 2,400.0 3,000.0	2,900.0 0.0 11,600.0 14,500.0	A	NON-EXEMPT
	84	IMPLEMENTATION OF THE AREAWIDE FREEWAY MGMT. SYSTEM	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 4,800.0 0.0 4,800.0	0.0 0.0 4,650.0 0.0 4,650.0	0.0 0.0 4,450.0 0.0 4,450.0	0.0 0.0 18,100.0 0.0 18,100.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 3,840.0 0.0 4,800.0	0.0 0.0 930.0 3,720.0 4,650.0	0.0 3,175.0 14,925.0 18,100.0	A	NON-EXEMPT
	85	RECONSTRUCTION OF THE INTERSECTION OF USH 41 AND GOOD HOPE RD BY ADDING BRIDGE INTERCHG AND OTHER ROAD WORK IN C/ OF MIL. (1.00 MILE)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 666.0 0.0 666.0	0.0 0.0 3,000.0 0.0 3,000.0	0.0 0.0 8,837.0 0.0 8,837.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	181.2 484.8 816.0 2,184.0 666.0	2,403.7 6,433.3 8,837.0	P	NON-EXEMPT
	86	CONSTRUCTION OF HOWARD AVE. ON PARTIAL NEW LOCATION FROM LAKE DR. TO LAKE ARTERIAL IN THE CITY OF ST. FRANCIS (1.25 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 900.0 0.0 0.0 900.0	0.0 0.0 4,200.0 0.0 4,200.0	0.0 0.0 0.0 0.0 0.0	0.0 900.0 4,200.0 0.0 5,100.0	LOCAL STATE FED TOTAL	225.0 675.0 0.0 900.0 4,200.0	1,050.0 3,150.0 0.0 0.0 4,200.0	1,275.0 3,825.0 0.0 5,100.0	A	NON-EXEMPT
	87	CONSTRUCTION OF LAKE ARTERIAL CONNECTING CARFERRY DR. TO E. LAYTON AVE. IN THE CITIES OF MILWAUKEE, ST. FRANCIS AND CUDAHY (3.1 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 667.0 1,304.0 0.0 1,971.0	0.0 0.0 32,473.0 0.0 32,473.0	0.0 0.0 27,176.0 0.0 27,176.0	0.0 667.0 60,953.0 0.0 61,620.0	LOCAL STATE FED TOTAL	0.0 1,971.0 0.0 1,971.0 32,473.0	0.0 0.0 27,176.0 0.0 27,176.0	0.0 61,620.0 61,620.0	A	NON-EXEMPT
	88	RECONSTRUCTION OF THE LAYTON AVENUE BRIDGE TO ACCOMMODATE THE LAKE PARKWAY	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 2,800.0 0.0 2,800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,800.0 0.0 2,800.0	LOCAL STATE FED TOTAL	0.0 2,800.0 0.0 2,800.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 2,800.0 0.0 2,800.0	A	NON-EXEMPT
	89	ELDERLY/DISABLED TRANSPORTATION-SECT 16 GOODWILL INDUSTRIES VAN/LIFT 7/1 5-28 PASS BUSES/LIFT 28/2 40 PASS BUS 40/0 1992	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 313.1 313.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 313.1 313.1	LOCAL STATE FED (FTA 1682) TOTAL	62.6 0.0 250.5 313.1 313.1	0.0 0.0 0.0 0.0 0.0	62.6 0.0 250.5 313.1	A	EXEMPT
	90	ELDERLY/DISABLED TRANSPORTATION-SECT 16 ELDER CARE LINE INC. 3 VANS 14/0 3 VANS/LIFT 7/1 1992	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 189.5 189.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 189.5 189.5	LOCAL STATE FED (FTA 1682) TOTAL	37.9 0.0 151.6 189.5 189.5	0.0 0.0 0.0 0.0 0.0	37.9 0.0 151.6 189.5	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	91	ELDERLY/DISABLED TRANSPORTATION- ELDER CARE LINE: 2-40 PASS. BUSES/L 28/2: 2 SMALL BUSES 16/0 2 MODIFIED VANS 7/1 VAN 14/0 : 1993 MILW.	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 239.5 239.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 239.5 239.5	LOCAL STATE FED (FTA 1682) TOTAL	47.9 0.0 191.6 0.0 239.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	47.9 0.0 191.6 0.0 239.5	A	EXEMPT
	92	ELDERLY/DISABLED TRANSPORTATION- GOODWILL MILW. 6-MODIFIED VANS/L 7/1 3-40 PASS. BUSES/L 28/2: 1993	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 307.6 307.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 307.6 307.6	LOCAL STATE FED (FTA 1682) TOTAL	61.5 0.0 246.1 0.0 307.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	61.5 0.0 246.1 0.0 307.6	A	EXEMPT
	93	ELDERLY/DISABLED TRANSPORTATION- MILWAUKEE CENTER FOR INDEPENDENCE 3-MEDIUM BUSES/L 14/2: 1993	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 120.6 120.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 120.6 120.6	LOCAL STATE FED (FTA 1682) TOTAL	24.1 0.0 96.5 0.0 120.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	24.1 0.0 96.5 0.0 120.6	A	EXEMPT
	94	ELDERLY/DISABLED TRANSPORTATION 1994 ELDER CARE LINE INC. MILW: 2 MOD 5/1 1 SMALL BUS 16/0 1 SMALL BUS MOD 8/1	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 114.4 114.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 114.4 114.4	LOCAL STATE FED (FTA 1682) TOTAL	22.8 0.0 91.6 0.0 114.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	22.8 0.0 91.6 0.0 114.4	A	EXEMPT
	95	FEEDER BUS SERVICE TO MILWAUKEE AMTRAK STATION FROM GREEN BAY AND/OR MADISON	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 500.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 500.0 500.0	LOCAL STATE FED (COMB) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 500.0 0.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 500.0 0.0 0.0 500.0	P	EXEMPT
	96 <sup>b</sup>	PRELIMINARY ENGINEERING FOR TRANSPORTATION IN THE EAST-WEST CORRIDOR MIS/PE THRU NEPA	TI	PE ROW CONST OTHER TOTAL	1,996.3 0.0 0.0 0.0 1,996.3	9,459.6 0.0 0.0 0.0 9,459.6	5,970.6 0.0 0.0 0.0 5,970.6	17,426.5 0.0 0.0 0.0 17,426.5	LOCAL STATE FED (COMB) TOTAL	0.0 371.3 1,625.0 0.0 1,996.3	0.0 1,584.6 7,875.0 0.0 9,459.6	0.0 970.6 5,000.0 0.0 5,970.6	0.0 2,926.5 14,500.0 0.0 17,426.5	A	EXEMPT
	97	TRANSPORTATION CORRIDOR PLANNING STUDIES (MIS): COMMUTER RAIL, HIGH SPEED RAIL, TRAVEL DATA, EXPRESS BUS SERVICE, HIGHWAY IMPROVEMENTS	TI / HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 3,500.0 3,500.0	0.0 0.0 0.0 1,500.0 1,500.0	0.0 0.0 0.0 2,900.0 2,900.0	0.0 0.0 0.0 13,700.0 13,700.0	LOCAL STATE FED TOTAL	0.0 3,500.0 0.0 3,500.0	0.0 1,500.0 0.0 1,500.0	0.0 2,900.0 0.0 2,900.0	0.0 13,700.0 0.0 13,700.0	P	EXEMPT
	98	CONTINUED SUPPORT OF ADDITIONAL AND POSSIBLE EXPANDED MILWAUKEE TO CHICAGO AMTRAK SERVICE	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 500.0 500.0	0.0 0.0 0.0 500.0 500.0	0.0 0.0 0.0 1,200.0 1,200.0	0.0 0.0 0.0 4,600.0 4,600.0	LOCAL STATE FED TOTAL	0.0 500.0 0.0 500.0	0.0 500.0 0.0 500.0	0.0 1,200.0 0.0 1,200.0	0.0 4,600.0 0.0 4,600.0	A	EXEMPT
	99	ELDERLY/DISABLED TRANSPORTATION ELDER CARE MILWAUKEE 2 VANS 14/0, 2 VANS/L 7/1: 1991	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 100.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 100.0 100.0	LOCAL STATE FED (FTA 1682) TOTAL	20.0 0.0 80.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 80.0 0.0 100.0	A	EXEMPT
	100	ELDERLY/DISABLED TRANSPORTATION MILWAUKEE CENTER FOR INDEPENDENCE-MILWAUKEE 3 VANS 14/0: 1991	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 59.4 59.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 59.4 59.4	LOCAL STATE FED (FTA 1682) TOTAL	11.9 0.0 47.5 0.0 59.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.9 0.0 47.5 0.0 59.4	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

<sup>b</sup>The Federal funds for this project include: \$2,000,000 in CMAQ funds, \$3,000,000 in FTA Section 3 funds, and \$9,500,000 in Interstate Substitution-Transit funds.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	101	ELDERLY/DISABLED TRANSPORTATION GOODWILL INDUSTRIES MILWAUKEE VAN14/0 VAN/L 7/1 8-40 PASS BUSES/L 28/3: 1991	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 427.2 427.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 427.2 427.2	LOCAL STATE FED (FTA 1682) TOTAL	85.4 0.0 341.8 0.0 427.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	85.4 0.0 341.8 0.0 427.2	A	EXEMPT
	102	ALTERNATIVES ANALYSIS FOR TRANSPORTATION IN THE EAST-WEST CORRIDOR MIS--1994	TI	PE ROW CONST OTHER TOTAL	2,308.4 0.0 0.0 0.0 2,308.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2,308.4 0.0 0.0 0.0 2,308.4	LOCAL STATE FED (CMAQ) TOTAL	0.0 461.7 1,846.7 0.0 2,308.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 461.7 1,846.7 0.0 2,308.4	A	EXEMPT
	103	ELDERLY/DISABLED TRANSPORTATION- JEWISH COMMUNITY CENTER: SMALL BUS 16/0 :1993 MILW.	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 34.4 34.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 34.4 34.4	LOCAL STATE FED (FTA 1682) TOTAL	6.9 0.0 27.5 0.0 34.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.9 0.0 27.5 0.0 34.4	A	EXEMPT
	104	ELDERLY/DISABLED TRANSPORTATION LUTHERAN SOCIAL SERVICE MILWAUKEE: 2-VANS 14/0 2 MODIFIED VANS 7/1 1994	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 89.5 89.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 89.5 89.5	LOCAL STATE FED (FTA 1682) TOTAL	17.9 0.0 71.6 0.0 89.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	17.9 0.0 71.6 0.0 89.5	P	EXEMPT
	105	ELDERLY/DISABLED TRANSPORTATION GOODWILL INDUSTRIES OF SE WIS. MILWAUKEE: 5 MODIFIED VANS 7/1 3 BUSES 28/2 1994	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 293.8 293.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 293.8 293.8	LOCAL STATE FED (FTA 1682) TOTAL	58.8 0.0 235.0 0.0 293.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	58.8 0.0 235.0 0.0 293.8	P	EXEMPT
	106	ELDERLY/DISABLED TRANSPORTATION D&S TRANSPORTATION MILWAUKEE: 2 VANS 14/0 1 MODIFIED VAN 7/1 1994	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 63.3 63.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 63.3 63.3	LOCAL STATE FED (FTA 1682) TOTAL	12.7 0.0 50.6 0.0 63.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	12.7 0.0 50.6 0.0 63.3	P	EXEMPT
	107	CITY OF MILWAUKEE INTERMODAL TERMINAL PLANNING STUDY	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 75.0 75.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 150.0 150.0	LOCAL STATE FED (DEMO) TOTAL	0.0 25.0 50.0 0.0 75.0	0.0 25.0 50.0 0.0 75.0	0.0 0.0 0.0 0.0 0.0	0.0 50.0 100.0 0.0 150.0	A	EXEMPT
	108	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH SYSTEM IN DISTRICT 2	HS	PE ROW CONST OTHER TOTAL	80.0 0.0 420.0 0.0 500.0	80.0 0.0 420.0 0.0 500.0	80.0 0.0 420.0 0.0 500.0	400.0 0.0 2,100.0 0.0 2,500.0	LOCAL STATE FED (HHL) TOTAL	0.0 50.0 450.0 0.0 500.0	0.0 50.0 450.0 0.0 500.0	0.0 50.0 450.0 0.0 500.0	0.0 250.0 2,250.0 0.0 2,500.0	A	EXEMPT
	109	FTSA TRAFFIC SAFETY PROJECTS AT VARIOUS LOCATIONS THROUGHOUT THE DISTRICT	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 1,000.0 1,000.0	0.0 0.0 0.0 1,000.0 1,000.0	0.0 0.0 0.0 1,000.0 1,000.0	0.0 0.0 0.0 6,000.0 6,000.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 6,000.0 0.0 6,000.0	A	EXEMPT
	110	SIGNALIZE AND IMPROVE GEOMETRY OF INTER-SECTION OF CHICAGO RD (STH 32) AND PUETZ RD IN THE CITY OF OAK CREEK	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	12.0 0.0 120.0 0.0 132.0	12.0 0.0 120.0 0.0 132.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 13.2 118.8 0.0 132.0	0.0 13.2 118.8 0.0 132.0	A	EXEMPT

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	111	MEDIAN MODIFICATION OF 108TH STREET (STH 100) BETWEEN LAYTON AVENUE AND COLD SPRING ROAD IN THE CITY OF GREENFIELD (0.50 MILES)	HS	PE	10.0	0.0	0.0	10.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
			ROW	0.0	0.0	0.0	0.0	STATE	1.0	7.0	0.0	8.0			
			CONST	0.0	70.0	0.0	70.0	FED	9.0	63.0	0.0	72.0			
			OTHER	0.0	0.0	0.0	0.0	(STP-S)							
			TOTAL		10.0	70.0	0.0	80.0	TOTAL	10.0	70.0	0.0	80.0		
	112	INSTALL NEW SIGNAL AT THE INTERSECTION OF 27TH ST (USH 41) AND PARNELL AVE IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
			ROW	0.0	0.0	0.0	0.0	STATE	6.0	0.0	0.0	6.0			
			CONST	60.0	0.0	0.0	60.0	FED	54.0	0.0	0.0	54.0			
			OTHER	0.0	0.0	0.0	0.0	(HHL)							
			TOTAL		60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	113	IMPROVE SIGNALS AND GEOMETRICS AT THE INTERSECTION OF BROWN DEER RD AND PORT WASHINGTON RD (STH 32 AND CTH W) IN BAYSIDE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	
			ROW	0.0	0.0	0.0	0.0	STATE	13.2	0.0	0.0	13.2			
		CONST	132.0	0.0	0.0	132.0	FED	118.8	0.0	0.0	118.8				
		OTHER	0.0	0.0	0.0	0.0	(HHL)								
		TOTAL		132.0	0.0	0.0	132.0	TOTAL	132.0	0.0	0.0	132.0			
114	INSTALL SIGNALS AND GEOMETRICS AT THE INTERSECTION OF RYAN RD AND STH 32 IN THE CITY OF OAK CREEK	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A		
		ROW	0.0	0.0	0.0	0.0	STATE	8.4	0.0	0.0	8.4				
		CONST	84.0	0.0	0.0	84.0	FED	75.6	0.0	0.0	75.6				
		OTHER	0.0	0.0	0.0	0.0	(HHL)								
		TOTAL		84.0	0.0	0.0	84.0	TOTAL	84.0	0.0	0.0	84.0			
115	INSTALL DOUBLE LEFT TURN LANE (WB TO SB) AT INTERSECTION OF BROWN DEER RD. AND 91ST ST. IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A		
		ROW	0.0	0.0	0.0	0.0	STATE	5.1	0.0	0.0	5.1				
		CONST	51.0	0.0	0.0	51.0	FED	45.9	0.0	0.0	45.9				
		OTHER	0.0	0.0	0.0	0.0	(HHL)								
		TOTAL		51.0	0.0	0.0	51.0	TOTAL	51.0	0.0	0.0	51.0			
116	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN MILW KEN WAL WAUK WASH AND OZ COUNTIES	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A		
		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0				
		CONST	0.0	0.0	0.0	0.0	FED	125.0	50.0	50.0	375.0				
		OTHER	125.0	50.0	50.0	375.0	(RHGC)								
		TOTAL		125.0	50.0	50.0	375.0	TOTAL	125.0	50.0	50.0	375.0			
117	EMPLOYER TECHNICAL ASSISTANCE FOR EMPLOYER COMMUTE OPTIONS (ECO) PROGRAM: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A		
		ROW	0.0	0.0	0.0	0.0	STATE	84.0	0.0	0.0	84.0				
		CONST	0.0	0.0	0.0	0.0	FED	336.0	0.0	0.0	336.0				
		OTHER	420.0	0.0	0.0	420.0	(CMAQ)								
		TOTAL		420.0	0.0	0.0	420.0	TOTAL	420.0	0.0	0.0	420.0			
118	EMPLOYEE COMMUTE OPTIONS (ECO) ANSWER LINE (1-800 COMMUTE): 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A		
		ROW	0.0	0.0	0.0	0.0	STATE	15.2	0.0	0.0	15.2				
		CONST	0.0	0.0	0.0	0.0	FED	60.8	0.0	0.0	60.8				
		OTHER	76.0	0.0	0.0	76.0	(CMAQ)								
		TOTAL		76.0	0.0	0.0	76.0	TOTAL	76.0	0.0	0.0	76.0			
119	FREEWAY TRAFFIC MANAGEMENT STAGE IMPLEMENTATION - IH 894	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A		
		ROW	0.0	0.0	0.0	0.0	STATE	0.0	1,352.0	0.0	1,352.0				
		CONST	0.0	2,108.0	0.0	2,108.0	FED	0.0	756.0	0.0	756.0				
		OTHER	0.0	0.0	0.0	0.0	(CMAQ)								
		TOTAL		0.0	2,108.0	0.0	2,108.0	TOTAL	0.0	2,108.0	0.0	2,108.0			
120	FREEWAY TRAFFIC MANAGEMENT EARLY ACTION IMPLEMENTATION- TRAFFIC OPERATIONS CENTER: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A		
		ROW	0.0	0.0	0.0	0.0	STATE	0.0	70.0	0.0	70.0				
		CONST	0.0	0.0	0.0	0.0	FED	0.0	280.0	0.0	280.0				
		OTHER	0.0	350.0	0.0	350.0	(CMAQ)								
		TOTAL		0.0	350.0	0.0	350.0	TOTAL	0.0	350.0	0.0	350.0			

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP	
STATE OF WISCONSIN	121	CONSTRUCTION OF NOISE BARRIERS ON THE INTER-STATE HIGHWAY SYSTEM	EE	PE 0.0 ROW 0.0 CONST 1,600.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 2,000.0 0.0	0.0 0.0 9,600.0 0.0	LOCAL 0.0 STATE 160.0 FED 1,440.0 (TH-M)	0.0 0.0 0.0 0.0	0.0 200.0 1,800.0 0.0	0.0 960.0 8,640.0 0.0	A	EXEMPT
	*			TOTAL	1,600.0	0.0	2,000.0	9,600.0	TOTAL	1,600.0	0.0	2,000.0	9,600.0	
	122	A STUDY OF BICYCLE TRAIL ALTERNATIVES IN THE I-94-1904 CORRIDOR IN 1995 LEADING TO IMPLEMENTATION OF PREFERRED ALTERNATIVE	EE	PE 145.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0	345.0 0.0 1,700.0 0.0	LOCAL 0.0 STATE 29.0 FED 116.0 (DEMO)	0.0 0.0 0.0 0.0	0.0 40.0 160.0 0.0	0.0 409.0 1,636.0 0.0	A	EXEMPT
	*			TOTAL	145.0	0.0	200.0	2,045.0	TOTAL	145.0	0.0	200.0	2,045.0	
	123	CONGESTION MANAGEMENT-MITIGATE CONGESTION RELATED TO MAJOR STH CONSTRUCTION PROJECTS	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 1,000.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 2,200.0	0.0 0.0 0.0 3,000.0	0.0 0.0 0.0 12,200.0	LOCAL 0.0 STATE 200.0 FED 800.0 (TH-M)	0.0 440.0 1,760.0 0.0	0.0 600.0 2,400.0 0.0	0.0 2,440.0 9,760.0 0.0	P	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	1,000.0	2,200.0	3,000.0	12,200.0	TOTAL	1,000.0	2,200.0	3,000.0	12,200.0	
	124	ESTABLISHMENT OF AN I/M 240 TEST LANE: 1993	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 250.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 250.0	LOCAL 0.0 STATE 50.0 FED 200.0 (CMAQ)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 50.0 200.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0	
	125	INSTALL BICYCLE RACKS AT PARK & RIDE LOTS ALONG INTERSTATE HIGHWAYS IN MILWAUKEE, WAUKESHA, OZAUKEE & WASHINGTON COUNTIES: 1995	EE	PE 0.0 ROW 0.0 CONST 12.6 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 12.6 0.0	LOCAL 0.0 STATE 2.5 FED 10.1 (CMAQ)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 2.5 10.1 0.0	A	EXEMPT
	*			TOTAL	12.6	0.0	0.0	12.6	TOTAL	12.6	0.0	0.0	12.6	
	126	INSTALL COMPREHENSIVE RIDESHARE SIGNAGE ALONG INTERSTATE HIGHWAYS IN THE 6 NON-ATTAINMENT COUNTIES & IN ADJOINING AREAS: 1995	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 56.3	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 56.3	LOCAL 0.0 STATE 11.3 FED 45.0 (CMAQ)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 11.3 45.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	56.3	0.0	0.0	56.3	TOTAL	56.3	0.0	0.0	56.3	
	127	PUBLIC INFORMATION CAMPAIGN TO PROMOTE ENVIRO-FRIENDLY TRANSPORTATION HABITS (JOINT EFFORT INVOLVING DOT AND DNR): 1995-96	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 302.3	0.0 0.0 0.0 0.0	0.0 0.0 0.0 302.3	0.0 0.0 0.0 0.0	0.0 0.0 0.0 604.6	LOCAL 0.0 STATE 60.5 FED 241.8 (CMAQ)	0.0 60.5 241.8 0.0	0.0 0.0 0.0 0.0	0.0 121.0 483.6 0.0	A	NON-EXEMPT
	*			TOTAL	302.3	302.3	0.0	604.6	TOTAL	302.3	302.3	0.0	604.6	
	128	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 15,000.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 15,000.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 30,000.0	LOCAL 0.0 STATE 12,500.0 FED 2,500.0 (CMAQ)	0.0 12,500.0 2,500.0 0.0	0.0 0.0 0.0 0.0	0.0 25,000.0 5,000.0 0.0	A	NON-EXEMPT
	*			TOTAL	15,000.0	15,000.0	0.0	30,000.0	TOTAL	15,000.0	15,000.0	0.0	30,000.0	
	129	OPERATION & MAINTENANCE OF THE 'MONITOR' FREEWAY TRAFFIC MANAGEMENT SYSTEM (EARLY ACTION PHASE): 1995-96	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 688.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 688.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,376.0	LOCAL 0.0 STATE 137.6 FED 550.4 (CMAQ)	0.0 137.6 550.4 0.0	0.0 0.0 0.0 0.0	0.0 275.2 1,100.8 0.0	A	NON-EXEMPT
	*			TOTAL	688.0	688.0	0.0	1,376.0	TOTAL	688.0	688.0	0.0	1,376.0	
	130	ALTERNATIVE FUELS CONFERENCE--SPECIAL FHWA GRANT TO UNIVERSITY OF WISCONSIN FOUNDATION	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 5.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 5.0	LOCAL 0.0 STATE 0.0 FED 5.0 OTHER FHWA	0.0 0.0 5.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 5.0 0.0	A	EXEMPT
	*			TOTAL	5.0	0.0	0.0	5.0	TOTAL	5.0	0.0	0.0	5.0	

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\*The WisDOT and Milwaukee County shall provide the non-Federal funds for this project in a proportion to be negotiated between the two parties.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	131	CREATE STATE OFFICE OF DEMAND MANAGEMENT	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	150.0	150.0	900.0	3,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	150.0	150.0	900.0	3,000.0							
				TOTAL	150.0	150.0	900.0	3,000.0	TOTAL	150.0	150.0	900.0	3,000.0		
	132	EMPLOYEE TRIP REDUCTION (ETR) IMPLEMENTATION BY THE WISCONSIN DEPT. OF NATURAL RESOURCES: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	75.0	0.0	0.0	75.0	A	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	300.0	0.0	0.0	300.0		
				OTHER	375.0	0.0	0.0	375.0	(CMAQ)						
				TOTAL	375.0	0.0	0.0	375.0	TOTAL	375.0	0.0	0.0	375.0		
	133	REMOTE SENSING OF MOTOR VEHICLE EMISSIONS IMPLEMENTED BY THE WISCONSIN DEPT. OF NATURAL RESOURCES: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	34.0	0.0	0.0	34.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	136.1	0.0	0.0	136.1		
				OTHER	170.1	0.0	0.0	170.1	(CMAQ)						
				TOTAL	170.1	0.0	0.0	170.1	TOTAL	170.1	0.0	0.0	170.1		
	134	TELECOMMUTING DEMONSTRATION PROJECT BY THE LAKE MICHIGAN AIR DIRECTORS CONSORTIUM: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	37.5	0.0	37.5	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	150.0	0.0	150.0		
				OTHER	0.0	187.5	0.0	187.5	(CMAQ)						
				TOTAL	0.0	187.5	0.0	187.5	TOTAL	0.0	187.5	0.0	187.5		
	135	CONSTRUCTION OF NOISE BARRIERS ON THE NON-INTERSTATE HIGHWAY FREEWAYS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	400.0	400.0	1,600.0		
				CONST	0.0	400.0	400.0	1,600.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
			TOTAL	0.0	400.0	400.0	1,600.0	TOTAL	0.0	400.0	400.0	1,600.0			
136	ALTERNATIVE FUELED VEHICLE VERIFICATION PROGRAM SPONSORED BY UW-MILWAUKEE: 1995	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	26.0	0.0	0.0	26.0			
			CONST	0.0	0.0	0.0	0.0	FED	103.9	0.0	0.0	103.9			
			OTHER	129.9	0.0	0.0	129.9	(CMAQ)							
			TOTAL	129.9	0.0	0.0	129.9	TOTAL	129.9	0.0	0.0	129.9			
137	DISTRICT 2 RIDESHARE PROGRAM RESTRUCTURING AND EXPANSION: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	20.0	75.0	0.0	95.0			
			CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0			
			OTHER	100.0	75.0	0.0	175.0	(CMAQ)							
			TOTAL	100.0	75.0	0.0	175.0	TOTAL	100.0	75.0	0.0	175.0			
138	DEMONSTRATION LANE FOR ENHANCED VEHICLE EMISSION TESTING: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	17.5	0.0	0.0	17.5			
			CONST	0.0	0.0	0.0	0.0	FED	70.0	0.0	0.0	70.0			
			OTHER	87.5	0.0	0.0	87.5	(CMAQ)							
			TOTAL	87.5	0.0	0.0	87.5	TOTAL	87.5	0.0	0.0	87.5			
139	REMOTE SENSING OF MOTOR VEHICLE EMISSIONS BY THE WISCONSIN DEPT. OF NATURAL RESOURCES: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	32.5	0.0	32.5			
			CONST	0.0	0.0	0.0	0.0	FED	0.0	130.0	0.0	130.0			
			OTHER	0.0	162.5	0.0	162.5	(CMAQ)							
			TOTAL	0.0	162.5	0.0	162.5	TOTAL	0.0	162.5	0.0	162.5			
MILWAUKEE COUNTY	140	REPLACEMENT OF THE E. LOCUST ST. BRIDGE OVER THE C&NW TRAN. CO. CITY OF MILWAUKEE	HP	PE	125.0	0.0	0.0	125.0	LOCAL	25.0	120.0	0.0	145.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	600.0	0.0	600.0	FED	100.0	480.0	0.0	580.0		
				OTHER	0.0	0.0	0.0	0.0	(BRF)						
				TOTAL	125.0	600.0	0.0	725.0	TOTAL	125.0	600.0	0.0	725.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	141	REPLACEMENT OF THE S. 13TH ST. BRIDGE OVER OAK CREEK IN THE CITY OF OAK CREEK	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 446.0 0.0 446.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 446.0 0.0 446.0	LOCAL STATE FED (BRF) TOTAL	89.0 0.0 357.0 0.0 446.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	89.0 0.0 357.0 0.0 446.0	A	EXEMPT
	142	REHABILITATION OF THE E HAMPTON AVENUE BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF GLENDALE AND MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 0.0 0.0 75.0	75.0 0.0 1,050.0 0.0 1,125.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 60.0 0.0	15.0 0.0 0.0 0.0 75.0	225.0 0.0 900.0 0.0 1,125.0	A	EXEMPT
	143	REHABILITATION OF THE W LAYTON AVE (CTH Y) BRIDGE OVER THE FOREST HOME AVE (STH 24) IN THE CITY OF GREENFIELD	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	150.0 0.0 2,100.0 0.0 2,250.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 120.0 0.0	30.0 0.0 0.0 0.0 150.0	450.0 0.0 1,800.0 0.0 2,250.0	A	EXEMPT
	144	REPLACEMENT OF THE W BELOIT RD (CTH T) BRIDGE OVER THE ROOT RIVER IN THE CITY OF GREENFIELD	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 500.0 0.0 600.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.0 0.0 480.0 0.0 600.0	A	EXEMPT
	145	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 13TH ST FROM W RAWSON AVE TO W COLLEGE AVE IN OAK CREEK AND MILWAUKEE (1.0 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 200.0 0.0 0.0 400.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 320.0 0.0 400.0	A	EXEMPT
	146	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN MILWAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (STP-M) TOTAL	10.0 0.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 0.0 50.0	A	EXEMPT
	147	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN MILWAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (BRF) TOTAL	10.0 0.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 0.0 50.0	A	EXEMPT
	148	REPLACEMENT OF THE S. 76TH ST. (CTH U) BRIDGE OVER THE ROOT RIVER TRIBUTARY AT OAKWOOD RD. IN THE CITY OF FRANKLIN	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 300.0 0.0 375.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 300.0 0.0 375.0	A	EXEMPT
	149	REPLACEMENT OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK AT 9TH AVE. IN THE CITY OF SOUTH MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 250.0 0.0 300.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 240.0 0.0 300.0	A	EXEMPT
	150	REPLACEMENT WITH NO ADDITIONAL LANES OF THE W. MILL RD (CTH S) BRIDGE OVER LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	135.0 65.0 0.0 0.0 200.0	135.0 65.0 900.0 0.0 1,100.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 160.0 0.0	40.0 0.0 0.0 0.0 200.0	220.0 0.0 880.0 0.0 1,100.0	P	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	151	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. PORT WASHINGTON RD. (CTH W) FROM MALL RD. TO BRADLEY RD. IN FOX POINT & GLENDALE (1 M)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	350.0 120.0 1,900.0 0.0 2,370.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	2,370.0 0.0 0.0 2,370.0	P	EXEMPT
	* 152	RECONSTRUCTION WITH ADDITIONAL LANES OF 43RD ST FROM GOOD HOPE RD TO BRADLEY RD IN THE CITIES OF MILWAUKEE AND BROWN DEER (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	150.0 650.0 1,400.0 0.0 2,200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 650.0 1,400.0 0.0 2,200.0	LOCAL STATE FED TOTAL	2,200.0 0.0 0.0 2,200.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	2,200.0 0.0 0.0 2,200.0	A	NON-EXEMPT
	* 153	RECONSTRUCTION WITH ADDITIONAL LANES OF E. COLLEGE AVE (CTH ZZ) FROM S. HOWELL AVE. TO S PENNSYLVANIA AVE INC. BRIDGE OVER THE C&NW RR	HI	PE ROW CONST OTHER TOTAL	1,080.0 0.0 0.0 0.0 1,080.0	0.0 850.0 0.0 0.0 850.0	0.0 0.0 12,351.8 0.0 12,351.8	1,080.0 850.0 12,351.8 0.0 14,281.8	LOCAL STATE FED (NHS) TOTAL	216.0 0.0 864.0 1,080.0	170.0 0.0 680.0 850.0	2,470.4 0.0 9,881.4 12,351.8	2,856.4 0.0 11,425.4 14,281.8	A	NON-EXEMPT
	* 154	RECONSTRUCTION WITH ADDITIONAL LANES OF W. LAYTON AVE FROM S 84TH ST TO S 108TH ST IN GREENFIELD (1.50 MILES)	HI	PE ROW CONST OTHER TOTAL	450.0 0.0 0.0 0.0 450.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 5,000.0 0.0 5,000.0	450.0 100.0 5,000.0 0.0 5,550.0	LOCAL STATE FED (STP-M) TOTAL	90.0 0.0 360.0 450.0	30.0 0.0 70.0 100.0	1,000.0 0.0 4,000.0 5,000.0	1,120.0 0.0 4,430.0 5,550.0	P	NON-EXEMPT
	* 155	IMPROVEMENT OF THE INTERSECTION OF W RYAN RD AND S 13TH ST IN OAK CREEK (0.10 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	LOCAL STATE FED TOTAL	100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	100.0 0.0 0.0 100.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	* 156	IMPROVEMENT OF THE INTERSECTION OF RAWSON AVE AND PENNSYLVANIA AVE IN OAK CREEK AND SOUTH MILWAUKEE (0.20 MILES)	HI	PE ROW CONST OTHER TOTAL	140.0 0.0 560.0 0.0 700.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	140.0 0.0 560.0 0.0 700.0	LOCAL STATE FED (STP-M) TOTAL	140.0 0.0 560.0 700.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	140.0 0.0 560.0 700.0	P	NON-EXEMPT AIR QUALITY NEUTRAL
	* 157	RECONSTRUCTION WITH ADDITIONAL LANES OF E. LAYTON AVE. (CTH Y) FROM PENNSYLVANIA AVE. TO S. LAKE DR. IN C/ST. FRANCIS & CUDAHY (1.5M)	HI	PE ROW CONST OTHER TOTAL	200.0 50.0 0.0 0.0 250.0	0.0 0.0 2,700.0 0.0 2,700.0	0.0 0.0 0.0 0.0 0.0	200.0 50.0 2,700.0 0.0 2,950.0	LOCAL STATE FED TOTAL	250.0 0.0 0.0 250.0	2,700.0 0.0 0.0 2,700.0	0.0 0.0 0.0 0.0	2,950.0 0.0 0.0 2,950.0	A	NON-EXEMPT
	* 158	RECONSTRUCTION WITH ADDITIONAL LANES OF W. RAWSON AVE FROM STH 36 TO SOUTH 27TH ST INCLUDING THE BRIDGES AT STH 36 IN FRANKLIN	HI	PE ROW CONST OTHER TOTAL	1,000.0 0.0 0.0 0.0 1,000.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 7,500.0 0.0 7,500.0	1,000.0 100.0 14,535.0 0.0 15,635.0	LOCAL STATE FED (NHS) TOTAL	200.0 0.0 800.0 1,000.0	20.0 0.0 80.0 100.0	1,500.0 0.0 6,000.0 7,500.0	3,127.0 0.0 12,508.0 15,635.0	P	NON-EXEMPT
	* 159	RECONSTRUCTION WITH ADDITIONAL LANES OF N. 43RD ST FROM W MILL RD TO W GOOD HOPE RD IN THE CITY OF MILWAUKEE (1.0 MILE)	HI	PE ROW CONST OTHER TOTAL	150.0 650.0 0.0 0.0 800.0	0.0 0.0 3,200.0 0.0 3,200.0	0.0 0.0 0.0 0.0 0.0	150.0 650.0 3,200.0 0.0 4,000.0	LOCAL STATE FED TOTAL	800.0 0.0 0.0 800.0	3,200.0 0.0 0.0 3,200.0	0.0 0.0 0.0 0.0	4,000.0 0.0 0.0 4,000.0	A	NON-EXEMPT
	* 160	REPLACEMENT WITH ADDITIONAL LANES OF THE W. RAWSON AVE. (CTH BB) BRIDGE OVER THE ROOT RIVER IN THE CITY OF FRANKLIN	HI	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	100.0 0.0 0.0 0.0 100.0	0.0 0.0 2,300.0 0.0 2,300.0	300.0 0.0 2,300.0 0.0 2,600.0	LOCAL STATE FED (BRF) TOTAL	40.0 0.0 160.0 200.0	20.0 0.0 80.0 100.0	460.0 0.0 1,840.0 2,300.0	520.0 0.0 2,080.0 2,600.0	P	NON-EXEMPT

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	161	REPLACEMENT WITH ADDITIONAL LANES OF THE E. COLLEGE AVE (CTH ZZ) BRIDGE OVER OAK CREEK TRIBUTARY IN THE CITIES OF MILW. AND OAK CREEK	HI	PE ROW CONST OTHER TOTAL	100.0 0.0 0.0 0.0 100.0	50.0 0.0 0.0 0.0 50.0	0.0 0.0 600.0 0.0 600.0	150.0 0.0 600.0 0.0 750.0	LOCAL STATE FED (BRF) TOTAL	20.0 0.0 80.0 40.0 100.0	10.0 0.0 40.0 0.0 50.0	120.0 0.0 480.0 0.0 600.0	150.0 0.0 600.0 0.0 750.0	P	NON-EXEMPT
	162	RECONSTRUCTION WITH ADDITIONAL LANES OF S. 76TH ST (CTH U) FROM PARKVIEW DR NORTH TO GRANGE AVE. IN THE V. OF GREENDALE (0.85 MI)	HI	PE ROW CONST OTHER TOTAL	7.0 200.0 0.0 0.0 207.0	0.0 0.0 2,550.0 0.0 2,550.0	0.0 0.0 0.0 0.0 0.0	7.0 200.0 2,550.0 0.0 2,757.0	LOCAL STATE FED (STP-M) TOTAL	47.0 0.0 160.0 0.0 207.0	510.0 0.0 2,040.0 0.0 2,550.0	0.0 0.0 0.0 0.0 0.0	557.0 0.0 2,200.0 0.0 2,757.0	A	NON-EXEMPT
	163	PURCHASE REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM 1996-2000	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 10,000.0 10,000.0	0.0 0.0 0.0 10,400.0 10,400.0	0.0 0.0 0.0 55,560.0 55,560.0	LOCAL STATE FED (COMB) TOTAL	0.0 0.0 0.0 8,000.0 0.0	2,000.0 0.0 0.0 8,000.0 10,000.0	2,080.0 0.0 0.0 8,320.0 10,400.0	11,112.0 0.0 0.0 44,448.0 55,560.0	A	EXEMPT
	164	REACH FORK LIFT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 130.0 130.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 130.0 130.0	LOCAL STATE FED (FTA 9) TOTAL	26.0 0.0 104.0 0.0 130.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 104.0 0.0 130.0	A	EXEMPT
	165	REPLACE MILWAUKEE COUNTY TRANSIT SYSTEM GENERAL COMPUTER	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 500.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 500.0 500.0	LOCAL STATE FED (FTA 9) TOTAL	100.0 0.0 400.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 400.0 0.0 500.0	A	EXEMPT
	166	MAINTENANCE TIMEKEEPING SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 260.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 260.0 260.0	LOCAL STATE FED (FTA 9) TOTAL	52.0 0.0 208.0 0.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	52.0 0.0 208.0 0.0 260.0	A	EXEMPT
	167	AUTOMATIC PASSENGER COUNTERS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 360.0 360.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 360.0 360.0	LOCAL STATE FED (FTA 9) TOTAL	72.0 0.0 288.0 0.0 360.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	72.0 0.0 288.0 0.0 360.0	A	EXEMPT
	168	RECONDITION BUS WASHING SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 200.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 200.0 200.0	LOCAL STATE FED (FTA 9) TOTAL	40.0 0.0 160.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0 200.0	A	EXEMPT
	169	FOND DU LAC GARAGE PAVEMENT REPLACEMENT AND SEWER REPAIR	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 340.0 340.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 340.0 340.0	LOCAL STATE FED (FTA 9) TOTAL	68.0 0.0 272.0 0.0 340.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	68.0 0.0 272.0 0.0 340.0	A	EXEMPT
	170	INFORMATION CENTER RENOVATION FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 165.0 165.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 165.0 165.0	LOCAL STATE FED (FTA 9) TOTAL	33.0 0.0 132.0 0.0 165.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	33.0 0.0 132.0 0.0 165.0	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	171	VOICE MAIL SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 55.0 TOTAL 55.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 55.0 55.0	LOCAL STATE FED (FTA 9)	11.0 0.0 44.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.0 0.0 44.0 0.0 55.0	A	EXEMPT
	172	PURCHASE 25 REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90-X205 FUNDED)	TP	PE 100.0 ROW 0.0 CONST 0.0 OTHER 6,200.0 TOTAL 6,300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 6,200.0 6,300.0	LOCAL STATE FED (FTA 9)	1,260.0 0.0 5,040.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,260.0 0.0 5,040.0 0.0 6,300.0	A	EXEMPT
	173	PURCHASE 15 REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-03-0054 FUNDED)	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 3,750.0 TOTAL 3,750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 3,750.0 3,750.0	LOCAL STATE FED (FTA 3)	750.0 0.0 3,000.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	750.0 0.0 3,000.0 0.0 3,750.0	A	EXEMPT
	174	PURCHASE REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 4,000.0 4,000.0	0.0 0.0 0.0 4,000.0 4,000.0	0.0 0.0 0.0 8,000.0 8,000.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	800.0 0.0 3,200.0 0.0 4,000.0	800.0 0.0 3,200.0 0.0 4,000.0	1,600.0 0.0 6,400.0 0.0 8,000.0	A	EXEMPT
	175	PURCHASE UP TO 35 REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 8,750.0 TOTAL 8,750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 8,750.0 8,750.0	LOCAL STATE FED (FTA 9)	1,750.0 0.0 7,000.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,750.0 0.0 7,000.0 0.0 8,750.0	A	EXEMPT
	176	PURCHASE 30 REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 7,125.0 TOTAL 7,125.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 7,125.0 7,125.0	LOCAL STATE FED (FTA 3)	1,425.0 0.0 5,700.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,425.0 0.0 5,700.0 0.0 7,125.0	A	EXEMPT
	177	ALTERNATE FUEL FUELING STATION FOR SERVICE VEHICLES--MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	35.0 0.0 215.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	35.0 0.0 215.0 0.0 250.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0 0.0	50.0 0.0 200.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 200.0 0.0 250.0	A	EXEMPT
	178	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 600.0 TOTAL 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 500.0 500.0	0.0 0.0 0.0 500.0 500.0	0.0 0.0 0.0 3,100.0 3,100.0	LOCAL STATE FED (FTA 9)	120.0 0.0 480.0 0.0	100.0 0.0 400.0 0.0	100.0 0.0 400.0 0.0	620.0 0.0 2,480.0 0.0 3,100.0	A	EXEMPT
	179	PURCHASE 44 REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90-X185 FUNDED)	TP	PE 30.0 ROW 0.0 CONST 0.0 OTHER 10,200.0 TOTAL 10,230.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 0.0 10,200.0 10,230.0	LOCAL STATE FED (FTA 9)	2,046.0 0.0 8,184.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2,046.0 0.0 8,184.0 0.0 10,230.0	A	EXEMPT
	180	RECONSTRUCTION OF THE WATERTOWN PLANK ROAD PARK/RISE LOT (WI-90-X094 FUNDED)	TP	PE 95.0 ROW 150.0 CONST 505.0 OTHER 0.0 TOTAL 750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	95.0 150.0 505.0 0.0 750.0	LOCAL STATE FED (FTA 9)	150.0 0.0 600.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 600.0 0.0 750.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	181	ALTERNATE FUEL FUELING SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 1,600.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	320.0 0.0 1,280.0	A	EXEMPT
	*														
	182	FAREBOX CONVERSION TO MAGNETIC CARDS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 900.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	180.0 0.0 720.0	A	EXEMPT
	*														
	183	AUTOMATIC TRANSFER ATTACHMENTS FOR 600 FAREBOXES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 3,750.0 3,750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 3,750.0 3,750.0	LOCAL STATE FED (STP-M)	750.0 0.0 3,000.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	750.0 0.0 3,000.0	A	EXEMPT
	*														
	184	SPARE PARTS: MAJOR REPAIR COMPONENTS-1990 ORION BUSES	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 3,800.0 3,800.0	0.0 0.0 0.0 3,800.0 3,800.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 3,040.0	760.0 0.0 3,040.0	760.0 0.0 3,040.0	A	EXEMPT
	*														
	185	SPARE PARTS: MAJOR REPAIR COMPONENTS-1991 GILLIG BUSES	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 400.0 400.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	80.0 0.0 320.0	A	EXEMPT
	*														
186	PURCHASE OF 25 PORTABLE DATA TERMINALS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 165.0 165.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 165.0 165.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0	33.0 0.0 132.0 0.0	0.0 0.0 0.0 0.0	33.0 0.0 132.0	A	EXEMPT	
*															
187	RETROFIT 77 BUS STEERING UNITS (WI-90-X205 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 275.0 275.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 275.0 275.0	LOCAL STATE FED (FTA 9)	55.0 0.0 220.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	55.0 0.0 220.0	A	EXEMPT	
*															
188	SPARE PARTS NEW BUS REPLACEMENT UNITS	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 100.0 100.0	0.0 0.0 0.0 100.0 100.0	0.0 0.0 0.0 100.0 100.0	0.0 0.0 0.0 600.0 600.0	LOCAL STATE FED (FTA 9)	20.0 0.0 80.0 0.0	20.0 0.0 80.0 0.0	20.0 0.0 80.0 0.0	120.0 0.0 480.0	A	EXEMPT	
*															
189	SPARE PARTS : PURCHASE OF REBUILT ENGINES AND TRANSMISSIONS (WI-90-X205 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 340.0 340.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 340.0 340.0	LOCAL STATE FED (FTA 9)	68.0 0.0 272.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	68.0 0.0 272.0	A	EXEMPT	
*															
190	SPARE PARTS: PURCHASE OF REBUILT ENGINES AND TRANSMISSIONS	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 450.0 450.0	0.0 0.0 0.0 450.0 450.0	0.0 0.0 0.0 450.0 450.0	0.0 0.0 0.0 2,700.0 2,700.0	LOCAL STATE FED (FTA 9)	90.0 0.0 360.0 0.0	90.0 0.0 360.0 0.0	90.0 0.0 360.0 0.0	540.0 0.0 2,160.0	A	EXEMPT	
*															
				TOTAL	450.0	450.0	450.0	2,700.0	TOTAL	450.0	450.0	450.0	2,700.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	191	SPARE PARTS: PURCHASE OF ENGINE AND TRANSMISSION REBUILDING KITS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	46.0	80.0	80.0	446.0	A	EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
	CONST			0.0	0.0	0.0	0.0	FED	184.0	320.0	320.0	1,784.0			
	OTHER			230.0	400.0	400.0	2,230.0	(FTA 9)							
			TOTAL		230.0	400.0	400.0	2,230.0	TOTAL	230.0	400.0	400.0	2,230.0		
	192	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10,845.0	10,845.0	10,845.0	65,070.0	A	EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	37,540.0	37,540.0	37,540.0	225,240.0			
	CONST			0.0	0.0	0.0	0.0	FED	5,050.0	5,050.0	5,050.0	30,300.0			
	OTHER			53,435.0	53,435.0	53,435.0	320,610.0	(FTA 9)							
			TOTAL		53,435.0	53,435.0	53,435.0	320,610.0	TOTAL	53,435.0	53,435.0	53,435.0	320,610.0		
	193	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY USER SIDE SUBSIDY PROGRAM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	3,090.0	4,670.0	5,590.0	33,190.0	A	EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	4,240.0	6,400.0	7,660.0	44,720.0			
	CONST			0.0	0.0	0.0	0.0	FED	30.0	30.0	30.0	180.0			
	OTHER			7,360.0	11,100.0	13,280.0	78,090.0	OTHER FED							
			TOTAL		7,360.0	11,100.0	13,280.0	78,090.0	TOTAL	7,360.0	11,100.0	13,280.0	78,090.0		
	194	TRANSIT VEHICLE TIRE LEASING SERVICES: 1995 (WI-90-X205 FUNDED)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	153.0	0.0	0.0	153.0	A	EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
	CONST			0.0	0.0	0.0	0.0	FED	612.0	0.0	0.0	612.0			
	OTHER			765.0	0.0	0.0	765.0	(FTA 9)							
			TOTAL		765.0	0.0	0.0	765.0	TOTAL	765.0	0.0	0.0	765.0		
195	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	160.0	168.0	178.0	1,092.0	A	EXEMPT	
ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0				
CONST			0.0	0.0	0.0	0.0	FED	640.0	672.0	712.0	4,368.0				
OTHER			800.0	840.0	890.0	5,460.0	(FTA 9)								
		TOTAL		800.0	840.0	890.0	5,460.0	TOTAL	800.0	840.0	890.0	5,460.0			
196	MATERIALS MANAGEMENT BARCODING SYSTEM (WI-90-X205 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT	
ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0				
CONST			0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0				
OTHER			100.0	0.0	0.0	100.0	(FTA 9)								
		TOTAL		100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0			
197	VANPOOL PROGRAM FLEET EXPANSION FOR MILWAUKEE COUNTY TRANSIT SYSTEM (APROX 20 STANDARD PASSENGER VANS): 1995	TI	PE	0.0	0.0	0.0	0.0	LOCAL	94.0	0.0	0.0	94.0	A	NON-EXEMPT	
ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0				
CONST			0.0	0.0	0.0	0.0	FED	376.0	0.0	0.0	376.0				
OTHER			470.0	0.0	0.0	470.0	(CMAQ)								
		TOTAL		470.0	0.0	0.0	470.0	TOTAL	470.0	0.0	0.0	470.0			
198	SUPPORT OF SEWRPC TRANSIT PLANNING PROGRAM	TI	PE	188.0	188.0	188.0	1,128.0	LOCAL	38.0	38.0	38.0	228.0	A	EXEMPT	
ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0				
CONST			0.0	0.0	0.0	0.0	FED	150.0	150.0	150.0	900.0				
OTHER			0.0	0.0	0.0	0.0	(FTA 9)								
		TOTAL		188.0	188.0	188.0	1,128.0	TOTAL	188.0	188.0	188.0	1,128.0			
199	EMPLOYER TRIP REDUCTION RESPONSE PROGRAM: 1994	TI	PE	0.0	0.0	0.0	0.0	LOCAL	44.6	0.0	0.0	44.6	A	NON-EXEMPT	
ROW			0.0	0.0	0.0	0.0	STATE	155.3	0.0	0.0	155.3				
CONST			0.0	0.0	0.0	0.0	FED	169.8	0.0	0.0	169.8				
OTHER			369.7	0.0	0.0	369.7	(CMAQ)								
		TOTAL		369.7	0.0	0.0	369.7	TOTAL	369.7	0.0	0.0	369.7			
200	MILWAUKEE COUNTY EVAL- UATION STUDY OF AUTOMA- TIC VEHICLE LOCATION (AVL) (WI-26-7000 FUNDED)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	12.5	0.0	0.0	12.5	A	EXEMPT	
ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0				
CONST			0.0	0.0	0.0	0.0	FED	50.0	0.0	0.0	50.0				
OTHER			62.5	0.0	0.0	62.5	(FTADEMO)								
		TOTAL		62.5	0.0	0.0	62.5	TOTAL	62.5	0.0	0.0	62.5			

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	201	TRANSIT PLANNING MILWAUKEE COUNTY SHORT-RANGE PLANNING AND PROGRAMMING STUDIES-1995 (WI-90-X205 FUNDED)	TI	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	LOCAL STATE FED (FTA 9) TOTAL	40.0 0.0 160.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0 200.0	A	EXEMPT
	202	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING AND PROGRAMMING STUDIES	TI	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	200.0 0.0 0.0 0.0 200.0	200.0 0.0 0.0 0.0 200.0	1,200.0 0.0 0.0 0.0 1,200.0	LOCAL STATE FED (FTA 9) TOTAL	40.0 0.0 160.0 0.0 200.0	40.0 0.0 160.0 0.0 200.0	40.0 0.0 160.0 0.0 200.0	240.0 0.0 960.0 0.0 1,200.0	A	EXEMPT
	203	TRANSIT PLANNING: TRANSIT SYSTEM PLANNING STUDIES RELATED TO IMPROVED OPERATIONS - 1995 (WI-90-X205 FUNDED)	TI	PE ROW CONST OTHER TOTAL	230.0 0.0 0.0 0.0 230.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	230.0 0.0 0.0 0.0 230.0	LOCAL STATE FED (FTA 9) TOTAL	46.0 0.0 184.0 0.0 230.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	46.0 0.0 184.0 0.0 230.0	A	EXEMPT
	204	TRANSIT PLANNING: TRANSIT SYSTEM PLANNING STUDIES RELATED TO IMPROVED OPERATIONS	TI	PE ROW CONST OTHER TOTAL	230.0 0.0 0.0 0.0 230.0	230.0 0.0 0.0 0.0 230.0	230.0 0.0 0.0 0.0 230.0	1,380.0 0.0 0.0 0.0 1,380.0	LOCAL STATE FED (FTA 9) TOTAL	46.0 0.0 184.0 0.0 230.0	46.0 0.0 184.0 0.0 230.0	46.0 0.0 184.0 0.0 230.0	276.0 0.0 1,104.0 0.0 1,380.0	A	EXEMPT
	205	PURCHASE TEN MINI-BUSES (WI-90-X185-02 FUNDED)	TE	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (FTA 9) TOTAL	400.0 0.0 1,600.0 0.0 2,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	400.0 0.0 1,600.0 0.0 2,000.0	A	EXEMPT
	206	OPERATION OF ROUTE 27 EXPRESS BUS PROJECT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1994	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 798.7 798.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 798.7 798.7	LOCAL STATE FED (CMAQ) TOTAL	163.3 335.4 300.0 0.0 798.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	163.3 335.4 300.0 0.0 798.7	A	EXEMPT
	207	SUSPENDED LIGHT RAIL PROJECT (AEROBUS)	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	5,000.0 0.0 0.0 0.0 5,000.0	0.0 0.0 5,500.0 0.0 5,500.0	5,000.0 0.0 37,500.0 0.0 42,500.0	LOCAL STATE FED OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	1,000.0 0.0 4,000.0 0.0 5,000.0	1,100.0 0.0 4,400.0 0.0 5,500.0	8,500.0 0.0 34,000.0 0.0 42,500.0	A	NON-EXEMPT
	208	REPLACEMENT OF THE BELLEVUE PLACE BRIDGE OVER THE C&NW CO R/W IN THE CITY OF MILWAUKEE	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 1,028.0 0.0 1,028.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,028.0 0.0 1,028.0	LOCAL STATE FED (BRF) TOTAL	205.6 0.0 822.4 0.0 1,028.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	205.6 0.0 822.4 0.0 1,028.0	A	EXEMPT
	209	TRAFFIC SIGNAL IMPROVEMENTS ON CTH SYSTEM	HS	PE ROW CONST OTHER TOTAL	4.1 0.0 28.4 0.0 32.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.1 0.0 28.4 0.0 32.5	LOCAL STATE FED TOTAL	32.5 0.0 0.0 32.5	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	32.5 0.0 0.0 32.5	A	NON-EXEMPT AIR QUALITY NEUTRAL
	210	NEW TRAFFIC SIGNAL INSTALLATION ON CTH SYSTEM	HS	PE ROW CONST OTHER TOTAL	46.5 0.0 263.5 0.0 310.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	46.5 0.0 263.5 0.0 310.0	LOCAL STATE FED TOTAL	310.0 0.0 0.0 310.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	310.0 0.0 0.0 310.0	A	NON-EXEMPT AIR QUALITY NEUTRAL

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
MILWAUKEE COUNTY	211	SOUTH 13TH ST (CTH V) AT 7100 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	PE ROW CONST OTHER  TOTAL	14.5 12.0 92.5 0.0 119.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	14.5 12.0 92.5 0.0 119.0	LOCAL STATE FED  TOTAL	94.0 25.0 0.0  119.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	94.0 25.0 0.0  119.0	P	EXEMPT
	212	CONSTRUCTION OF CURB & GUTTER ON CTH OO NEAR CARROLL CIRCLE	HS	PE ROW CONST OTHER  TOTAL	3.7 0.0 21.3 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	3.7 0.0 21.3 0.0 25.0	LOCAL STATE FED (STP-S) TOTAL	2.5 0.0 22.5  25.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	2.5 0.0 22.5  25.0	A	EXEMPT
	213	INSTALL TRAFFIC SIGNALS ON CTH OO AT RAWSON AVE INTERSECTION	HS	PE ROW CONST OTHER  TOTAL	13.8 0.0 78.2 0.0 92.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.8 0.0 78.2 0.0 92.0	LOCAL STATE FED (STP-S) TOTAL	9.2 0.0 82.8  92.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	9.2 0.0 82.8  92.0	A	EXEMPT
	214	UPGRADE TRAFFIC SIGNALS ON CTH V AT COLLEGE AVE INTERSECTION	HS	PE ROW CONST OTHER  TOTAL	9.0 0.0 51.0 0.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.0 0.0 51.0 0.0 60.0	LOCAL STATE FED (STP-S) TOTAL	6.0 0.0 54.0  60.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	6.0 0.0 54.0  60.0	A	EXEMPT
	215	UPGRADE TRAFFIC SIGNALS ON CTH V AT RAWSON AVE INTERSECTION	HS	PE ROW CONST OTHER  TOTAL	15.0 0.0 85.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.0 0.0 85.0 0.0 100.0	LOCAL STATE FED (STP-S) TOTAL	10.0 0.0 90.0  100.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	10.0 0.0 90.0  100.0	A	EXEMPT
	216	INSTALLATION OF TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION OF CTH PP AND N. 91ST ST. IN MILWAUKEE COUNTY	HS	PE ROW CONST OTHER  TOTAL	8.0 0.0 46.0 0.0 54.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 46.0 0.0 54.0	LOCAL STATE FED (HHL) TOTAL	5.4 0.0 48.6  54.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	5.4 0.0 48.6  54.0	A	EXEMPT
	217	INSTALLATION OF TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION OF W. OKLAHOMA AVE. AND S. 84TH ST. IN MILWAUKEE COUNTY	HS	PE ROW CONST OTHER  TOTAL	8.0 0.0 46.0 0.0 54.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 46.0 0.0 54.0	LOCAL STATE FED (HHL) TOTAL	5.4 0.0 48.6  54.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	5.4 0.0 48.6  54.0	A	EXEMPT
	218	INSTALLATION OF TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION OF CTH E AND N. 91ST ST. IN THE CITY OF MILWAUKEE	HS	PE ROW CONST OTHER  TOTAL	8.0 0.0 46.0 0.0 54.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 46.0 0.0 54.0	LOCAL STATE FED (HHL) TOTAL	5.4 0.0 48.6  54.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	5.4 0.0 48.6  54.0	A	EXEMPT
	219	SOUTH 13TH ST (CTH V) AT 7500 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HS	PE ROW CONST OTHER  TOTAL	14.5 12.0 78.5 0.0 105.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	14.5 12.0 78.5 0.0 105.0	LOCAL STATE FED  TOTAL	80.0 25.0 0.0  105.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	80.0 25.0 0.0  105.0	P	EXEMPT
	220	CHANNELIZATION OF THE RAWSON AV & 76TH ST INTERSECTION IN THE CITY OF FRANKLIN	HS	PE ROW CONST OTHER  TOTAL	0.0 0.0 158.2 0.0 158.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 158.2 0.0 158.2	LOCAL STATE FED (HHL) TOTAL	15.8 0.0 142.4  158.2	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	15.8 0.0 142.4  158.2	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	221	CHANNELIZATION AT THE INTERSECTION OF N 118TH ST. AND SILVER SPRING DR.	HS	PE	56.5	0.0	0.0	56.5	LOCAL	125.0	0.0	0.0	125.0	A	EXEMPT
	*			ROW	75.0	0.0	0.0	75.0	STATE	0.0	0.0	0.0	0.0		
				CONST	443.5	0.0	0.0	443.5	FED	450.0	0.0	0.0	450.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-S)						
			TOTAL		575.0	0.0	0.0	575.0	TOTAL	575.0	0.0	0.0	575.0		
	222	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN MILWAUKEE COUNTY	HS	PE	20.0	0.0	0.0	20.0	LOCAL	2.0	0.0	0.0	2.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	18.0	0.0	0.0	18.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-S)						
			TOTAL		20.0	0.0	0.0	20.0	TOTAL	20.0	0.0	0.0	20.0		
	223	SOUTH SIDE BIKEWAY BENDER PARK SPUR- RYAN ROAD AT 15TH AVENUE TO BENDER PARK AND SOUTH TO COUNTY LINE ROAD	EE	PE	0.0	0.0	0.0	70.0	LOCAL	0.0	0.0	0.0	94.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
CONST				0.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	376.0			
OTHER				0.0	0.0	0.0	0.0	(STP-E)							
		TOTAL		0.0	0.0	0.0	470.0	TOTAL	0.0	0.0	0.0	470.0			
224	OPERATION OF HIGH OCCUPANCY VEHICLE DOWNTOWN SHUTTLE SERVICE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	100.0	100.0	500.0	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	400.0	2,000.0			
			OTHER	0.0	500.0	500.0	2,500.0	(CMAQ)							
		TOTAL		0.0	500.0	500.0	2,500.0	TOTAL	0.0	500.0	500.0	2,500.0			
225	AM FREE FARES ON OZONE EXCEEDANCE DAYS: 1993 (WI-90-X185-01 FUNDED)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	45.0	0.0	0.0	45.0	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	0.0	0.0	FED	180.0	0.0	0.0	180.0			
			OTHER	225.0	0.0	0.0	225.0	(CMAQ)							
		TOTAL		225.0	0.0	0.0	225.0	TOTAL	225.0	0.0	0.0	225.0			
226	TRAFFIC SIGNAL SYSTEM INTERCONNECTION FOR VARIOUS SIGNAL SYSTEMS IN MILWAUKEE COUNTY: 1994	EE	PE	90.0	0.0	0.0	90.0	LOCAL	18.0	111.1	0.0	129.1	A	NON-EXEMPT AIR QUALITY NEUTRAL	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	470.8	0.0	470.8	FED	72.0	359.7	0.0	431.7			
			OTHER	0.0	0.0	0.0	0.0	(CMAQ)							
		TOTAL		90.0	470.8	0.0	560.8	TOTAL	90.0	470.8	0.0	560.8			
227	HOYT PARK TO MILWAUKEE COUNTY STADIUM BIKEWAY (2.25 MILES): 1994	EE	PE	126.0	0.0	0.0	126.0	LOCAL	168.6	0.0	0.0	168.6	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	717.0	0.0	0.0	717.0	FED	674.4	0.0	0.0	674.4			
			OTHER	0.0	0.0	0.0	0.0	(CMAQ)							
		TOTAL		843.0	0.0	0.0	843.0	TOTAL	843.0	0.0	0.0	843.0			
228	NORTHWEST BIKEWAY GOOD HOPE ROAD TO BRADLEY ROAD SEGMENT (1.10 MILES): 1993	EE	PE	30.0	0.0	0.0	30.0	LOCAL	40.0	0.0	0.0	40.0	P	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	170.0	0.0	0.0	170.0	FED	160.0	0.0	0.0	160.0			
			OTHER	0.0	0.0	0.0	0.0	(CMAQ)							
		TOTAL		200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0			
229	SOUTH SIDE BIKEWAY 9800 SOUTH 15TH ST TO 2500 EAST ELM ROAD (1.65 MILES)	EE	PE	0.0	0.0	0.0	30.0	LOCAL	0.0	0.0	0.0	40.0	P	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	0.0	170.0	FED	0.0	0.0	0.0	160.0			
			OTHER	0.0	0.0	0.0	0.0	(STP-E)							
		TOTAL		0.0	0.0	0.0	200.0	TOTAL	0.0	0.0	0.0	200.0			
230	NORTHWEST BIKEWAY PARKWAY DRIVE TO WEST FLORIST AVENUE TO WEST MILL ROAD (1.80 MILES)	EE	PE	19.0	0.0	0.0	19.0	LOCAL	25.6	0.0	0.0	25.6	P	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	109.0	0.0	0.0	109.0	FED	102.4	0.0	0.0	102.4			
			OTHER	0.0	0.0	0.0	0.0	(STP-E)							
		TOTAL		128.0	0.0	0.0	128.0	TOTAL	128.0	0.0	0.0	128.0			

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	231	SOUTH SIDE BIKEWAY EAST DREXEL AVENUE TO 8800 SOUTH PENNSYLVANIA (1.60 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 170.0 0.0 200.0	30.0 0.0 170.0 0.0 200.0	LOCAL STATE FED (STP-E)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0	40.0 0.0 160.0 0.0	P	EXEMPT
	232	OAK CREEK BIKEWAY RAWSON AVE TO SOUTH NICHOLSON AVE (1.0 MILES)	EE	PE ROW CONST OTHER TOTAL	16.0 0.0 110.0 0.0 126.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.0 0.0 110.0 0.0 126.0	LOCAL STATE FED (STP-E)	25.2 0.0 100.8 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	25.2 0.0 100.8 0.0	P	EXEMPT
	233	NORTHWEST BIKEWAY WEST MILL ROAD TO WEST GOOD HOPE ROAD (1.33 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 224.0 0.0 254.0	LOCAL STATE FED (STP-E)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	50.8 0.0 203.2 0.0	P	EXEMPT
	234	NORTHWEST BIKEWAY WEST GOOD HOPE ROAD TO NORTH 124TH ST (0.85 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 170.0 0.0 196.0	LOCAL STATE FED (STP-E)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	39.2 0.0 156.8 0.0	P	EXEMPT
	235	OAK CREEK BIKEWAY SOUTH NICHOLSON AVE TO EAST DREXEL AVE (0.91 MILES)	EE	PE ROW CONST OTHER TOTAL	26.0 0.0 0.0 0.0 26.0	0.0 0.0 181.0 0.0 181.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 181.0 0.0 207.0	LOCAL STATE FED (STP-E)	26.0 0.0 0.0 0.0	15.4 0.0 165.6 0.0	0.0 0.0 0.0 0.0	41.4 0.0 165.6 0.0	P	EXEMPT
	236	SOUTH SIDE BIKEWAY 2500 EAST ELM ROAD TO 10990 SOUTH HOWELL AVE (1.90 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 170.0 0.0 200.0	LOCAL STATE FED (STP-E)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0	P	EXEMPT
	237	SOUTH SIDE BIKEWAY 10900 SOUTH HOWELL AVE TO 10800 SOUTH 13TH ST (1.20 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 170.0 0.0 200.0	LOCAL STATE FED (STP-E)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0	P	EXEMPT
	238	SOUTH SIDE BIKEWAY 10800 SOUTH 13TH STREET TO 11000 SOUTH ROOT RIVER PARKWAY (2.40 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 170.0 0.0 200.0	LOCAL STATE FED (STP-E)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0	P	EXEMPT
	239	SOUTH SIDE BIKEWAY 11000 SOUTH ROOT RIVER PKWY TO 6600 WEST OAKWOOD ROAD (1.85 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 170.0 0.0 200.0	LOCAL STATE FED (STP-E)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0	P	EXEMPT
	240	SOUTH SIDE BIKEWAY 6600 WEST OAKWOOD ROAD TO RYAN ROAD (1.00 MILES)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 125.0 0.0 150.0	LOCAL STATE FED (STP-E)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	30.0 0.0 120.0 0.0	P	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
MILWAUKEE COUNTY	241	SOUTH SIDE BIKEWAY 8800 S PENNSYLVANIA AVE TO 9800 S 15TH STREET (1.60 MILES)	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	0.0	30.0	LOCAL 0.0 STATE 0.0 FED 0.0 (STP-E)	0.0	0.0	0.0	40.0	P	EXEMPT
	*							170.0		0.0	0.0	0.0	160.0		
	242	HIGH OCCUPANCY VEHICLE INCENTIVE THROUGH SIGNIFICANTLY REDUCED PARKING FEES AT PARKING GARAGES IN THE MILW CBD	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (CMAQ)	0.0	200.0	266.0	1,266.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*					1,000.0	1,330.0	6,320.0		0.0	800.0	1,064.0	5,056.0		
	243	PURCHASE SEVEN VEHICLES FOR HIGH OCCUPANCY VEHICLE DOWNTOWN SHUTTLE SERVICE IN MILWAUKEE COUNTY	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0	0.0	0.0	0.0	LOCAL 0.0 STATE 0.0 FED 0.0 (CMAQ)	0.0	200.0	0.0	200.0	A	EXEMPT
	*					1,000.0	0.0	1,000.0		0.0	800.0	0.0	800.0		
	244	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECTIONS (CLOSED LOOPS) AT VARIOUS LOCATIONS ON MILWAUKEE COUNTY TRUNK HIGHWAYS: 1995	EE	PE 47.0 ROW 0.0 CONST 305.0 OTHER 0.0 TOTAL 352.0	0.0	0.0	0.0	47.0	LOCAL 70.4 STATE 0.0 FED 281.6 (CMAQ)	0.0	0.0	0.0	70.4	A	NON-EXEMPT AIR QUALITY NEUTRAL
						0.0	0.0	0.0		0.0	0.0	0.0	0.0		
	245	CONSTRUCTION OF ROOT RIVER BIKEWAY FROM DREXEL AVE TO RYAN AVE IN CITY OF FRANKLIN (3.0 MILES)	EE	PE 89.2 ROW 0.0 CONST 505.8 OTHER 0.0 TOTAL 595.0	0.0	0.0	0.0	89.2	LOCAL 0.0 STATE 0.0 FED 505.8 (STP-O)	119.0	0.0	0.0	119.0	P	EXEMPT
						0.0	0.0	0.0		476.0	0.0	0.0	476.0		
	246	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS IN SOUTHEAST WISCONSIN: 1995-96	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 1,745.0 TOTAL 1,745.0	0.0	0.0	0.0	0.0	LOCAL 337.0 STATE 60.0 FED 1,348.0 (CMAQ)	337.0	337.0	0.0	674.0	A	NON-EXEMPT
						1,745.0	0.0	3,490.0		1,348.0	1,348.0	0.0	2,696.0		
V/BAYSIDE (PART)	247	CONSTRUCTION OF A 10 FOOT WIDE BIKEWAY ALONG OAK CREEK FROM S. NICHOLSON TO E. DREXEL IN THE CITY OF OAK CREEK	EE	PE 0.0 ROW 0.0 CONST 190.0 OTHER 0.0 TOTAL 190.0	0.0	0.0	0.0	0.0	LOCAL 38.0 STATE 0.0 FED 152.0 (STP-E)	38.0	0.0	0.0	38.0	P	EXEMPT
						0.0	0.0	0.0		0.0	0.0	0.0	0.0		
	248	HOV INCENTIVE PARKING AND SHUTTLE SYSTEM STUDY IN MILWAUKEE COUNTY: 1994	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 65.0 TOTAL 65.0	0.0	0.0	0.0	0.0	LOCAL 13.0 STATE 0.0 FED 52.0 (CMAQ)	13.0	0.0	0.0	13.0	A	EXEMPT
	*					0.0	0.0	65.0		0.0	0.0	0.0	52.0		
	249	UNDERGROUND STORAGE TANK UPGRADE (W1-90-X205 FUNDED)	EE	PE 6.0 ROW 0.0 CONST 17.0 OTHER 0.0 TOTAL 23.0	0.0	0.0	0.0	6.0	LOCAL 4.6 STATE 0.0 FED 18.4 (FTA 9)	4.6	0.0	0.0	4.6	A	EXEMPT
	*					0.0	0.0	17.0		0.0	0.0	0.0	18.4		
	250	CONSTRUCTION OF PEDESTRIAN/BIKE PATH IN THE VILLAGE OF BAYSIDE	EE	PE 0.0 ROW 0.0 CONST 21.0 OTHER 0.0 TOTAL 21.0	0.0	0.0	0.0	0.0	LOCAL 4.2 STATE 0.0 FED 16.8 (STP-E)	4.2	0.0	0.0	4.2	A	EXEMPT
	*					0.0	0.0	21.0		0.0	0.0	0.0	16.8		
						0.0	0.0	0.0		0.0	0.0	0.0	0.0		
						0.0	0.0	0.0		0.0	0.0	0.0	0.0		
						0.0	0.0	0.0		0.0	0.0	0.0	0.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/CUDAHY	251	RECONSTRUCTION WITH ADDITIONAL LANES OF SOUTH WHITNALL AVENUE FROM LAYTON AVE TO PACKARD IN THE CITY OF CUDAHY (1.40 MILES)	HI	PE ROW CONST OTHER TOTAL	240.0 0.0 0.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 60.0 0.0 0.0 60.0	240.0 60.0 1,824.0 0.0 2,124.0	LOCAL STATE FED (STP-M) TOTAL	48.0 0.0 192.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 12.0 48.0 0.0 60.0	412.8 12.0 1,699.2 0.0 2,124.0	A	NON-EXEMPT
	252	UPGRADE TRAFFIC SIGNALS ON S PACKARD AT E RAMSEY AVE INTERSECTION	HS	PE ROW CONST OTHER TOTAL	5.0 0.0 0.0 0.0 5.0	0.0 0.0 45.0 0.0 45.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 45.0 0.0 50.0	LOCAL STATE FED (STP-S) TOTAL	0.5 0.0 4.5 0.0 5.0	4.5 0.0 40.5 0.0 45.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 45.0 0.0 50.0	A	EXEMPT
	253	MODIFY TRAFFIC SIGNALS AT THE INTERSECTION OF S PACKARD AVE (STH 62) AND LADISH & WANDA AVENUES IN THE CITY OF CUDAHY	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.0 0.0 70.0 0.0 77.0	7.0 0.0 70.0 0.0 77.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.7 0.0 69.3 0.0 77.0	7.7 0.0 69.3 0.0 77.0	A	EXEMPT
	254	CONSTRUCTION OF S. PENNSYLVANIA AVE BIKE AND PEDESTRIAN PATH BETWEEN E. LAYTON AVE AND E. COLLEGE AVE. IN THE CITY OF CUDAHY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 76.7 0.0 76.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 76.7 0.0 76.7	LOCAL STATE FED (STP-E) TOTAL	15.3 0.0 61.4 0.0 76.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.3 0.0 61.4 0.0 76.7	P	EXEMPT
	255	NATURAL GAS FUELING FACILITY SERVING THE CITIES OF CUDAHY & SOUTH MILWAUKEE, TO BE LOCATED NEAR THEIR BORDER: 1995	EE	PE ROW CONST OTHER TOTAL	39.0 0.0 351.0 0.0 390.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	39.0 0.0 351.0 0.0 390.0	LOCAL STATE FED (CMAQ) TOTAL	78.0 0.0 312.0 0.0 390.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	78.0 0.0 312.0 0.0 390.0	A	NON-EXEMPT
	256	ACQUISITION OF ALTERNATIVE-FUEL (CNG) MUNICIPAL VEHICLES FOR THE CITY OF CUDAHY: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 245.0 245.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 245.0 245.0	LOCAL STATE FED (CMAQ) TOTAL	49.0 0.0 196.0 0.0 245.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	49.0 0.0 196.0 0.0 245.0	A	NON-EXEMPT
	257	REPLACEMENT OF EAST- BOUND GOODRICH LANE BRIDGE OVER RAVINE IN THE VILLAGE OF FOX POINT	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 165.0 0.0 165.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 165.0 0.0 165.0	LOCAL STATE FED (BRF) TOTAL	33.0 0.0 132.0 0.0 165.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	33.0 0.0 132.0 0.0 165.0	A	EXEMPT
	258	REPLACEMENT OF WEST- BOUND GOODRICH LANE BRIDGE OVER RAVINE IN THE VILLAGE OF FOX POINT	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 166.0 0.0 166.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 166.0 0.0 166.0	LOCAL STATE FED (BRF) TOTAL	33.2 0.0 132.8 0.0 166.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	33.2 0.0 132.8 0.0 166.0	A	EXEMPT
	259	NEW CONSTRUCTION OF PUETZ RD FROM HUNTING PARK DR TO S 76TH ST IN THE CITY OF FRANKLIN (1.93 MILES)	HE	PE ROW CONST OTHER TOTAL	220.0 190.0 1,800.0 0.0 2,210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	220.0 190.0 1,800.0 0.0 2,210.0	LOCAL STATE FED (STP-M) TOTAL	442.0 0.0 1,768.0 0.0 2,210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	442.0 0.0 1,768.0 0.0 2,210.0	P	NON-EXEMPT
	260	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W HENRY CLAY FROM PORT WASHINGTON RD TO LYDELL AVE IN THE CITY OF GLENDALE (0.25 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 410.0 0.0 410.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 410.0 0.0 410.0	LOCAL STATE FED (STP-M) TOTAL	82.0 0.0 328.0 0.0 410.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	82.0 0.0 328.0 0.0 410.0	A	EXEMPT

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/GLENDALE	261	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N RANGE LINE RD FROM GOOD HOPE (CTH PP) TO GREEN BAY AVE (STH 57) IN THE CITY OF GLENDALE (.75M)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	68.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	340.0	FED	0.0	0.0	0.0	272.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)						
				TOTAL	0.0	0.0	0.0	340.0	TOTAL	0.0	0.0	0.0	340.0		
C/GREENFIELD	262	RECONSTRUCTION WITH NO ADDITIONAL LANES OF COLDSRING RD FROM S. 27TH ST TO S. 51 ST IN THE CITY OF GREENFIELD (1.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1,650.0	1,650.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,650.0	1,650.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	1,650.0	1,650.0	TOTAL	0.0	0.0	1,650.0	1,650.0		
	263	RECONSTRUCTION WITH AUXILIARY LANES OF 35TH ST. FROM LOOMIS RD. TO LAYTON AVE. IN THE CITY OF GREENFIELD (0.80 MILES)	HP	PE	0.0	0.0	0.0	240.0	LOCAL	0.0	0.0	0.0	288.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	1,200.0	FED	0.0	0.0	0.0	1,152.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)						
				TOTAL	0.0	0.0	0.0	1,440.0	TOTAL	0.0	0.0	0.0	1,440.0		
	264	RESURFACING OF HOWARD AVE FROM 119TH ST TO 124TH ST IN THE CITY OF GREENFIELD (0.30 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
*				CONST	32.0	0.0	0.0	32.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	32.0	0.0	0.0	32.0	TOTAL	32.0	0.0	0.0	32.0		
	265	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 43RD ST FROM EDGERTON AVE TO GRANGE AVE IN THE CITY OF GREENFIELD (1.00 MILE)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	500.0	0.0	0.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	266	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 43RD ST. FROM LAYTON AVE. TO EDGERTON AVE. IN THE CITY OF GREENFIELD (0.5 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	750.0	0.0	0.0	750.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
*				CONST	750.0	0.0	0.0	750.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	267	LANDSCAPE MEDIANS WITH TREES, SHRUBS AND GRASS IN THE CITY OF GREENFIELD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	0.0	0.0	100.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-E)						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
V/HALES CORNERS	268	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. GRANGE AVE. FROM S. 124TH ST TO S. 108TH ST. IN THE VILLAGE OF HALES CORNERS (1.0 MI)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	270.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
*				CONST	0.0	0.0	0.0	1,350.0	FED	0.0	0.0	0.0	1,080.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)						
				TOTAL	0.0	0.0	0.0	1,350.0	TOTAL	0.0	0.0	0.0	1,350.0		
C/MILWAUKEE	269	RESURFACING OF S 60TH ST FROM W WATERFORD TO W FOREST HOME AVE IN THE CITY OF MILWAUKEE (0.23 MILES)	HP	PE	0.0	0.0	21.0	21.0	LOCAL	0.0	0.0	4.2	31.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
*				CONST	0.0	0.0	0.0	138.0	FED	0.0	0.0	16.8	127.2		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)						
				TOTAL	0.0	0.0	21.0	159.0	TOTAL	0.0	0.0	21.0	159.0		
	270	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W CLYBOURN ST FROM N 13TH ST TO N 19TH ST IN THE CITY OF MILWAUKEE (0.75 MILES)	HP	PE	157.5	0.0	0.0	157.5	LOCAL	31.5	241.1	0.0	272.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
*				CONST	0.0	1,166.0	0.0	1,166.0	FED	126.0	964.5	0.0	1,090.5		
				OTHER	0.0	39.6	0.0	39.6	(STP-M)						
				TOTAL	157.5	1,205.6	0.0	1,363.1	TOTAL	157.5	1,205.6	0.0	1,363.1		

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	271	RESURFACING OF W MITCHELL ST FROM S MUSKEGO AVE TO S 32ND ST IN THE CITY OF MILWAUKEE (0.83 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	62.0 0.0 0.0 0.0 62.0	62.0 0.0 415.8 0.0 477.8	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	12.4 0.0 49.6 0.0 62.0	95.6 0.0 382.2 0.0 477.8	A	EXEMPT
	272	RESURFACING OF N 17TH ST FROM W CLYBOURN ST TO W HIGHLAND AVE IN THE CITY OF MILWAUKEE (0.62 MILES)	HP	PE ROW CONST OTHER TOTAL	46.0 0.0 0.0 0.0 46.0	0.0 0.0 383.5 24.0 407.5	0.0 0.0 0.0 0.0 0.0	46.0 0.0 383.5 24.0 453.5	LOCAL STATE FED (STP-M) TOTAL	9.2 0.0 36.8 0.0 46.0	81.5 0.0 326.0 0.0 407.5	0.0 0.0 0.0 0.0 0.0	90.7 0.0 362.8 0.0 453.5	A	EXEMPT
	273	RESURFACING OF W HAMPTON AVE FROM N TEUTONIA AVE TO N SHERMAN BLVD IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE ROW CONST OTHER TOTAL	116.0 0.0 0.0 0.0 116.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 774.0 0.0 774.0	116.0 0.0 774.0 0.0 890.0	LOCAL STATE FED (STP-M) TOTAL	23.2 0.0 92.8 0.0 116.0	0.0 0.0 0.0 0.0 0.0	154.8 0.0 619.2 0.0 774.0	178.0 0.0 712.0 0.0 890.0	A	EXEMPT
	274	RESURFACING OF E BAY ST FROM S BAY ST TO S KINNICKINNIE AVE IN THE CITY OF MILWAUKEE (0.56 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	70.0 0.0 0.0 0.0 70.0	70.0 0.0 460.0 0.0 530.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	14.0 0.0 56.0 0.0 70.0	106.0 0.0 424.0 0.0 530.0	A	EXEMPT
	275	RESURFACING OF S 2ND ST FROM W NATIONAL AVE TO THE MEMORONEE RIVER IN THE CITY OF MILWAUKEE (0.62 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 0.0 0.0 75.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	15.0 0.0 60.0 0.0 75.0	A	EXEMPT
	276	RESURFACING OF S 6TH ST FROM W OHIO AVE. TO W LINCOLN AVE IN THE CITY OF MILWAUKEE (1.30 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	101.0 0.0 0.0 0.0 101.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.2 0.0 80.8 0.0 101.0	A	EXEMPT
	277	RESURFACING OF S. 11TH ST. FROM W WINDLAKE AVE TO W NATIONAL AVE IN THE CITY OF MILWAUKEE (1.12 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	100.0 0.0 650.0 0.0 750.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 80.0 0.0 100.0	150.0 0.0 600.0 0.0 750.0	A	EXEMPT
	278	RESURFACING OF S 13TH ST. FROM W HOWARD AVE. TO W OKLAHOMA AVE IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE ROW CONST OTHER TOTAL	100.0 0.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 645.0 0.0 645.0	100.0 0.0 645.0 0.0 745.0	LOCAL STATE FED (STP-M) TOTAL	20.0 0.0 80.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	129.0 0.0 516.0 0.0 645.0	149.0 0.0 596.0 0.0 745.0	A	EXEMPT
	279	RESURFACING OF N 27TH ST. FROM W LISBON AVE. TO W HOPKINS ST IN THE CITY OF MILWAUKEE (1.90 MILES)	HP	PE ROW CONST OTHER TOTAL	34.0 0.0 1,655.0 175.0 1,864.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	34.0 0.0 1,655.0 175.0 1,864.0	LOCAL STATE FED (STP-M) TOTAL	373.0 0.0 1,491.0 0.0 1,864.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	373.0 0.0 1,491.0 0.0 1,864.0	A	EXEMPT
	280	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CLEVELAND AVE FROM 27TH ST TO PABST AVE IN THE CITY OF MILWAUKEE (0.25 MILES)	HP	PE ROW CONST OTHER TOTAL	40.0 0.0 0.0 0.0 40.0	0.0 0.0 320.0 15.0 335.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 320.0 15.0 375.0	LOCAL STATE FED (STP-M) TOTAL	8.0 0.0 32.0 0.0 40.0	67.0 0.0 268.0 0.0 335.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 300.0 0.0 375.0	A	EXEMPT

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	281	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CONGRESS ST. FROM 35TH ST TO SHERMAN BLVD IN THE CITY OF MILWAUKEE (0.52 MILES)	HP	PE ROW CONST OTHER TOTAL	42.0 0.0 360.0 20.0 422.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	42.0 0.0 360.0 20.0 422.0	LOCAL STATE FED (STP-M)	84.0 0.0 338.0 0.0 422.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	84.0 0.0 338.0 0.0 422.0	A	EXEMPT
	282	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S. 13TH ST BRIDGE OVER THE C&NW TRANS. CO. ROW IN THE CITY OF MILWAUKEE (0.04 MILES)	HP	PE ROW CONST OTHER TOTAL	5.3 0.0 991.0 0.0 996.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.3 0.0 991.0 0.0 996.3	LOCAL STATE FED (BRF)	199.3 0.0 797.0 0.0 996.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	199.3 0.0 797.0 0.0 996.3	A	EXEMPT
	283	RESURFACING OF OAKLAND AVE FROM NORTH AVE TO PARK PLACE IN THE CITY OF MILWAUKEE (0.51 MILES)	HP	PE ROW CONST OTHER TOTAL	26.0 0.0 200.0 50.0 276.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 200.0 50.0 276.0	LOCAL STATE FED (STP-M)	55.2 0.0 220.8 0.0 276.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	55.2 0.0 220.8 0.0 276.0	A	EXEMPT
	284	RECONSTRUCTION WITH NO ADDITIONAL LANES OF PABST AV FROM CLEVELAND AVE TO 35TH ST IN THE CITY OF MILWAUKEE (0.17 MILES)	HP	PE ROW CONST OTHER TOTAL	30.8 0.0 0.0 0.0 30.8	0.0 0.0 344.0 0.0 344.0	0.0 0.0 0.0 0.0 0.0	30.8 0.0 344.0 0.0 374.8	LOCAL STATE FED (STP-M)	6.2 0.0 24.6 0.0 30.8	68.8 0.0 275.2 0.0 344.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 299.8 0.0 374.8	A	EXEMPT
	285	REHABILITATION AND PAINTING OF THE 35TH ST VIADUCT IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	120.0 0.0 0.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	120.0 0.0 6,100.0 0.0 6,220.0	LOCAL STATE FED (BRF)	0.0 0.0 0.0 0.0 0.0	24.0 0.0 96.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	1,244.0 0.0 4,976.0 0.0 6,220.0	A	EXEMPT
	286	RESURFACING OF S 16TH ST WITH NO ADDITIONAL LANES FROM W HOWARD AVE TO W MORGAN AVE IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 265.0 19.0 284.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 265.0 19.0 284.0	LOCAL STATE FED (STP-M)	57.0 0.0 227.0 0.0 284.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	57.0 0.0 227.0 0.0 284.0	A	EXEMPT
	287	RESURFACING OF E KEEFE AVE FROM N HUMBOLDT AVE TO N HOLTON ST IN THE CITY OF MILWAUKEE (0.38 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 195.0 0.0 225.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	45.0 0.0 180.0 0.0 225.0	A	EXEMPT
	288	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. LINCOLN MEMORIAL DR. FROM E. RUSSELL AVE. TO S. CARFERRY DR. IN THE C/MILWAUKEE (0.16 MI)	HP	PE ROW CONST OTHER TOTAL	37.0 0.0 0.0 0.0 37.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 300.0 3.5 303.5	37.0 0.0 300.0 3.5 340.5	LOCAL STATE FED (STP-M)	7.4 0.0 29.6 0.0 37.0	0.0 0.0 0.0 0.0 0.0	60.7 0.0 242.8 0.0 303.5	68.1 0.0 272.4 0.0 340.5	A	EXEMPT
	289	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 20TH ST FROM W. HOWARD AVE TO W. MORGAN AVE IN THE CITY MILWAUKEE (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	94.0 0.0 0.0 0.0 94.0	94.0 0.0 630.0 0.0 724.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.8 0.0 75.2 0.0 94.0	144.8 0.0 579.2 0.0 724.0	A	EXEMPT
	290	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W OKLAHOMA AVE FROM A PT EAST OF 6TH ST TO S 49TH ST IN THE CITY OF MILWAUKEE (2.85 MILES)	HP	PE ROW CONST OTHER TOTAL	200.0 0.0 1,612.5 100.0 1,912.5	0.0 0.0 1,612.5 100.0 1,712.5	0.0 0.0 0.0 0.0 0.0	200.0 0.0 3,225.0 200.0 3,625.0	LOCAL STATE FED (NHS)	382.5 0.0 1,530.0 0.0 1,912.5	342.5 0.0 1,370.0 0.0 1,712.5	0.0 0.0 0.0 0.0 0.0	725.0 0.0 2,900.0 0.0 3,625.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	291	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W. LINCOLN AVE. BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE (0.04 MILES)	HP	PE ROW CONST OTHER TOTAL	24.0 0.0 452.0 0.0 476.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	24.0 0.0 452.0 0.0 476.0	LOCAL STATE FED (BRF) TOTAL	95.2 0.0 380.8 0.0 476.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	95.2 0.0 380.8 0.0 476.0	A	EXEMPT
	292	RESURFACING OF W LAYTON AVE FROM S HOWELL AVE TO S 27TH ST IN THE CITY OF MILWAUKEE (2.00 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	276.0 0.0 1,850.0 0.0 2,126.0	LOCAL STATE FED (NHS) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	425.2 0.0 1,700.8 0.0 2,126.0	A	EXEMPT
	293	RECONSTRUCTION OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL. APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	PE ROW CONST OTHER TOTAL	75.0 0.0 0.0 0.0 75.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 600.0 0.0 675.0	LOCAL STATE FED (BRF) TOTAL	15.0 0.0 60.0 0.0 75.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	135.0 0.0 540.0 0.0 675.0	A	EXEMPT
	294	RESURFACING OF W FLORIST AVE FROM N 76TH ST TO W FLAGG ST IN THE CITY OF MILWAUKEE (0.84 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	53.7 0.0 0.0 0.0 53.7	0.0 0.0 0.0 0.0 0.0	53.7 0.0 447.5 0.0 501.2	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	10.7 0.0 43.0 0.0 53.7	0.0 0.0 0.0 0.0 0.0	100.2 0.0 401.0 0.0 501.2	A	EXEMPT
	295	RESURFACING OF W LISBON AVE FROM PT WEST OF N SHERMAN BLVD TO N 46TH ST IN THE CITY OF MILWAUKEE (0.22 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	22.0 0.0 0.0 0.0 22.0	22.0 0.0 147.0 0.0 169.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.4 0.0 17.6 0.0 22.0	33.8 0.0 135.2 0.0 169.0	A	EXEMPT
	296	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 155.0 0.0 155.0	0.0 0.0 165.0 0.0 165.0	0.0 0.0 165.0 0.0 165.0	0.0 0.0 980.0 0.0 980.0	LOCAL STATE FED TOTAL	155.0 0.0 0.0 155.0	165.0 0.0 0.0 165.0	165.0 0.0 0.0 165.0	980.0 0.0 0.0 980.0	A	EXEMPT
	297	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 5.0 0.0 5.0	0.0 0.0 5.0 0.0 5.0	0.0 0.0 5.0 0.0 5.0	0.0 0.0 30.0 0.0 30.0	LOCAL STATE FED TOTAL	5.0 0.0 0.0 5.0	5.0 0.0 0.0 5.0	5.0 0.0 0.0 5.0	30.0 0.0 0.0 30.0	A	NON-EXEMPT
	298	RESURFACING OF W GREEN TREE RD FROM N INDUSTRIAL RD TO N 76TH ST IN THE CITY OF MILWAUKEE (0.22 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.5 0.0 0.0 0.0 20.5	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.1 0.0 16.4 0.0 20.5	A	EXEMPT
	299	RECONDITIONING OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 165.0 0.0 165.0	0.0 0.0 165.0 0.0 165.0	0.0 0.0 165.0 0.0 165.0	0.0 0.0 990.0 0.0 990.0	LOCAL STATE FED TOTAL	165.0 0.0 0.0 165.0	165.0 0.0 0.0 165.0	165.0 0.0 0.0 165.0	990.0 0.0 0.0 990.0	A	EXEMPT
	300	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W GOOD HOPE RD FROM PT E OF N. 107TH ST TO N. 115TH ST IN THE CITY OF MILWAUKEE (0.54 MILES)	HP	PE ROW CONST OTHER TOTAL	850.0 0.0 0.0 0.0 850.0	0.0 2,000.0 0.0 0.0 2,000.0	0.0 0.0 6,982.0 0.0 6,982.0	850.0 2,000.0 6,982.0 0.0 9,832.0	LOCAL STATE FED (NHS) TOTAL	170.0 0.0 680.0 0.0 850.0	400.0 0.0 1,600.0 0.0 2,000.0	1,396.4 0.0 5,585.6 0.0 6,982.0	1,966.4 0.0 7,865.6 0.0 9,832.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	301	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER	1,150.0 0.0 340.0 0.0	175.0 0.0 600.0 0.0	300.0 0.0 700.0 0.0	3,125.0 0.0 4,340.0 0.0	LOCAL STATE FED	1,490.0 0.0 0.0	775.0 0.0 0.0	1,000.0 0.0 0.0	7,465.0 0.0 0.0	A	EXEMPT
	*		TOTAL		1,490.0	775.0	1,000.0	7,465.0	TOTAL	1,490.0	775.0	1,000.0	7,465.0		
	302	RESURFACING OF N. 60TH ST. FROM W. VILLARD AVE TO W FLORIST AVE. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0	100.0 0.0 680.0 0.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	0.0 0.0 0.0	20.0 0.0 80.0	156.0 0.0 624.0	A	EXEMPT
	*		TOTAL		0.0	0.0	100.0	780.0	TOTAL	0.0	0.0	100.0	780.0		
	303	RESURFACING OF E & W HAMPTON AVE. FROM N. SANTA MONICA BLVD TO N. PORT WASHINGTON RD. IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	PE ROW CONST OTHER	42.0 0.0 0.0 0.0	0.0 0.0 270.0 19.0	0.0 0.0 0.0 0.0	42.0 0.0 270.0 19.0	LOCAL STATE FED (STP-M)	8.4 0.0 33.6	57.8 0.0 231.2	0.0 0.0 0.0	66.2 0.0 264.8	A	EXEMPT
	*		TOTAL		42.0	289.0	0.0	331.0	TOTAL	42.0	289.0	0.0	331.0		
	304	RESURFACING OF W HAMPTON AVE FROM N SHERMAN BLVD TO N 68TH ST IN THE CITY OF MILWAUKEE (1.50 MILES)	HP	PE ROW CONST OTHER	116.0 0.0 0.0 0.0	0.0 0.0 968.0 0.0	0.0 0.0 0.0 0.0	116.0 0.0 968.0 0.0	LOCAL STATE FED (STP-M)	23.2 0.0 92.8	193.6 0.0 774.4	0.0 0.0 0.0	216.8 0.0 867.2	A	EXEMPT
	*		TOTAL		116.0	968.0	0.0	1,084.0	TOTAL	116.0	968.0	0.0	1,084.0		
	305	RESURFACING OF N 6TH ST FROM W CLYBOURN AVE TO W JUNEAU AVE IN THE CITY OF MILWAUKEE (0.67 MILES)	HP	PE ROW CONST OTHER	112.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 740.0 0.0	112.0 0.0 740.0 0.0	LOCAL STATE FED (STP-M)	22.4 0.0 89.6	0.0 0.0 0.0	148.0 0.0 592.0	170.4 0.0 681.6	A	EXEMPT
	*		TOTAL		112.0	0.0	740.0	852.0	TOTAL	112.0	0.0	740.0	852.0		
	306	RESURFACING OF W STATE ST FROM N 35TH ST TO A PT WEST OF N HAWLEY RD IN THE CITY OF MILWAUKEE (0.38 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	24.0 0.0 0.0 0.0	24.0 0.0 162.0 0.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	0.0 0.0 0.0	4.8 0.0 19.2	37.2 0.0 148.8	A	EXEMPT
	*		TOTAL		0.0	0.0	24.0	186.0	TOTAL	0.0	0.0	24.0	186.0		
	307	RESURFACING OF W MORGAN AVE FROM S 84TH ST TO S 92ND ST IN THE CITY OF MILWAUKEE (1.02 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	80.0 0.0 0.0 0.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	16.0 0.0 64.0	A	EXEMPT
	*		TOTAL		0.0	0.0	0.0	80.0	TOTAL	0.0	0.0	0.0	80.0		
	308	RESURFACING OF W LOCUST ST FROM N 29TH ST TO W FOND DU LAC AVE IN THE CITY OF MILWAUKEE (0.17 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	30.0 0.0 0.0 0.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	6.0 0.0 24.0	A	EXEMPT
	*		TOTAL		0.0	0.0	0.0	30.0	TOTAL	0.0	0.0	0.0	30.0		
	309	RESURFACING OF W HAMPTON AVE FROM N 68TH ST TO N 92ND ST IN THE CITY OF MILWAUKEE (1.00 MILES)	HP	PE ROW CONST OTHER	116.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	116.0 0.0 968.0 0.0	LOCAL STATE FED (STP-M)	23.2 0.0 92.8	0.0 0.0 0.0	0.0 0.0 0.0	216.8 0.0 867.2	A	EXEMPT
	*		TOTAL		116.0	0.0	0.0	1,084.0	TOTAL	116.0	0.0	0.0	1,084.0		
	310	RESURFACING OF E AND W CENTER ST FROM N HUMBOLDT BLVD TO N DR MARTIN LUTHER KING JR DR IN THE CITY OF MILWAUKEE (0.82 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	78.0 0.0 0.0 0.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	15.6 0.0 62.4	A	EXEMPT
	*		TOTAL		0.0	0.0	0.0	78.0	TOTAL	0.0	0.0	0.0	78.0		

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
C/MILWAUKEE	311	RESURFACING OF W ATKINSON AVE FROM N TEUTONIA AVE TO N 27TH ST IN THE CITY OF MILWAUKEE (0.43 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	33.0 0.0 0.0 0.0 33.0	0.0 0.0 220.0 0.0 220.0	33.0 0.0 220.0 0.0 253.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 26.4 0.0	6.6 0.0 176.0 26.4 202.4	44.0 0.0 176.0 0.0 202.4	50.6 0.0 202.4 0.0 202.4	A	EXEMPT
	* 312	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N. TEUTONIA AVE. BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.15 MILE)	HP	PE ROW CONST OTHER TOTAL	71.5 0.0 0.0 0.0 71.5	0.0 0.0 1,298.0 0.0 1,298.0	0.0 0.0 0.0 0.0 0.0	71.5 0.0 1,298.0 0.0 1,369.5	LOCAL STATE FED (BRF) TOTAL	14.3 57.2 0.0 0.0 71.5	259.6 0.0 1,038.4 0.0 1,298.0	0.0 0.0 0.0 0.0 0.0	273.9 57.2 1,038.4 0.0 1,038.4	A	EXEMPT
	* 313	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. CLEMENT AVE. FROM E. HOWARD AVE. TO S. WHITNALL AVE. IN MILWAUKEE COUNTY (.51M)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 80.0 0.0 100.0	A	EXEMPT
	* 314	RESURFACING OF W BECHER ST FROM W WINDLAKE AVE TO W FOREST HOME AVE IN THE CITY OF MILWAUKEE (0.61 MILES)	HP	PE ROW CONST OTHER TOTAL	100.0 0.0 0.0 0.0 100.0	0.0 0.0 650.0 0.0 650.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 650.0 0.0 750.0	LOCAL STATE FED (STP-M) TOTAL	20.0 0.0 80.0 0.0 100.0	130.0 0.0 520.0 0.0 650.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 600.0 0.0 750.0	A	EXEMPT
	* 315	RESURFACING OF S 16TH ST FROM W MITCHELL ST TO W GREENFIELD AVE IN THE CITY OF MILWAUKEE (0.34 MILES)	HP	PE ROW CONST OTHER TOTAL	25.0 0.0 0.0 0.0 25.0	0.0 0.0 207.5 49.0 256.5	0.0 0.0 0.0 0.0 0.0	25.0 0.0 207.5 49.0 281.5	LOCAL STATE FED (STP-M) TOTAL	5.0 0.0 20.0 0.0 25.0	51.3 0.0 205.2 0.0 256.5	0.0 0.0 0.0 0.0 0.0	56.3 0.0 225.2 0.0 225.2	A	EXEMPT
	* 316	RESURFACING OF N 35TH ST FROM W HIGHLAND BLVD TO W TOWNSEND ST IN THE CITY OF MILWAUKEE (2.50 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	240.0 0.0 0.0 0.0 240.0	240.0 0.0 1,500.0 0.0 1,740.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	48.0 0.0 192.0 0.0 240.0	348.0 0.0 1,392.0 0.0 1,740.0	A	EXEMPT
	* 317	RESURFACING OF N. DR. MARTIN LUTHER KING JR. DR. FROM W. BURLEIGH ST. TO W. KEEFE AVE. IN THE CITY OF MILWAUKEE (0.55 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	49.0 0.0 0.0 0.0 49.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.8 0.0 39.2 0.0 49.0	A	EXEMPT
	* 318	RESURFACING OF W. BURLEIGH ST. FROM N. 35TH ST. TO N. SHERMAN BLVD. IN THE CITY OF MILWAUKEE (0.55 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	47.0 0.0 0.0 0.0 47.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.4 0.0 37.6 0.0 47.0	A	EXEMPT
	* 319	RESURFACING OF W. CENTER ST. FROM N. 76TH ST. TO N. 92ND ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	111.0 0.0 0.0 0.0 111.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	22.2 0.0 88.8 0.0 111.0	A	EXEMPT
	* 320	RESURFACING OF N. & S. HAWLEY RD. FROM SOUTH CITY LIMITS TO W. WELLS ST. IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	110.0 0.0 0.0 0.0 110.0	0.0 0.0 730.0 0.0 730.0	110.0 0.0 730.0 0.0 840.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	22.0 0.0 88.0 0.0 110.0	146.0 0.0 584.0 0.0 730.0	168.0 0.0 672.0 0.0 840.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	321	RESURFACING OF W. HOWARD AVE. FROM S. 13TH ST. TO S. 27TH ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.0 0.0 800.0 0.0 920.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	184.0 0.0 736.0 0.0 920.0	A	EXEMPT
	322	RESURFACING OF E. OKLAHOMA AVE. FROM S. CLEMENT AVE. TO S. CHASE AVE. IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	72.0 0.0 0.0 0.0 72.0	0.0 0.0 0.0 0.0 0.0	72.0 0.0 500.0 0.0 572.0	LOCAL STATE FED (NHS) TOTAL	0.0 0.0 0.0 0.0 0.0	14.4 0.0 57.6 0.0 72.0	0.0 0.0 0.0 0.0 0.0	114.4 0.0 457.6 0.0 572.0	A	EXEMPT
	323	RESURFACING OF W. ST. PAUL AVE. FROM N. 5TH ST. TO N. 15TH ST. IN THE CITY OF MILWAUKEE (0.71 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	66.0 0.0 0.0 0.0 66.0	66.0 0.0 440.0 0.0 506.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.2 0.0 52.8 0.0 66.0	101.2 0.0 404.8 0.0 506.0	A	EXEMPT
	324	RESURFACING OF N 17TH STREET (EAST ROADWAY) FROM W STATE ST TO W VLIET ST IN THE CITY OF MILWAUKEE (0.38 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 0.0 0.0 25.0	25.0 0.0 230.0 0.0 255.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 20.0 0.0 25.0	51.0 0.0 204.0 0.0 255.0	A	EXEMPT
	325	RESURFACING OF S 16TH ST FROM W MORGAN AVE TO W OKLAHOMA AVE IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	56.0 0.0 0.0 0.0 56.0	0.0 0.0 460.0 0.0 460.0	56.0 0.0 460.0 0.0 516.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	11.2 0.0 44.8 0.0 56.0	92.0 0.0 368.0 0.0 460.0	103.2 0.0 412.8 0.0 516.0	A	EXEMPT
	326	RECONSTRUCTION OF THE S KINNICKINNIE AVE CANADIAN PACIFIC RR OVERPASS (1900 SOUTH) IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	375.0 0.0 0.0 0.0 375.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 2,500.0 100.0 2,600.0	375.0 100.0 2,500.0 100.0 3,075.0	LOCAL STATE FED (BRF) TOTAL	93.7 0.0 281.3 0.0 375.0	0.0 20.0 80.0 0.0 100.0	0.0 520.0 2,080.0 0.0 2,600.0	93.7 540.0 2,441.3 0.0 3,075.0	A	EXEMPT
	327	RECONSTRUCTION OF THE S KINNICKINNIE AVE CANADIAN PACIFIC RR OVERPASS (2000 SOUTH) IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	120.0 0.0 0.0 0.0 120.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 775.0 100.0 875.0	120.0 100.0 775.0 100.0 1,095.0	LOCAL STATE FED (BRF) TOTAL	30.0 0.0 90.0 0.0 120.0	0.0 20.0 80.0 0.0 100.0	0.0 175.0 700.0 0.0 875.0	30.0 195.0 870.0 0.0 1,095.0	A	EXEMPT
	328	RECONSTRUCTION OF THE S 1ST STREET CANADIAN PACIFIC RR OVERPASS (300 SOUTH) IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	750.0 0.0 0.0 0.0 750.0	0.0 0.0 0.0 0.0 0.0	750.0 500.0 5,000.0 100.0 6,350.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	187.5 0.0 562.5 0.0 750.0	0.0 0.0 0.0 0.0 0.0	187.5 1,120.0 5,042.5 0.0 6,350.0	A	EXEMPT
	329	RECONSTRUCTION OF THE S 1ST STREET CANADIAN PACIFIC RR OVERPASS (350 SOUTH) IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	150.0 100.0 1,000.0 100.0 1,350.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	37.5 0.0 112.5 0.0 150.0	0.0 0.0 0.0 0.0 0.0	37.5 240.0 1,072.5 0.0 1,350.0	A	EXEMPT
	330	RESURFACING OF S 35TH ST FROM A POINT NORTH OF W FOREST HOME AVE TO W OKLAHOMA AVE IN THE CITY OF MILWAUKEE (0.44 MILES)	HP	PE ROW CONST OTHER TOTAL	49.6 0.0 0.0 0.0 49.6	0.0 0.0 413.4 16.0 429.4	0.0 0.0 0.0 0.0 0.0	49.6 0.0 413.4 16.0 479.0	LOCAL STATE FED (STP-M) TOTAL	9.9 0.0 39.7 0.0 49.6	85.9 0.0 343.5 0.0 429.4	0.0 0.0 0.0 0.0 0.0	95.8 0.0 383.2 0.0 479.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	331	SIGNAL SYSTEM IMPROVEMENT AT SEVEN LOCATIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	11.0 0.0 81.0 0.0 92.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.0 0.0 81.0 0.0 92.0	LOCAL STATE FED (STP-S) TOTAL	9.2 0.0 82.8 0.0 92.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.2 0.0 82.8 0.0 92.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	332	SIGNAL SYSTEM IMPROVEMENTS AT FIVE LOCATIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	6.0 0.0 44.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 44.0 0.0 50.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 5.0 45.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 5.0 45.0 0.0 50.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	333	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S 35TH ST FROM W HOWARD AVE TO W MORGAN AVE IN THE CITIES OF MILWAUKEE AND GREENFIELD (0.50 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 676.0 21.0 697.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 676.0 21.0 697.0	LOCAL STATE FED (STP-M) TOTAL	315.4 0.0 381.6 0.0 697.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	315.4 0.0 381.6 0.0 697.0	A	EXEMPT
	334	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N 27TH ST FROM W CAPITOL DR TO W CORNELL ST IN THE CITY OF MILWAUKEE (0.83 MILES)	HP	PE ROW CONST OTHER TOTAL	70.0 0.0 860.0 50.0 980.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	70.0 0.0 860.0 50.0 980.0	LOCAL STATE FED (STP-M) TOTAL	196.0 0.0 784.0 0.0 980.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	196.0 0.0 784.0 0.0 980.0	A	EXEMPT
	335	RESURFACING OF S 35TH ST FROM A POINT SOUTH OF W LINCOLN AVE TO W BURNHAM ST IN THE CITY OF MILWAUKEE (0.50 MI)	HP	PE ROW CONST OTHER TOTAL	40.0 0.0 0.0 0.0 40.0	0.0 0.0 265.0 51.0 316.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 265.0 51.0 356.0	LOCAL STATE FED (STP-M) TOTAL	8.0 0.0 32.0 0.0 40.0	63.2 0.0 252.8 0.0 316.0	0.0 0.0 0.0 0.0 0.0	71.2 0.0 284.8 0.0 356.0	A	EXEMPT
	336	RECONSTRUCTION OF N DR. MARTIN LUTHER KING DR. FROM W. KEEFE AVE TO W. CAPITOL DRIVE IN THE CITY OF MILWAUKEE (0.57 MILES)	HP	PE ROW CONST OTHER TOTAL	79.0 0.0 526.0 25.0 630.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	79.0 0.0 526.0 25.0 630.0	LOCAL STATE FED (STP-M) TOTAL	126.0 0.0 504.0 0.0 630.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	126.0 0.0 504.0 0.0 630.0	A	EXEMPT
	337	RECONSTRUCTION OF THE W HIGHLAND BLVD VIADUCT OVER SOO LINE RR CO ROW IN THE CITY OF MILWAUKEE (0.06 MILES)	HP	PE ROW CONST OTHER TOTAL	100.0 0.0 0.0 50.0 150.0	0.0 0.0 3,800.0 0.0 3,800.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 3,800.0 50.0 3,950.0	LOCAL STATE FED (STP-M) TOTAL	30.0 0.0 120.0 0.0 150.0	3,040.0 0.0 760.0 0.0 3,800.0	0.0 0.0 0.0 0.0 0.0	3,070.0 0.0 880.0 0.0 3,950.0	A	EXEMPT
	338	RESURFACING OF W BURLEIGH ST FROM W HOPKINS ST TO N 27TH ST IN THE CITY OF MILWAUKEE (0.60 MI)	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 325.0 0.0 325.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 325.0 0.0 375.0	LOCAL STATE FED (STP-M) TOTAL	10.0 0.0 40.0 0.0 50.0	65.0 0.0 260.0 0.0 325.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 300.0 0.0 375.0	A	EXEMPT
	339	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E LINCOLN AVE FROM E BAY ST TO KINNICKINNIE AVE IN THE CITY OF MILWAUKEE (0.43 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 415.0 61.5 476.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 415.0 61.5 476.5	LOCAL STATE FED (STP-M) TOTAL	95.3 0.0 381.2 0.0 476.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	95.3 0.0 381.2 0.0 476.5	A	EXEMPT
	340	RESURFACING OF N VAN BUREN ST FROM E CLYBOURN ST TO E KILBOURN ST IN THE CITY OF MILWAUKEE (0.42 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.1 0.0 32.6 0.0 40.7	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	341	RESURFACING OF N 35TH ST FROM W TOWNSEND ST TO N HOPKINS ST. (EXCL. STRUCTURE) IN THE CITY OF MILWAUKEE (1.06 MI)	HP	PE ROW CONST OTHER TOTAL	90.0 0.0 0.0 0.0 90.0	0.0 0.0 610.0 38.0 648.0	0.0 0.0 0.0 0.0 0.0	90.0 0.0 610.0 38.0 738.0	LOCAL STATE FED (STP-M) TOTAL	18.0 0.0 72.0 0.0 90.0	129.6 0.0 518.4 0.0 648.0	0.0 0.0 0.0 0.0 0.0	147.6 0.0 590.4 0.0 738.0	A	EXEMPT
	342	RESURFACING OF S HOWELL AVE FROM E WILBUR AVE TO E LINCOLN AVE (EXCL. STRUCTURE) IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	85.0 0.0 0.0 0.0 85.0	85.0 0.0 1,160.0 0.0 1,245.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 68.0 0.0	17.0 0.0 0.0 0.0 85.0	249.0 0.0 0.0 998.0 1,245.0	A	EXEMPT
	343	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. BAY ST. FROM E. RUSSELL AVE TO E POTTER AVE. IN THE CITY OF MILWAUKEE (0.10 MILES)	HP	PE ROW CONST OTHER TOTAL	20.0 0.0 0.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 120.0 0.0 120.0	20.0 0.0 120.0 0.0 140.0	LOCAL STATE FED (STP-M) TOTAL	4.0 0.0 16.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	24.0 0.0 96.0 0.0 120.0	28.0 0.0 112.0 0.0 140.0	A	EXEMPT
	344	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. RUSSELL AVE FROM S. LINCOLN MEMORIAL DR TO S. KINNICKINNIE AVE IN C/MILWAUKEE(0.54 MI)	HP	PE ROW CONST OTHER TOTAL	94.0 0.0 0.0 0.0 94.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 575.0 38.5 613.5	94.0 0.0 575.0 38.5 707.5	LOCAL STATE FED (STP-M) TOTAL	18.8 0.0 75.2 0.0 94.0	0.0 0.0 0.0 0.0 0.0	122.7 0.0 490.8 0.0 613.5	141.5 0.0 566.0 0.0 707.5	A	EXEMPT
	345	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N HAWLEY RD BRIDGE OVER THE MEMORONEE RIVER IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	28.0 0.0 0.0 0.0 28.0	28.0 0.0 379.0 0.0 407.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 22.4 0.0	5.6 0.0 0.0 0.0 28.0	81.4 0.0 0.0 325.6 407.0	A	EXEMPT
	346	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N SHERMAN BLVD BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.10 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 0.0 0.0 40.0	40.0 0.0 1,146.0 0.0 1,186.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 32.0 0.0	8.0 0.0 0.0 0.0 40.0	237.2 0.0 0.0 948.8 1,186.0	A	EXEMPT
	347	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,630.0 0.0 1,630.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 4,890.0 0.0 4,890.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	815.0 815.0 0.0 0.0 1,630.0	0.0 0.0 0.0 0.0 0.0	2,445.0 2,445.0 0.0 0.0 4,890.0	A	EXEMPT
	348	RESURFACING OF W FLAGG ST FROM W FLORIST AVE. TO N 91ST ST. IN THE CITY OF MILWAUKEE (0.34 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	35.0 0.0 0.0 0.0 35.0	0.0 0.0 0.0 0.0 0.0	35.0 0.0 293.0 0.0 328.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	7.0 0.0 28.0 0.0 35.0	0.0 0.0 0.0 0.0 0.0	65.6 0.0 262.4 0.0 328.0	A	EXEMPT
	349	SIGNAL SYSTEM IMPROVEMENT AT SEVEN INTERSECTIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 120.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 120.0 0.0 120.0	LOCAL STATE FED (STP-S) TOTAL	12.0 0.0 108.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	12.0 0.0 108.0 0.0 120.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	350	SIGNAL SYSTEM IMPROVEMENT AT SEVEN LOCATIONS ON VARIOUS LOCAL STREETS IN THE CITY OF MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	13.0 0.0 62.0 0.0 75.0	0.0 0.0 84.3 0.0 84.3	0.0 0.0 0.0 0.0 0.0	13.0 0.0 146.3 0.0 159.3	LOCAL STATE FED (STP-S) TOTAL	7.5 0.0 67.5 0.0 75.0	8.4 0.0 75.9 0.0 84.3	0.0 0.0 0.0 0.0 0.0	15.9 0.0 143.4 0.0 159.3	A	NON-EXEMPT AIR QUALITY NEUTRAL

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
C/MILWAUKEE	351	RESURFACING OF W.VIL-LARD AVE. FROM N.TEUTONIA AVE TO N.SHERMAN BLVD IN THE CITY OF MILWAUKEE (0.84 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	67.0 0.0 0.0 0.0 67.0	67.0 0.0 509.0 0.0 576.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.4 0.0 53.6 0.0 67.0	115.2 0.0 460.8 0.0 576.0	A	EXEMPT
	352	RESURFACING OF S 13TH ST FROM N CLEVELAND AVE TO W MITCHELL ST IN THE CITY OF MILWAUKEE (0.54 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 0.0 0.0 40.0	40.0 0.0 270.0 0.0 310.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 32.0 0.0 40.0	62.0 0.0 248.0 0.0 310.0	A	EXEMPT
	353	S.16TH STREET VIADUCT RAMP TO THE MENOMONEE VALLEY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	55.0 0.0 0.0 0.0 55.0	0.0 0.0 0.0 0.0 0.0	55.0 0.0 620.0 0.0 675.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	11.0 0.0 44.0 0.0 55.0	0.0 0.0 0.0 0.0 0.0	135.0 0.0 540.0 0.0 675.0	A	EXEMPT
	354	S. 35TH STREET (JACKSON PARK) CNW UNDERPASS	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	140.0 0.0 0.0 0.0 140.0	0.0 0.0 0.0 0.0 0.0	140.0 0.0 2,300.0 0.0 2,440.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	28.0 0.0 112.0 0.0 140.0	0.0 0.0 0.0 0.0 0.0	488.0 0.0 1,952.0 0.0 2,440.0	A	EXEMPT
	355	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE 6TH ST VIADUCT OVER THE MENOMONEE RIVER VALLEY IN THE CITY OF MILWAUKEE (0.52 MILES)	HP	PE ROW CONST OTHER TOTAL	500.0 0.0 0.0 0.0 500.0	500.0 450.0 17,550.0 0.0 18,500.0	0.0 0.0 17,550.0 0.0 17,550.0	1,000.0 450.0 35,100.0 0.0 36,550.0	LOCAL STATE FED (BRF) TOTAL	100.0 0.0 400.0 0.0 500.0	3,700.0 0.0 14,800.0 0.0 18,500.0	3,510.0 0.0 14,040.0 0.0 17,550.0	7,310.0 0.0 29,240.0 0.0 36,550.0	A	EXEMPT
	356	RECONSTRUCTION WITH ADDITIONAL LANES OF OKLAHOMA AVE FROM A PT WEST OF LAKE PKWY TO S. CLEMENT AVE IN THE CITY OF MILWAUKEE(.54M)	HI	PE ROW CONST OTHER TOTAL	61.2 0.0 0.0 0.0 61.2	0.0 0.0 491.0 23.0 514.0	0.0 0.0 0.0 0.0 0.0	61.2 0.0 491.0 23.0 575.2	LOCAL STATE FED (NHS) TOTAL	12.2 0.0 49.0 0.0 61.2	102.8 0.0 411.2 0.0 514.0	0.0 0.0 0.0 0.0 0.0	115.0 0.0 460.2 0.0 575.2	A	NON-EXEMPT
	357	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AVE FROM S CLEMENT AVE TO S BRUST AVE IN THE CITY OF MILWAUKEE (0.30 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	59.4 0.0 0.0 0.0 59.4	59.4 0.0 500.0 0.0 559.4	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 59.4 0.0 59.4	100.0 0.0 459.4 0.0 559.4	A	NON-EXEMPT
	358	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 100.0 0.0 100.0	0.0 0.0 80.0 0.0 80.0	0.0 0.0 80.0 0.0 80.0	0.0 0.0 500.0 0.0 500.0	LOCAL STATE FED (STP-M) TOTAL	100.0 0.0 0.0 0.0 100.0	80.0 0.0 0.0 0.0 80.0	80.0 0.0 0.0 0.0 80.0	500.0 0.0 0.0 0.0 500.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	359	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 50.0 0.0 50.0	0.0 0.0 50.0 0.0 50.0	0.0 0.0 50.0 0.0 50.0	0.0 0.0 200.0 0.0 200.0	LOCAL STATE FED (STP-M) TOTAL	50.0 0.0 0.0 0.0 50.0	50.0 0.0 0.0 0.0 50.0	50.0 0.0 0.0 0.0 50.0	200.0 0.0 0.0 0.0 200.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	360	RECONSTRUCTION WITH ADDITIONAL LANES AT E OKLAHOMA AVE PT EAST OF LAKE PARKWAY TO S. KINNICKINNIC	HI	PE ROW CONST OTHER TOTAL	46.0 0.0 0.0 0.0 46.0	0.0 0.0 370.0 22.0 392.0	0.0 0.0 0.0 0.0 0.0	46.0 0.0 370.0 22.0 438.0	LOCAL STATE FED (STP-M) TOTAL	9.2 0.0 36.8 0.0 46.0	78.4 0.0 313.6 0.0 392.0	0.0 0.0 0.0 0.0 0.0	87.6 0.0 350.4 0.0 438.0	A	NON-EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
C/MILWAUKEE	361	RECONSTRUCTION WITH ADDITIONAL LANES OF N. TEUTONIA AVE. FROM W. RUBY AVE. TO W. VILLARD AVE. IN THE CITY OF MILWAUKEE (0.94 MILE)	HI	PE ROW CONST OTHER TOTAL	180.0 0.0 0.0 0.0 180.0	0.0 0.0 0.0 0.0 0.0	85.0 0.0 0.0 0.0 85.0	180.0 85.0 1,200.0 0.0 1,465.0	LOCAL STATE FED (STP-M) TOTAL	36.0 0.0 144.0 0.0 180.0	0.0 0.0 0.0 0.0 0.0	17.0 0.0 68.0 0.0 85.0	293.0 0.0 1,172.0 0.0 1,465.0	A	NON-EXEMPT
	362	COMPREHENSIVE LAND USE, TRANSPORTATION AND DEVELOPMENT STUDY FOR W FOND DU LAC AV CORRIDOR 19TH ST TO 35TH ST IN CITY OF MILWAUKEE	HI	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	LOCAL STATE FED TOTAL	50.0 150.0 0.0 200.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	50.0 150.0 0.0 200.0	A	EXEMPT
	363	RECONSTRUCTION WITH ADDITIONAL LANES OF W. GOOD HOPE RD (INCLUDING STRUCTURE) FROM USH 45 TO N 124TH ST IN THE CITY OF MILWAUKEE	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	230.0 0.0 0.0 0.0 230.0	0.0 0.0 0.0 0.0 0.0	230.0 0.0 0.0 0.0 230.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	46.0 0.0 184.0 0.0 230.0	0.0 0.0 0.0 0.0 0.0	46.0 0.0 184.0 0.0 230.0	A	NON-EXEMPT
	364	RECONSTRUCTION WITH ADDITIONAL LANES OF E. HOWARD AVE FROM E. CITY LIMITS TO S CLEMENT AVE IN THE CITY OF MILWAUKEE (0.40 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	0.0 0.0 814.0 0.0 814.0	100.0 0.0 814.0 0.0 914.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	20.0 0.0 80.0 0.0 100.0	651.2 0.0 162.8 0.0 814.0	671.2 0.0 242.8 0.0 914.0	A	NON-EXEMPT
	365	RECONSTRUCTION WITH ADDITIONAL LANES OF N 107TH ST FROM W FOND DU LAC AVE TO W GOOD HOPE RD THE CITY OF MILWAUKEE (0.38 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	215.0 400.0 0.0 0.0 615.0	0.0 0.0 0.0 0.0 0.0	215.0 400.0 1,650.0 150.0 2,415.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	123.0 0.0 492.0 0.0 615.0	0.0 0.0 0.0 0.0 0.0	483.0 0.0 1,932.0 0.0 2,415.0	A	NON-EXEMPT
	366	RECONSTRUCTION WITH ADDITIONAL LANES OF N 124TH ST FROM W HAMPTON AVE TO W SILVER SPRING DR IN MILWAUKEE AND BUTLER (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	145.0 20.0 0.0 0.0 165.0	0.0 0.0 1,420.0 2.0 1,422.0	0.0 0.0 0.0 0.0 0.0	145.0 20.0 1,420.0 2.0 1,587.0	LOCAL STATE FED (STP-M) TOTAL	33.0 0.0 132.0 0.0 165.0	284.4 0.0 1,137.6 0.0 1,422.0	0.0 0.0 0.0 0.0 0.0	317.4 0.0 1,269.6 0.0 1,587.0	A	NON-EXEMPT
	367	RECONSTRUCTION WITH ADDITIONAL LANES OF N 91ST ST FROM W BROWN DEER RD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE(1.00)	HI	PE ROW CONST OTHER TOTAL	170.0 153.0 0.0 0.0 323.0	0.0 0.0 1,121.0 6.0 1,127.0	0.0 0.0 0.0 0.0 0.0	170.0 153.0 1,121.0 6.0 1,450.0	LOCAL STATE FED (STP-M) TOTAL	64.6 0.0 258.4 0.0 323.0	225.4 0.0 901.6 0.0 1,127.0	0.0 0.0 0.0 0.0 0.0	290.0 0.0 1,160.0 0.0 1,450.0	A	NON-EXEMPT
	368	METRO BLVD EXTENSION USH 45 TO N 114TH ST IN THE CITY OF MILWAUKEE (0.50 MILES)	HE	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 100.0 1,100.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	50.0 100.0 1,100.0 0.0 1,250.0	LOCAL STATE FED (STP-M) TOTAL	10.0 0.0 40.0 0.0 50.0	800.0 0.0 400.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	810.0 0.0 440.0 0.0 1,250.0	A	NON-EXEMPT
	369	CONSTRUCTION OF 124TH ST. FROM STH 145 TO STH 100 IN THE CITY OF MILWAUKEE (0.7 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	185.0 0.0 0.0 0.0 185.0	0.0 650.0 0.0 0.0 650.0	185.0 650.0 1,230.0 0.0 2,065.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	23.1 23.1 138.8 0.0 185.0	81.2 81.3 487.5 0.0 650.0	258.1 258.1 1,548.8 0.0 2,065.0	A	NON-EXEMPT
	370	RECONSTRUCTION OF THE W WALNUT ST. STRUCTURE OVER THE SOO LINE RR ROW IN THE CITY OF MILWAUKEE (0.04 MILES)	OH	PE ROW CONST OTHER TOTAL	12.5 0.0 746.0 0.0 758.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	12.5 0.0 746.0 0.0 758.5	LOCAL STATE FED (BRF) TOTAL	151.7 0.0 606.8 0.0 758.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	151.7 0.0 606.8 0.0 758.5	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
C/MILWAUKEE	371	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF MILWAUKEE	OH	PE ROW CONST OTHER TOTAL	2,760.0 0.0 4,650.0 0.0 7,410.0	2,100.0 0.0 3,225.0 0.0 5,325.0	3,000.0 175.0 8,000.0 0.0 11,175.0	16,860.0 700.0 39,875.0 0.0 57,435.0	LOCAL STATE FED (BRF) TOTAL	7,410.0 0.0 0.0 0.0 7,410.0	5,325.0 0.0 0.0 0.0 5,325.0	11,175.0 0.0 0.0 0.0 11,175.0	57,435.0 0.0 0.0 0.0 57,435.0	A	EXEMPT
	372	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W. CHERRY ST. BRIDGE OVER SOO LINE R.R. ROW IN THE CITY OF MILWAUKEE (0.06 MILE)	OH	PE ROW CONST OTHER TOTAL	74.0 0.0 0.0 0.0 74.0	0.0 0.0 896.0 0.0 896.0	0.0 0.0 0.0 0.0 0.0	74.0 0.0 896.0 0.0 970.0	LOCAL STATE FED (BRF) TOTAL	14.8 0.0 59.2 0.0 74.0	179.2 0.0 716.8 0.0 896.0	0.0 0.0 0.0 0.0 0.0	194.0 0.0 776.0 0.0 970.0	A	EXEMPT
	373	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE N. GRANVILLE RD. BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	40.0 0.0 0.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 320.0 0.0 360.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	8.0 0.0 32.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	72.0 0.0 288.0 0.0 360.0	P	EXEMPT
	374	REPLACEMENT OF THE N 37TH ST STRUCTURE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.02 MILES)	OH	PE ROW CONST OTHER TOTAL	37.0 0.0 0.0 0.0 37.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	37.0 0.0 324.0 0.0 361.0	LOCAL STATE FED (BRF) TOTAL	7.4 0.0 29.6 0.0 37.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	72.2 0.0 288.8 0.0 361.0	P	EXEMPT
	375	REPLACEMENT OF THE N. EMMER LN. STRUCTURE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.04 MILES)	OH	PE ROW CONST OTHER TOTAL	150.0 0.0 0.0 0.0 150.0	0.0 225.0 3,363.0 0.0 3,588.0	0.0 0.0 0.0 0.0 0.0	150.0 225.0 3,363.0 0.0 3,738.0	LOCAL STATE FED (BRF) TOTAL	150.0 0.0 0.0 0.0 150.0	717.6 0.0 2,690.4 0.0 3,588.0	0.0 0.0 0.0 0.0 0.0	867.6 180.0 2,690.4 0.0 3,738.0	A	EXEMPT
	376	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE S 29TH ST BRIDGE OVER THE C&NW TRANSP CO ROW IN THE CITY OF MILW (0.04 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	65.0 0.0 0.0 0.0 65.0	65.0 0.0 670.0 0.0 735.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.0 0.0 52.0 0.0 65.0	147.0 0.0 588.0 0.0 735.0	A	EXEMPT
	377	W. GALENA ST-CP RAIL-ROAD UNDERPASS	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	80.0 0.0 0.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 915.0 0.0 995.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	16.0 0.0 64.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	199.0 0.0 796.0 0.0 995.0	A	EXEMPT
	378	SAFETY IMPROVEMENTS ON E NORTH AVE FROM N BOOTH ST TO N BREMEN ST IN THE CITY OF MILWAUKEE (0.26 MILES)	HS	PE ROW CONST OTHER TOTAL	10.0 50.0 200.0 0.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 50.0 200.0 0.0 260.0	LOCAL STATE FED (HHL) TOTAL	26.0 0.0 234.0 0.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 234.0 0.0 260.0	A	EXEMPT
	379	CONDUCT OF A CITYWIDE ACCIDENT STUDY IN THE CITY OF MILWAUKEE	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 56.0 56.0	0.0 0.0 0.0 56.0 56.0	0.0 0.0 0.0 56.0 56.0	0.0 0.0 0.0 336.0 336.0	LOCAL STATE FED (STP-S) TOTAL	56.0 0.0 0.0 0.0 56.0	56.0 0.0 0.0 0.0 56.0	56.0 0.0 0.0 0.0 56.0	336.0 0.0 0.0 0.0 336.0	A	EXEMPT
	380	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 150.0 0.0 175.0	100.0 0.0 600.0 0.0 700.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	17.5 0.0 157.5 0.0 175.0	70.0 0.0 630.0 0.0 700.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	381	INSTALLATION OF TRAFFIC SIGNALS AT TWO ALL-WAY STOP LOCATIONS ON ARTERIAL ROADWAYS: 1994	EE	PE 8.0 ROW 0.0 CONST 80.0 OTHER 0.0	8.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	8.0 0.0 80.0 0.0	LOCAL 17.6 STATE 0.0 FED 70.4 (CMAQ)	17.6 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	17.6 0.0 70.4 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	88.0	0.0	0.0	88.0	TOTAL	88.0	0.0	0.0	88.0		
	382	PROVISION OF SIGNAGE, FACADE RESTORATION AND AN ELEVATOR TOWER AT MILWAUKEE TURNER TOURISM CENTER IN THE CITY OF MILWAUKEE	EE	PE 0.0 ROW 0.0 CONST 175.0 OTHER 0.0	0.0 0.0 175.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 175.0 0.0	LOCAL 35.0 STATE 0.0 FED 140.0 (STP-E)	35.0 0.0 140.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	35.0 0.0 140.0 0.0	A	EXEMPT
				TOTAL	175.0	0.0	0.0	175.0	TOTAL	175.0	0.0	0.0	175.0		
	383	RIGHT-OF-WAY ACQUISITION FOR DEVELOPMENT OF AN EXCLUSIVE TRANSIT LANE FOR SPECIAL EVENTS AT FESTIVAL GROUNDS: 1994	EE	PE 0.0 ROW 100.0 CONST 0.0 OTHER 0.0	0.0 100.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0	LOCAL 20.0 STATE 0.0 FED 80.0 (CMAQ)	20.0 0.0 80.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	20.0 0.0 80.0 0.0	A	NON-EXEMPT
	*			TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	384	WALK TO WORK PROGRAM: 1993	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 120.0	0.0 0.0 0.0 120.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 120.0	LOCAL 24.0 STATE 0.0 FED 96.0 (CMAQ)	24.0 0.0 96.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	24.0 0.0 96.0 0.0	A	NON-EXEMPT
	*			TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	385	INSTALL EXCLUSIVE TRANSIT LANES ON EAST/WEST WISCONSIN AVE FROM N PROSPECT AVE TO NORTH 27TH STREET: 1993	EE	PE 7.0 ROW 0.0 CONST 65.0 OTHER 0.0	7.0 0.0 65.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	7.0 0.0 65.0 0.0	LOCAL 14.4 STATE 0.0 FED 57.6 (CMAQ)	14.4 0.0 57.6 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	14.4 0.0 57.6 0.0	P	NON-EXEMPT
	*			TOTAL	72.0	0.0	0.0	72.0	TOTAL	72.0	0.0	0.0	72.0		
	386	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS: 1994	EE	PE 150.0 ROW 0.0 CONST 350.0 OTHER 0.0	150.0 0.0 350.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	150.0 0.0 350.0 0.0	LOCAL 100.0 STATE 0.0 FED 400.0 (CMAQ)	100.0 0.0 400.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	100.0 0.0 400.0 0.0	A	NON-EXEMPT
	*			TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	387	DEVELOPMENT OF LOCAL PARKING MANAGEMENT PROGRAM: 1993	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 100.0	0.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 100.0	LOCAL 20.0 STATE 0.0 FED 80.0 (CMAQ)	20.0 0.0 80.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	20.0 0.0 80.0 0.0	A	EXEMPT
	*			TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	388	INSTALLATION OF OVERHEAD SIGNING TO ESTABLISH EXCLUSIVE TRANSIT LANES FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS: 1993	EE	PE 15.0 ROW 0.0 CONST 100.0 OTHER 0.0	15.0 0.0 100.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	15.0 0.0 100.0 0.0	LOCAL 23.0 STATE 0.0 FED 92.0 (CMAQ)	23.0 0.0 92.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	23.0 0.0 92.0 0.0	A	EXEMPT
	*			TOTAL	115.0	0.0	0.0	115.0	TOTAL	115.0	0.0	0.0	115.0		
	389	CONSTRUCTION OF N VAN BUREN ST BETWEEN E BUFFALO ST AND E CHICAGO ST FOR DEVELOPMENT OF AN EXCLUSIVE TRANSIT LANE: 1993	EE	PE 18.0 ROW 0.0 CONST 120.0 OTHER 0.0	18.0 0.0 120.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	18.0 0.0 120.0 0.0	LOCAL 27.6 STATE 0.0 FED 110.4 (CMAQ)	27.6 0.0 110.4 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	27.6 0.0 110.4 0.0	P	NON-EXEMPT
	*			TOTAL	138.0	0.0	0.0	138.0	TOTAL	138.0	0.0	0.0	138.0		
	390	INSTALLATION OF TRAFFIC SIGNALS AT TWO ALL-WAY STOP LOCATIONS ON ARTERIAL ROADWAYS	EE	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	8.0 0.0 0.0 80.0	0.0 0.0 0.0 0.0	8.0 0.0 0.0 80.0	LOCAL 0.0 STATE 0.0 FED 0.0 (CMAQ)	0.0 0.0 0.0 0.0	17.6 0.0 70.4 0.0	0.0 0.0 0.0 0.0	17.6 0.0 70.4 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*			TOTAL	0.0	88.0	0.0	88.0	TOTAL	0.0	88.0	0.0	88.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	391	INSTALLATION OF SEMI-ACTUATED TRAFFIC SIGNAL OPERATION AT 20 SIGNAL LOCATIONS TO IMPROVE PROGRESSION AND MINIMIZE DELAY: 1994	EE	PE ROW CONST OTHER TOTAL	25.5 0.0 200.5 0.0 226.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.5 0.0 200.5 0.0 226.0	LOCAL STATE FED (CMAQ) TOTAL	45.2 0.0 180.8 0.0 226.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	45.2 0.0 180.8 0.0 226.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	392	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL OPERATION IN THE MILWAUKEE CENTRAL BUSINESS DISTRICT: 1993	EE	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	LOCAL STATE FED (CMAQ) TOTAL	40.0 0.0 160.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 160.0 0.0 200.0	A	NON-EXEMPT
	393	UPGRADE AND REPLACE OBSOLETE SIGNAL CONTROLLERS IN THE MILWAUKEE CENTRAL BUSINESS DISTRICT TO IMPROVE EFFICIENCY: 1993	EE	PE ROW CONST OTHER TOTAL	40.0 0.0 260.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 260.0 0.0 300.0	LOCAL STATE FED (CMAQ) TOTAL	60.0 0.0 240.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 240.0 0.0 300.0	A	EXEMPT
	394	INSTALLATION OF TIME OF DAY "NO TURN ON RED" RESTRICTIONS TO REPLACE EXISTING FULL TIME RESTRICTIONS: 1994	EE	PE ROW CONST OTHER TOTAL	10.0 0.0 100.0 0.0 110.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 100.0 0.0 110.0	LOCAL STATE FED (CMAQ) TOTAL	22.0 0.0 88.0 0.0 110.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	22.0 0.0 88.0 0.0 110.0	A	EXEMPT
	395	INSTALLATION OF HARD WIRE INTERCONNECT CABLE TO PROVIDE SIGNAL COORDINATION: 1993	EE	PE ROW CONST OTHER TOTAL	24.0 0.0 236.0 0.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	24.0 0.0 236.0 0.0 260.0	LOCAL STATE FED (CMAQ) TOTAL	52.0 0.0 208.0 0.0 260.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	52.0 0.0 208.0 0.0 260.0	A	NON-EXEMPT
	396	COMPUTER OPTIMIZATION OF AN 83 SIGNAL SYSTEM ON THE SOUTH SIDE OF THE CITY OF MILWAUKEE (DATA COLLECTION ONLY): 1994	EE	PE ROW CONST OTHER TOTAL	40.0 0.0 0.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 0.0 0.0 40.0	LOCAL STATE FED (CMAQ) TOTAL	8.0 0.0 32.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 32.0 0.0 40.0	A	EXEMPT
	397	BICYCLE, TRANSIT, AND RIDESHARING ENHANCEMENT PROGRAM: 1994	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 125.0 125.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 125.0 125.0	LOCAL STATE FED (CMAQ) TOTAL	25.0 0.0 100.0 0.0 125.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 100.0 0.0 125.0	A	EXEMPT
	398	BILLBOARD REMOVAL FOR W. LISBON AVE (USH 41) UPTOWN TRIANGLE	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 20.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 20.0 0.0 20.0	LOCAL STATE FED (STP-E) TOTAL	4.0 0.0 16.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.0 0.0 16.0 0.0 20.0	A	EXEMPT
	399	MILWAUKEE TURNERS BIKE FACILITY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 21.8 0.0 21.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 21.8 0.0 21.8	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 17.5 17.5	4.3 0.0 0.0 0.0 4.3	0.0 0.0 0.0 0.0 0.0	4.3 0.0 0.0 0.0 4.3	A	EXEMPT
	400	PEDESTRIAN SCALE STREET LIGHTING AT SUMMERFEST	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	35.0 0.0 315.0 0.0 350.0	35.0 0.0 0.0 0.0 35.0	70.0 0.0 630.0 0.0 700.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 280.0 280.0	70.0 0.0 0.0 0.0 70.0	140.0 0.0 280.0 0.0 560.0	140.0 0.0 280.0 0.0 560.0	A	EXEMPT
				TOTAL	0.0	350.0	350.0	700.0	TOTAL	0.0	350.0	350.0	700.0		

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP			
C/MILWAUKEE	401	BICYCLE ROUTE EVALUATION AND SELECTION PROJECT	EE	PE ROW CONST OTHER TOTAL	25.1 0.0 0.0 0.0 25.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.1 0.0 0.0 0.0 25.1	LOCAL STATE FED (CMAQ) TOTAL	5.1 20.0 0.0 73.3 91.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.1 20.0 0.0 73.3 91.7	A	EXEMPT	
	402	COMPUTERIZED MONITORED PROPANE FUELING STATION FOR THE CITY OF MILWAUKEE MUNICIPAL FLEET: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 91.7 91.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 91.7 91.7	LOCAL STATE FED (CMAQ) TOTAL	18.4 0.0 73.3 (CMAQ) 91.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.4 0.0 73.3 (CMAQ) 91.7	A	NON-EXEMPT	
	403	EVALUATION, SELECTION, DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE ROUTES ON EXISTING STREETS IN CITY OF MILWAUKEE: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 395.0 0.0 395.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 395.0 0.0 395.0	LOCAL STATE FED (CMAQ) TOTAL	79.0 0.0 316.0 (CMAQ) 395.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	79.0 0.0 316.0 (CMAQ) 395.0	A	EXEMPT	
	404	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT UPGRADE OF 25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN CITY OF MILWAUKEE: 1996-97	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	15.0 0.0 0.0 0.0 15.0	45.0 0.0 65.0 0.0 110.0	60.0 0.0 65.0 0.0 125.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	3.0 0.0 12.0 (CMAQ) 15.0	22.0 0.0 88.0 (CMAQ) 110.0	25.0 0.0 100.0 (CMAQ) 125.0	A	NON-EXEMPT	
	405	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEM ON SOUTH SIDE OF CITY OF MILWAUKEE: 1995 (1996 FUNDS)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0 160.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	32.0 0.0 128.0 (CMAQ) 160.0	0.0 0.0 0.0 0.0 0.0	32.0 0.0 128.0 (CMAQ) 160.0	A	NON-EXEMPT	
	406	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE: 1995-96	EE	PE ROW CONST OTHER TOTAL	22.5 0.0 225.0 0.0 247.5	20.3 0.0 203.0 0.0 223.3	0.0 0.0 0.0 0.0 0.0	42.8 0.0 428.0 0.0 470.8	LOCAL STATE FED (CMAQ) TOTAL	49.5 0.0 198.0 (CMAQ) 247.5	44.7 0.0 178.6 (CMAQ) 223.3	0.0 0.0 0.0 0.0 0.0	94.2 0.0 376.6 (CMAQ) 470.8	A	NON-EXEMPT	
	407	INSTALLATION OF BICYCLE PARKING FACILITIES AT VARIOUS LOCATIONS IN CITY OF MILWAUKEE	EE	PE ROW CONST OTHER TOTAL	35.0 0.0 105.0 0.0 140.0	42.5 127.5 0.0 0.0 170.0	0.0 0.0 0.0 0.0 0.0	77.5 127.5 105.0 0.0 310.0	LOCAL STATE FED (STP-0) TOTAL	28.0 0.0 112.0 (STP-0) 140.0	34.0 0.0 136.0 (STP-0) 170.0	0.0 0.0 0.0 0.0 0.0	62.0 0.0 248.0 (STP-0) 310.0	A	EXEMPT	
	408	UWM CAMPUS LIGHTING FOR PEDESTRIANS AND BICYCLES	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	44.5 0.0 400.5 0.0 445.0	44.5 0.0 400.5 0.0 445.0	89.0 0.0 801.0 0.0 890.0	LOCAL STATE FED (STP-0) TOTAL	0.0 0.0 0.0 0.0 0.0	89.0 0.0 356.0 (STP-0) 445.0	89.0 0.0 356.0 (STP-0) 445.0	178.0 0.0 712.0 (STP-0) 890.0	A	EXEMPT	
	409	BICYCLE PARKING FACILITIES PROJECT	EE	PE ROW CONST OTHER TOTAL	11.0 0.0 35.0 0.0 46.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.0 0.0 35.0 0.0 46.0	LOCAL STATE FED (CMAQ) TOTAL	9.2 36.8 0.0 (CMAQ) 46.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.2 36.8 0.0 (CMAQ) 46.0	A	EXEMPT	
	410	VARIOUS CONGESTION MITIGATION/ AIR QUALITY PROJECTS	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	200.0 0.0 800.0 (CMAQ) 1,000.0	200.0 0.0 800.0 (CMAQ) 1,000.0	1,000.0 0.0 4,000.0 (CMAQ) 5,000.0	A	NON-EXEMPT	
	*	VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE		TOTAL		0.0	1,000.0	1,000.0	5,000.0	TOTAL	0.0	1,000.0	1,000.0	5,000.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/MILWAUKEE	411	VARIOUS TRANSPORTATION ENHANCEMENT/SMIP PROJECTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	200.0	200.0	1,000.0	A	EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0				
	CONST			0.0	0.0	0.0	0.0	FED	0.0	800.0	800.0				
	OTHER			0.0	1,000.0	1,000.0	5,000.0	(STP-E)							
	TOTAL			0.0	1,000.0	1,000.0	5,000.0	TOTAL	0.0	1,000.0	1,000.0	5,000.0			
	* 412	CONSTRUCTION OF A RIVERWALK ALONG THE EAST SIDE OF THE MILWAUKEE RIVER FROM E. WELLS ST. TO E. MASON ST. IN C/MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	84.0	0.0	0.0	84.0	A	EXEMPT
ROW	0.0			0.0	0.0	0.0	STATE	0.0	0.0	0.0					
CONST	420.0			0.0	0.0	420.0	FED	336.0	0.0	0.0					
OTHER	0.0			0.0	0.0	0.0	(STP-E)								
TOTAL	420.0			0.0	0.0	420.0	TOTAL	420.0	0.0	0.0	420.0				
C/OAK CREEK	413	REPLACEMENT OF THE PUETZ RD BRIDGE OVER OAK CREEK IN THE CITY OF OAK CREEK	HP	PE	0.0	0.0	0.0	0.0	LOCAL	70.0	0.0	0.0	70.0	A	EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0				
	CONST			350.0	0.0	0.0	350.0	FED	280.0	0.0	0.0				
	OTHER			0.0	0.0	0.0	0.0	(BRF)							
	TOTAL			350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0			
	* 414	RECONSTRUCTION WITH AUXILIARY LANES OF PUETZ RD FROM SHEPARD AVE TO PENNSYLVANIA AVE IN THE CITY OF OAK CREEK (1.0 MILE)	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	20.0	560.0	P	EXEMPT
ROW	0.0			0.0	0.0	30.0	STATE	0.0	0.0	0.0					
CONST	0.0			0.0	0.0	1,670.0	FED	0.0	0.0	80.0					
OTHER	0.0			0.0	0.0	0.0	(STP-M)								
TOTAL	0.0			0.0	100.0	1,800.0	TOTAL	0.0	0.0	100.0	1,800.0				
* 415	RECONSTRUCTION WITH ADDITIONAL LANES OF DREXEL AVE FROM HOWELL AVE TO PENNSYLVANIA AVE IN THE CITY OF OAK CREEK (1.50 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	400.0	0.0	400.0	A	NON-EXEMPT	
ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0					
CONST			0.0	2,000.0	0.0	2,000.0	FED	0.0	1,600.0	0.0					
OTHER			0.0	0.0	0.0	0.0	(STP-M)								
TOTAL			0.0	2,000.0	0.0	2,000.0	TOTAL	0.0	2,000.0	0.0	2,000.0				
V/RIVER HILLS	416	RECONSTRUCTION WITH NO ADDITIONAL CAPACITY OF RANGE LINE ROAD FROM S. VILLAGE LIMITS TO BROWN DEER ROAD IN VILLAGE OF RIVER HILLS (1.2 MILES)	HP	PE	0.0	0.0	40.0	40.0	LOCAL	0.0	0.0	8.0	33.0	A	EXEMPT
	ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0				
	CONST			0.0	0.0	0.0	125.0	FED	0.0	0.0	32.0				
	OTHER			0.0	0.0	0.0	0.0	(STP-M)							
	TOTAL			0.0	0.0	40.0	165.0	TOTAL	0.0	0.0	40.0	165.0			
	* 417	RESURFACING OF N RANGE LINE RD FROM W BROWN DEER RD TO W COUNTY LINE RD IN THE VILLAGE OF RIVER HILLS (1.00 MILE)	HP	PE	21.0	0.0	0.0	21.0	LOCAL	4.2	21.0	0.0	25.2	A	EXEMPT
ROW	0.0			0.0	0.0	0.0	STATE	0.0	0.0	0.0					
CONST	0.0			105.0	0.0	105.0	FED	16.8	84.0	0.0					
OTHER	0.0			0.0	0.0	0.0	(STP-M)								
TOTAL	21.0			105.0	0.0	126.0	TOTAL	21.0	105.0	0.0	126.0				
* 418	RECONDITIONING OF W. BRADLEY RD FROM N GREEN BAY RD TO N RANGE LINE RD IN THE VILLAGE OF RIVER HILLS (0.28 MILE)	HP	PE	13.5	0.0	0.0	13.5	LOCAL	2.7	15.3	0.0	18.0	A	EXEMPT	
ROW			0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0					
CONST			0.0	76.5	0.0	76.5	FED	10.8	61.2	0.0					
OTHER			0.0	0.0	0.0	0.0	(STP-M)								
TOTAL			13.5	76.5	0.0	90.0	TOTAL	13.5	76.5	0.0	90.0				
C/ST FRANCIS	419	RECONSTRUCTION WITH ADDITIONAL LANES OF WHITNALL AVE. FROM LAKE PARKWAY TO OLD BRUST AVE. IN THE CITY OF ST. FRANCIS (0.50 M)	HI	PE	150.0	0.0	0.0	150.0	LOCAL	150.0	561.0	0.0	711.0	A	NON-EXEMPT
	ROW			150.0	0.0	0.0	150.0	STATE	0.0	0.0	0.0				
	CONST			0.0	1,122.0	0.0	1,122.0	FED	150.0	561.0	0.0				
	OTHER			0.0	0.0	0.0	0.0	(STP-M)							
	TOTAL			300.0	1,122.0	0.0	1,422.0	TOTAL	300.0	1,122.0	0.0	1,422.0			
	* 420	NEW TRAFFIC SIGNALS AT S. KINNICKINNIC AVE (STH 62) AND E CRAWFORD AVE IN THE CITY OF ST FRANCIS: 1994	EE	PE	15.0	0.0	0.0	15.0	LOCAL	14.0	0.0	0.0	14.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
ROW	0.0			0.0	0.0	0.0	STATE	0.0	0.0	0.0					
CONST	55.0			0.0	0.0	55.0	FED	56.0	0.0	0.0					
OTHER	0.0			0.0	0.0	0.0	(CMAQ)								
TOTAL	70.0			0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0				

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP			
C/SOUTH MILWAUKEE	421	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 15TH AVE. FROM DREXEL BLVD. TO FOREST HILL AVE. IN THE CITY OF S. MILWAUKEE (0.5 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 550.0 0.0 550.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 550.0 0.0 550.0	LOCAL STATE FED  TOTAL	550.0 0.0 0.0  550.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	550.0 0.0 0.0  550.0	A	EXEMPT	
	422	RECONSTRUCTION WITH NO ADDITIONAL LANES OF RAWSON AVE FROM NICHOLSON AVE TO STH 32 IN THE CITY OF SOUTH MILWAUKEE (1.07 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 2,500.0 0.0 2,500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,500.0 0.0 2,500.0	LOCAL STATE FED (STP-M) TOTAL	500.0 0.0 2,000.0  2,500.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	500.0 0.0 2,000.0  2,500.0	A	EXEMPT	
	423	RESURFACING OF STH 32 FROM MARION AVE TO THE SOUTH CITY LIMITS IN THE CITY OF SOUTH MILWAUKEE (0.83 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 110.0 0.0 110.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 110.0 0.0 110.0	LOCAL STATE FED  TOTAL	0.0 0.0 0.0  0.0	110.0 0.0 0.0  110.0	0.0 0.0 0.0  0.0	110.0 0.0 0.0  110.0	A	EXEMPT	
	424	RESURFACING OF LAKE DR FROM COLLEGE AVE TO HAWTHORNE AVE IN THE CITY OF SOUTH MILWAUKEE (1.13 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 130.0 0.0 130.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 130.0 0.0 130.0	LOCAL STATE FED  TOTAL	130.0 0.0 0.0  130.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	130.0 0.0 0.0  130.0	A	EXEMPT	
	425	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LAKE DR FROM COLLEGE AVE TO HAWTHORNE AVE IN THE CITY OF SOUTH MILWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 0.0 0.0 26.0	26.0 0.0 124.0 0.0 150.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	5.2 0.0 20.8  26.0	30.0 0.0 120.0  150.0	A	EXEMPT	
	426	RESURFACING OF WATERTOWN PLANK RD FROM USH 45 TO STH 100 IN THE CITY OF WAUWATOSA (0.53 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 271.0 0.0 271.0	0.0 0.0 271.0 0.0 271.0	LOCAL STATE FED  TOTAL	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	271.0 0.0 0.0  271.0	271.0 0.0 0.0  271.0	A	EXEMPT	
	427	RESURFACING OF W. NORTH AVE. FROM N. 117TH ST TO N 124TH ST IN THE CITY OF WAUWATOSA (0.38 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 220.4 0.0 220.4	LOCAL STATE FED  TOTAL	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	220.4 0.0 0.0  220.4	A	EXEMPT	
	428	RESURFACING OF N. 124TH ST FROM W. NORTH AVE TO A POINT 480 FEET NORTH IN THE CITY OF WAUWATOSA (0.09 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 47.2 0.0 47.2	LOCAL STATE FED  TOTAL	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	47.2 0.0 0.0  47.2	A	EXEMPT	
	429	RECONSTRUCTION WITH NO ADDITIONAL LANES OF SWAN BLVD FROM NORTH AVE TO NORTH CPL IN THE CITY OF WAUWATOSA (0.46 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 376.0 0.0 376.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 376.0 0.0 376.0	LOCAL STATE FED (STP-M) TOTAL	376.0 0.0 0.0  376.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	376.0 0.0 0.0  376.0	A	EXEMPT
	430	RECONSTRUCTION WITH NO ADDITIONAL LANES OF HARWOOD AVE FROM N 73RD ST TO WAUWATOSA AVE IN THE CITY OF WAUWATOSA (0.22 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 190.7 0.0 190.7	0.0 0.0 190.7 0.0 190.7	LOCAL STATE FED  TOTAL	0.0 0.0 0.0  0.0	0.0 0.0 0.0  0.0	190.7 0.0 0.0  190.7	190.7 0.0 0.0  190.7	A	EXEMPT	

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS			
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP	
C/WAUWATOSA	431	RESURFACING OF W NORTH AVE FROM WAUWATOSA AVE TO N 60TH ST IN THE CITY OF WAUWATOSA (1.0 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	115.2 0.0 0.0 0.0 115.2	115.2 0.0 652.7 0.0 767.9	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	23.0 0.0 92.2 115.2	153.5 0.0 614.4 767.9	A	EXEMPT	
	* 432	RECONDITIONING OF W BURLEIGH ST FROM N124TH ST TO STH 100 IN THE CITY OF WAUWATOSA (1.0 MILE)	HP	PE ROW CONST OTHER TOTAL	91.1 0.0 516.2 0.0 607.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	91.1 0.0 516.2 0.0 607.3	LOCAL STATE FED (STP-M)	121.5 0.0 485.8 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	121.5 0.0 485.8 607.3	A	EXEMPT	
	* 433	RECONSTRUCTION WITH ADDITIONAL LANES OF SWAN BLVD FROM NORTH AVE TO MENOMONEE RIVER PKWY IN THE CITY OF WAUWATOSA (0.24 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 205.4 0.0 205.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 205.4 0.0 205.4	LOCAL STATE FED	0.0 0.0 0.0 0.0	205.4 0.0 0.0 0.0	0.0 0.0 0.0 0.0	205.4 0.0 0.0 205.4	P	NON-EXEMPT	
	434	RESURFACING OF W. LLOYD ST FROM N. 60TH ST TO N. 74TH ST IN THE CITY OF WAUWATOSA (0.86 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 272.0 0.0 272.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 272.0 0.0 272.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	272.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	272.0 0.0 0.0 272.0	A	EXEMPT	
	435	RESURFACING OF N. 100TH ST FROM RUBY AVE TO THE NORTH CITY LIMITS IN THE CITY OF WAUWATOSA (0.44 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 152.0 0.0 152.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 152.0 0.0 152.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	152.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	152.0 0.0 0.0 152.0	A	EXEMPT	
	436	RESURFACING OF W. CENTER ST FROM STH 100 TO N. 117TH ST IN THE CITY OF WAUWATOSA (0.56 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 217.9 0.0 217.9	LOCAL STATE FED	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	217.9 0.0 0.0 217.9	A	EXEMPT	
	437	RESURFACING OF W. WELLS ST FROM N 72ND ST TO N. 76TH ST IN THE CITY OF WAUWATOSA (0.24 MILE)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 60.0 0.0 60.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	60.0 0.0 0.0 60.0	A	EXEMPT	
	C/WEST ALLIS	438	RESURFACING OF S. 124TH ST FROM W. WALKER ST TO W. GREENFIELD AVE. IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 156.0 0.0 156.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 156.0 0.0 156.0	LOCAL STATE FED	156.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	156.0 0.0 0.0 156.0	A	EXEMPT
		439	RESURFACING OF S. 124TH ST FROM W. OKLAHOMA AVE TO W. MORGAN AVE IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 156.0 0.0 156.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	156.0 0.0 0.0 156.0	A	EXEMPT
		440	RESURFACING OF S. 84TH ST FROM W. LINCOLN AVE TO W. OKLAHOMA AVE IN THE CITY OF WEST ALLIS (1.0 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 520.0 0.0 520.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	520.0 0.0 0.0 520.0	A	EXEMPT
					TOTAL	0.0	0.0	0.0	520.0	TOTAL	0.0	0.0	0.0	520.0		

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/WEST ALLIS	441	RESURFACING OF W. THEO TRECKER WAY FROM S. 108TH ST TO S. 166TH ST IN THE CITY OF WEST ALLIS (0.49 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 312.0 0.0 312.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	312.0 0.0 0.0 0.0 312.0	A	EXEMPT
	442	RESURFACING OF W. CLEVELAND AVE. FROM S. 99TH ST TO S. 101ST ST IN THE CITY OF WEST ALLIS (0.15 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 48.0 0.0 48.0	0.0 0.0 48.0 0.0 48.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	48.0 0.0 0.0 0.0 48.0	48.0 0.0 0.0 0.0 48.0	A	EXEMPT
	443	RESURFACING OF W. LINCOLN AVE FROM S. 108TH ST TO S. 117TH ST IN THE CITY OF WEST ALLIS (0.53 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 420.0 0.0 420.0	0.0 0.0 420.0 0.0 420.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	420.0 0.0 0.0 0.0 420.0	420.0 0.0 0.0 0.0 420.0	A	EXEMPT
	444	RESURFACING OF S. 116TH ST FROM FAIRVIEW AVE TO CURTIS ROAD IN THE CITY OF WEST ALLIS (0.44 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 322.0 0.0 322.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 322.0 0.0 322.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	322.0 0.0 0.0 0.0 322.0	0.0 0.0 0.0 0.0 0.0	322.0 0.0 0.0 0.0 322.0	A	EXEMPT
	445	RESURFACING OF S. 70TH ST FROM W. GREENFIELD AVE TO W. MITCHELL ST IN THE CITY OF WEST ALLIS (0.34 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 160.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 160.0 0.0 160.0	LOCAL STATE FED	160.0 0.0 0.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0 160.0	A	EXEMPT
	446	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 84TH ST. FROM NATIONAL AVE. TO LINCOLN AVE. IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 100.0 520.0 0.0 620.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 520.0 0.0 620.0	LOCAL STATE FED (STP-M)	124.0 0.0 496.0 0.0 620.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	124.0 0.0 496.0 0.0 620.0	A	EXEMPT
	447	RECONSTRUCTION WITH AUXILIARY LANES OF S. 92ND ST. FROM OKLAHOMA AVE. TO LINCOLN AVE. IN THE CITY OF WEST ALLIS (1.00 MILE)	HP	PE ROW CONST OTHER TOTAL	187.0 0.0 0.0 0.0 187.0	0.0 60.0 1,560.0 0.0 1,620.0	0.0 0.0 0.0 0.0 0.0	187.0 60.0 1,560.0 0.0 1,807.0	LOCAL STATE FED (STP-M)	37.0 0.0 150.0 0.0 187.0	324.0 0.0 1,296.0 0.0 1,620.0	0.0 0.0 0.0 0.0 0.0	361.0 0.0 1,446.0 0.0 1,807.0	A	EXEMPT
	448	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 69TH ST FROM W. BEECHER ST TO W LINCOLN AVE IN THE CITY OF WEST ALLIS (0.23 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 204.0 0.0 204.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 204.0 0.0 204.0	LOCAL STATE FED	204.0 0.0 0.0 0.0 204.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	204.0 0.0 0.0 0.0 204.0	A	EXEMPT
	449	RESURFACING OF W BELOIT RD FROM 84TH ST TO LINCOLN AVE IN THE CITY OF WEST ALLIS (1.30 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	148.0 28.0 980.0 0.0 1,156.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	231.2 0.0 924.8 0.0 1,156.0	A	EXEMPT
	450	RESURFACING OF W LINCOLN AVE FROM S 108TH ST TO S 96TH ST IN THE CITY OF WEST ALLIS (0.75 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	150.0 0.0 1,050.0 0.0 1,200.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 120.0 0.0 150.0	240.0 0.0 960.0 0.0 1,200.0	A	EXEMPT

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
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Source: SEWRPC.



Table A-1  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--MILWAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/WEST ALLIS	451	RESURFACING OF S 76TH ST FROM OKLAHOMA AVE TO LINCOLN AVE IN THE CITY OF WEST ALLIS (1.0 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.0 0.0 0.0 0.0 120.0	120.0 0.0 780.0 0.0 900.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	24.0 0.0 96.0 0.0 120.0	180.0 0.0 720.0 0.0 900.0	A	EXEMPT
	452	RESURFACING OF S 70TH ST FROM GREENFIELD AVE TO MITCHELL ST IN THE CITY OF WEST ALLIS (0.30 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 160.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 160.0 0.0 160.0	LOCAL STATE FED (STP-M) TOTAL	160.0 0.0 0.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0 160.0	A	EXEMPT
	453	RESURFACING OF S 60TH ST INCLUDING GREENFIELD AVE FROM 62ND ST TO 60TH ST, FROM LINCOLN AVE. TO PIERCE ST IN THE CITY OF WEST ALLIS	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	300.0 0.0 2,000.0 0.0 2,300.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 240.0 0.0 300.0	460.0 0.0 1,840.0 0.0 2,300.0	A	EXEMPT
	454	REPLACEMENT OF S 116TH ST BRIDGE OVER ROOT RIVER IN THE CITY OF WEST ALLIS	HP	PE ROW CONST OTHER TOTAL	0.0 10.0 300.0 0.0 310.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 10.0 300.0 0.0 310.0	LOCAL STATE FED (BRF) TOTAL	0.0 62.0 248.0 0.0 310.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 62.0 248.0 0.0 310.0	A	EXEMPT
	455	REPLACEMENT OF THE W MORGAN AVE BRIDGE OVER ROOT RIVER IN THE CITY OF WEST ALLIS	HP	PE ROW CONST OTHER TOTAL	60.0 10.0 400.0 0.0 470.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 10.0 400.0 0.0 470.0	LOCAL STATE FED (BRF) TOTAL	94.0 0.0 376.0 0.0 470.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	94.0 0.0 376.0 0.0 470.0	A	EXEMPT
	456	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. 68TH ST. FROM BECHER ST. TO LINCOLN AVE. IN THE CITY OF WEST ALLIS (0.25 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 204.0 0.0 204.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 204.0 0.0 204.0	LOCAL STATE FED (STP-E) TOTAL	204.0 0.0 0.0 0.0 204.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	204.0 0.0 0.0 0.0 204.0	A	EXEMPT
	457	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MOBILE ST. FROM BELOIT RD. TO ELECTRIC AVE. IN THE CITY OF WEST ALLIS (0.57 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 510.0 0.0 510.0	0.0 0.0 510.0 0.0 510.0	LOCAL STATE FED (STP-E) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	510.0 0.0 0.0 0.0 510.0	510.0 0.0 0.0 0.0 510.0	A	EXEMPT
V/WHITEFISH BAY	458	CONSTRUCTION OF AN ASPHALT PATH LEADING TO STONE FACED MASONRY WALL OVERLOOKING LAKE MICHIGAN IN THE VILLAGE OF WHITEFISH BAY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 42.5 0.0 42.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 42.5 0.0 42.5	LOCAL STATE FED (STP-E) TOTAL	8.5 0.0 34.0 0.0 42.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.5 0.0 34.0 0.0 42.5	A	EXEMPT
	459	CONSTRUCTION OF ILLUMINATED CONCRETE PATH AND RETAINING WALL OVERLOOKING LAKE MICHIGAN IN THE VILLAGE OF WHITEFISH BAY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 38.5 0.0 38.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 38.5 0.0 38.5	LOCAL STATE FED (STP-E) TOTAL	7.7 0.0 30.8 0.0 38.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.7 0.0 30.8 0.0 38.5	A	EXEMPT

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	460	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON MINK RANCH ROAD OVER STH 57 IN THE TOWN OF SAUKVILLE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 123.0 0.0 123.0	0.0 0.0 123.0 0.0 123.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 123.0	0.0 123.0 0.0 123.0	A	EXEMPT
	461	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON STH 60 OVER I 43 IN THE CITY OF GRAFTON	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 106.0 0.0 106.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 106.0 0.0 106.0	A	EXEMPT
	462	CONSTRUCTION OF BRIDGE DECK OVERLAY ON STH 84 OVER THE MILWAUKEE RIVER IN THE TOWN OF FREDONIA	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 97.0 0.0 97.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 97.0 0.0 97.0	LOCAL STATE FED	0.0 97.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 97.0 0.0 97.0	A	EXEMPT
	463	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON CTH B OVER I-43 IN OZAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 84.0 0.0 84.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 84.0 0.0 84.0	LOCAL STATE FED	0.0 84.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 84.0 0.0 84.0	A	EXEMPT
	464	CONSTRUCTION OF A BRIDGE DECK OVERLAY ON FALLS ROAD OVER I-43 IN OZAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 85.0 0.0 85.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 85.0 0.0 85.0	LOCAL STATE FED	0.0 85.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 85.0 0.0 85.0	A	EXEMPT
	465	BRIDGE DECK OVERLAY ON STH 33 OVER THE MILWAUKEE RIVER OVRFL IN OZAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 40.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 40.0 0.0 40.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 40.0 0.0	0.0 0.0 0.0	0.0 40.0 0.0 40.0	A	EXEMPT
	466	RECONDITIONING OF I-43 FROM STH 57 TO OZAUKEE NORTH COUNTY LINE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 10,000.0 0.0 10,000.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 1,000.0 9,000.0	A	EXEMPT
	467	RECONDITIONING OF IH 43 FROM THE NORTH MILWAUKEE COUNTY LINE TO STH 32 IN OZAUKEE COUNTY (9.13 MILES)	HP	PE ROW CONST OTHER TOTAL	400.0 0.0 0.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	400.0 0.0 14,221.0 0.0 14,621.0	LOCAL STATE FED (FAI-4R)	0.0 40.0 360.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 2,884.2 11,736.8	A	EXEMPT
	468	RECONDITIONING OF STH 60 FROM USH 45 TO 1ST AVE. IN GRAFTON IN OZAUKEE AND WASHINGTON COUNTIES (9.22 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 4,143.0 0.0 4,143.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 4,143.0 0.0 4,143.0	LOCAL STATE FED (STP-O)	0.0 828.6 3,314.4	0.0 0.0 0.0	0.0 0.0 0.0	0.0 828.6 3,314.4	A	EXEMPT
	469	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM IH 43 TO THE VILLAGE OF GRAFTON (0.94 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 400.0 1,000.0 0.0 1,400.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 280.0 1,120.0	P	NON-EXEMPT

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Table A-1  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
STATE OF WISCONSIN	470	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 181 FROM MEQUON RD (STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,100.0 0.0 0.0 1,100.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 1,100.0 0.0	P	NON-EXEMPT
	471	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 57 FROM IH 43 TO RANDOM LAKE (IN SHEBOYGAN COUNTY) (10.5 MILES)	HI	PE ROW CONST OTHER TOTAL	300.0 0.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 6,308.0 0.0 6,608.0	LOCAL STATE FED	0.0 300.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 6,608.0 0.0	P	NON-EXEMPT
	472	RECONSTRUCT STH 84 AT CTH KK INTERSECTION	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 360.0 0.0 360.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 360.0 0.0 360.0	LOCAL STATE FED (STP-S)	36.0 0.0 324.0	0.0 0.0 0.0	0.0 0.0 0.0	36.0 0.0 324.0	A	EXEMPT
	473	INSTALL NEW SIGNALS AT THE INTERSECTION OF CEDARBURG RD (STH 57) AND DONGES BAY RD IN THE CITY OF MEQUON	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 45.0 0.0 45.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 45.0 0.0 45.0	LOCAL STATE FED (HHL)	0.0 4.5 40.5	0.0 0.0 0.0	0.0 0.0 0.0	0.0 4.5 40.5	A	EXEMPT
	474	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN MILW KEN WAL WAUK WASH AND OZ COUNTIES	HS	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 116.				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 116.				A	EXEMPT
	475	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH I FROM STH 84 TO BELGIUM-KOHLER ROAD IN THE TOWN OF FREDONIA (1.20 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 700.0 0.0 700.0	0.0 0.0 700.0 0.0 700.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0	0.0 0.0 0.0	140.0 0.0 560.0	140.0 0.0 560.0	A	EXEMPT
	476	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH Q (ULAO RD) FROM IH 43 TO CTH C IN OZAUKEE COUNTY (0.75 MILES)	HP	PE ROW CONST OTHER TOTAL	10.0 10.0 80.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 10.0 80.0 0.0 100.0	LOCAL STATE FED	100.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	100.0 0.0 0.0	A	EXEMPT
	477	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH I FROM CEDAR SAUK RD. TO STH 33 IN OZAUKEE COUNTY (2.25 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,300.0 0.0 1,300.0	0.0 0.0 1,300.0 0.0 1,300.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0	0.0 0.0 0.0	260.0 0.0 1,040.0	260.0 0.0 1,040.0	A	EXEMPT
	478	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN OZAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (STP-M)	10.0 0.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	10.0 0.0 40.0	A	EXEMPT
	479	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN OZAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (BRF)	10.0 0.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	10.0 0.0 40.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
OZAUKEE COUNTY	480	REHABILITATION OF THE CTH LL BRIDGE OVER SAUK CREEK IN OZAUKEE COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 408.8 0.0 408.8	0.0 0.0 408.8 0.0 408.8	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	81.8 0.0 327.0 0.0 408.8	81.8 0.0 327.0 0.0 408.8	P	EXEMPT
	481	RECONSTRUCT STH 84 BRIDGE OVER SAUK CREEK IN THE TOWN OF PORT WASHINGTON	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 800.0 0.0 800.0	0.0 0.0 800.0 0.0 800.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 160.0 640.0 0.0 800.0	0.0 160.0 640.0 0.0 800.0	A	EXEMPT
	482	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM SUNNY DALE LN. TO ZEDLER LN. (1.00 MILE)	HI	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,500.0 0.0 2,500.0	200.0 0.0 2,500.0 0.0 2,700.0	LOCAL STATE FED (STP-M) TOTAL	40.0 0.0 160.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	500.0 0.0 2,000.0 0.0 2,500.0	540.0 0.0 2,160.0 0.0 2,700.0	A	NON-EXEMPT
	483	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH N FROM CTH C TO STH 143 IN OZAUKEE COUNTY (2.90 MILES)	HI	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 50.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	50.0 50.0 2,000.0 0.0 2,100.0	LOCAL STATE FED (STP-M) TOTAL	0.0 50.0 0.0 0.0 50.0	0.0 50.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 2,100.0 0.0 0.0 2,100.0	A	NON-EXEMPT
	484	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN OZAUKEE COUNTY: 1995-97	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 73.2 73.2	0.0 0.0 0.0 75.0 75.0	0.0 0.0 0.0 76.9 76.9	0.0 0.0 0.0 225.1 225.1	LOCAL STATE FED (STP-M) TOTAL	12.2 61.0 0.0 0.0 73.2	12.5 62.5 0.0 0.0 75.0	12.8 64.1 0.0 0.0 76.9	37.5 187.6 0.0 0.0 225.1	A	EXEMPT
	485	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE COUNTY	HS	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 0.0 0.0 10.0	LOCAL STATE FED (STP-S) TOTAL	1.0 0.0 9.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1.0 0.0 9.0 0.0 10.0	A	EXEMPT
	486	INSTALLATION OF TRAFFIC SIGNAL SYSTEM AND WIDENING AT THE INT. OF PORT WASHINGTON RD AND DONGES BAY BD IN THE CITY OF MEQUON	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 181.0 181.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 181.0 181.0	LOCAL STATE FED (STP-S) TOTAL	18.1 0.0 162.9 0.0 181.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.1 0.0 162.9 0.0 181.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	487	RECONSTRUCTION WITH NO ADDITIONAL LANES OF PIONEER RD FROM STH 57 TO EAST CORPORATE LIMITS IN THE C/CEDARBURG (0.65 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,200.0 0.0 2,200.0	0.0 0.0 2,200.0 0.0 2,200.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	440.0 0.0 1,760.0 0.0 2,200.0	440.0 0.0 1,760.0 0.0 2,200.0	A	EXEMPT
	488	CONSTRUCTION OF A BIKE/PEDESTRIAN TRAIL FROM DOWNTOWN BUSINESS DISTRICT SOUTH TO CORPORATE LIMITS IN THE CITY OF CEDARBURG	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 112.5 0.0 112.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 112.5 0.0 112.5	LOCAL STATE FED (STP-E) TOTAL	22.5 0.0 90.0 0.0 112.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	22.5 0.0 90.0 0.0 112.5	P	EXEMPT
	489	REHABILITATION OF THE FORMER TMER&L CO. BRIDGE OVER THE CEDAR CREEK AS A BICYCLE AND PEDESTRIAN FACILITY IN THE CITY OF CEDARBURG	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 125.0 125.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 125.0 125.0	LOCAL STATE FED (STP-E) TOTAL	25.0 0.0 100.0 0.0 125.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	25.0 0.0 100.0 0.0 125.0	A	EXEMPT

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
T/GRAFTON	490	REHABILITATION OF GREEN BAY RD. FROM CTH T TO THE SOUTH CORPORATE LIMITS OF THE VILLAGE OF GRAFTON (0.70 MILES)	HP	PE	20.0	0.0	0.0	20.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	80.0	0.0	0.0	80.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)	0.0	0.0	0.0	0.0		
	TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0					
V/GRAFTON	491	REPLACEMENT OF THE BRIDGE ST. BRIDGE OVER THE MILWAUKEE RIVER IN THE VILLAGE OF GRAFTON	HP	PE	0.0	0.0	0.0	0.0	LOCAL	70.0	0.0	0.0	70.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	350.0	0.0	0.0	350.0	FED	280.0	0.0	0.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	(BRF)	0.0	0.0	0.0	0.0		
	TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0					
	492	DEVELOPMENT OF BIKE/PED SYSTEM PLAN FOR THE VILLAGE OF GRAFTON AND THE SURROUNDING AREA	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.0	0.0	0.0	3.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	12.0	0.0	0.0	12.0		
				OTHER	15.0	0.0	0.0	15.0	(B/PED)	0.0	0.0	0.0	0.0		
	TOTAL	15.0	0.0	0.0	15.0	TOTAL	15.0	0.0	0.0	15.0					
	493	CONSTRUCTION OF A BIKEWAY CONNECTING DOWNTOWN GRAFTON TO NORTHSIDE RESIDENTIAL AND PARK AREA ALONG WPCO ROW IN THE VILLAGE OF GRAFTON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	10.3	0.0	0.0	10.3	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	51.6	0.0	0.0	51.6	FED	41.3	0.0	0.0	41.3		
				OTHER	0.0	0.0	0.0	0.0	(STP-E)	0.0	0.0	0.0	0.0		
	TOTAL	51.6	0.0	0.0	51.6	TOTAL	51.6	0.0	0.0	51.6					
C/MEQUON	494	RECONSTRUCTION WITH NO ADDITIONAL LANES OF RANGE LINE RD. FROM COUNTY LINE RD. TO DONGES BAY RD. IN THE CITY OF MEQUON (1.0 MI)	HP	PE	40.0	0.0	0.0	40.0	LOCAL	8.0	145.0	0.0	153.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	725.0	0.0	725.0	FED	32.0	580.0	0.0	612.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)	0.0	0.0	0.0	0.0		
	TOTAL	40.0	725.0	0.0	765.0	TOTAL	40.0	725.0	0.0	765.0					
	495	REPLACEMENT OF THE HIGHLAND RD. BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MEQUON	HP	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	0.0	200.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,000.0	0.0	0.0	1,000.0	FED	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	(BRF)	0.0	0.0	0.0	0.0		
	TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0					
	496	RECONSTRUCTION WITH NO ADDITIONAL LANES OF BAEHR RD. FROM COUNTY LINE RD. TO DONGES BAY RD. IN THE CITY OF MEQUON (1.0 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	300.0	0.0	300.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	300.0	0.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0					
	497	RECONSTRUCTION WITH NO ADDITIONAL LANES OF KATHERINE DR. FROM COUNTY LINE RD. TO ZEDLER LN. IN THE CITY OF MEQUON (0.6 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	0.0	0.0	50.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0					
	498	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LAKE SHORE DR. FROM ZEDLER LN. TO HIGHLAND RD. IN THE CITY OF MEQUON (3.5 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	250.0	500.0	1,250.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	250.0	500.0	1,250.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	TOTAL	0.0	250.0	500.0	1,250.0	TOTAL	0.0	250.0	500.0	1,250.0					
	499	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MEQUON RD. FROM LAKE SHORE DR. TO BONNIE LYNN DR. IN THE CITY OF MEQUON (0.5 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	125.0	125.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	125.0	125.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	TOTAL	0.0	0.0	125.0	125.0	TOTAL	0.0	0.0	125.0	125.0					

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--OZAUKEE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997			TOTAL TIP
C/MEQUON	500	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM MEQUON RD. TO GLEN OAKS LN. IN THE CITY OF MEQUON (1.0 MILE)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	520.0	A	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,600.0	FED	0.0	0.0	0.0	2,080.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)	0.0	0.0	0.0	0.0		
		TOTAL		0.0	0.0	0.0	2,600.0	TOTAL	0.0	0.0	0.0	2,600.0			
C/PORT WASHINGTON	501	CONSTRUCTION OF A BICYCLE PATH ALONG HIGHLAND RD. FROM STH 57 TO PORT WASHINGTON RD. IN THE CITY OF MEQUON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	19.0	0.0	0.0	19.0	A	EXEMPT
	*			ROW	10.0	0.0	0.0	10.0	STATE	0.0	0.0	0.0	0.0		
				CONST	80.0	0.0	0.0	80.0	FED	76.0	0.0	0.0	76.0		
				OTHER	5.0	0.0	0.0	5.0	(STP-E)	0.0	0.0	0.0	0.0		
		TOTAL		95.0	0.0	0.0	95.0	TOTAL	95.0	0.0	0.0	95.0			
C/PORT WASHINGTON	502	PURCHASE OF 1 STANDAND WINDOW VAN AND 1 ACCESSIBLE WINDOW VAN FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM: 1994	TE	PE	0.0	0.0	0.0	0.0	LOCAL	11.0	0.0	0.0	11.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	44.0	0.0	0.0	44.0		
				OTHER	55.0	0.0	0.0	55.0	(FTA 16B1)	0.0	0.0	0.0	0.0		
		TOTAL		55.0	0.0	0.0	55.0	TOTAL	55.0	0.0	0.0	55.0			
C/PORT WASHINGTON	503	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXICAB SYSTEM: 1995-1999	TE	PE	0.0	0.0	0.0	0.0	LOCAL	8.5	6.8	7.4	49.7	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	45.5	44.8	46.6	273.9		
				CONST	0.0	0.0	0.0	0.0	FED	42.2	40.7	42.5	216.4		
				OTHER	96.2	92.3	96.5	540.0	(FTA 18)	0.0	0.0	0.0	0.0		
		TOTAL		96.2	92.3	96.5	540.0	TOTAL	96.2	92.3	96.5	540.0			
C/PORT WASHINGTON	504	EXTENSION OF PARK ST TO CONNECT THE EXISTING END OF PARK ST WITH MINERAL SPRINGS DR IN THE CITY OF PORT WASHINGTON (.50 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	175.0	0.0	0.0	175.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	175.0	0.0	0.0	175.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	TOTAL	175.0	0.0	0.0	175.0		
		TOTAL		175.0	0.0	0.0	175.0	TOTAL	175.0	0.0	0.0	175.0			
C/PORT WASHINGTON	505	CONSTRUCTION OF A BICYCLE TRAIL ON INTER-URBAN RAIL RIGHT OF WAY IN THE CITY OF PORT WASHINGTON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	32.0	0.0	0.0	32.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	160.0	0.0	0.0	160.0	FED	128.0	0.0	0.0	128.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-E)	0.0	0.0	0.0	0.0		
		TOTAL		160.0	0.0	0.0	160.0	TOTAL	160.0	0.0	0.0	160.0			
C/PORT WASHINGTON	506	DEVELOPMENT OF AN INTER AND INTRA CITY BICYCLE PLAN FOR THE CITY OF PORT WASHINGTON	EE	PE	0.0	0.0	0.0	0.0	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	10.0	0.0	0.0	10.0		
				OTHER	12.5	0.0	0.0	12.5	(B/PED)	0.0	0.0	0.0	0.0		
		TOTAL		12.5	0.0	0.0	12.5	TOTAL	12.5	0.0	0.0	12.5			
T/PORT WASHINGTON	507	REHABILITATION OF THE PIERRE LANE BRIDGE DECK OVER SAUK CREEK IN THE TOWN OF PORT WASHINGTON	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	22.0	22.0	P	EXEMPT
			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
V/SAUKVILLE				CONST	0.0	0.0	110.0	110.0	FED	0.0	0.0	88.0	88.0		
				OTHER	0.0	0.0	0.0	0.0	(BRF)	0.0	0.0	0.0	0.0		
				TOTAL	0.0	0.0	110.0	110.0	TOTAL	0.0	0.0	110.0	110.0		
	508	REHABILITATION OF THE PROGRESS DR. BRIDGE OVER TRIBUTARY TO THE MILWAUKEE RIVER IN THE VILLAGE OF SAUKVILLE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	15.0	15.0	P	EXEMPT
			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	75.0	75.0	FED	0.0	0.0	60.0	60.0			
			OTHER	0.0	0.0	0.0	0.0	(BRF)	0.0	0.0	0.0	0.0			
		TOTAL		0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0			
/THIENSVILLE	509	RECONSTRUCTION WITH NO ADDITIONAL LANES OF GREEN BAY RD. FROM RIVERVIEW DR. TO FREISTADT RD. IN THE V. OF THIENSVILLE (.2M)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	76.8	0.0	0.0	76.8	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	384.0	0.0	0.0	384.0	FED	307.2	0.0	0.0	307.2		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)	0.0	0.0	0.0	0.0		
		TOTAL		384.0	0.0	0.0	384.0	TOTAL	384.0	0.0	0.0	384.0			

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 BY IMPLEMENTING AGENCY 1995-1997  
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
/THIENSVILLE	510	REHABILITATION OF THE WILLIAMSBURG DR. BRIDGE OVER PIDGEON CREEK IN THE VILLAGE OF THIENSVILLE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	15.0	15.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	75.0	75.0	FED	0.0	0.0	60.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	(BRF)						
				TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
 TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE	1995	1996	1997	TOTAL TIP	1995	1996	1997	TOTAL TIP			
STATE OF WISCONSIN	511	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WASHINGTON ST (STH 175) FROM STH 60 TO MAPLE AVE IN THE VILLAGE OF SLINGER	HP	PE 0.0 ROW 0.0 CONST 1,575.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 1,575.0 0.0	LOCAL 472.0 STATE 1,103.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 0.0	472.0 1,103.0 0.0	A	EXEMPT	
			TOTAL	1,575.0	0.0	0.0	1,575.0	TOTAL	1,575.0	0.0	0.0	1,575.0		
	512	RECONDITION WITH NO ADDITIONAL LANES OF STH 167 FROM CTH J TO WSOR RR CROSSING IN THE TOWN OF RICHFIELD (3.57 MILES)	HP	PE 0.0 ROW 0.0 CONST 2,300.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 2,300.0 0.0	LOCAL 0.0 STATE 460.0 FED 1,840.0 (STP-O)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 460.0 1,840.0	A	EXEMPT	
			TOTAL	2,300.0	0.0	0.0	2,300.0	TOTAL	2,300.0	0.0	0.0	2,300.0		
	513	CONSTRUCTION OF BRIDGE DECK OVERLAY ON STH 145 NB AND SB OVER USH 41 IN WASHINGTON COUNTY	HP	PE 20.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 300.0 0.0	20.0 0.0 300.0 0.0	LOCAL 0.0 STATE 20.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 300.0	0.0 320.0 0.0	A	EXEMPT	
			TOTAL	20.0	0.0	300.0	320.0	TOTAL	20.0	0.0	300.0	320.0		
	514	BRIDGE DECK OVERLAY ON USH 41 SB OVER FORMER CMSTPP RR IN WASHINGTON COUNTY	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 237.0 0.0	0.0 0.0 237.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 237.0	0.0 237.0 0.0	A	EXEMPT	
			TOTAL	0.0	0.0	237.0	237.0	TOTAL	0.0	0.0	237.0	237.0		
	515	BRIDGE DECK OVERLAY ON USH 41 NB OVER WSOR RR IN THE TOWN OF RICHFIELD	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 262.0 0.0	0.0 0.0 262.0 0.0	LOCAL 0.0 STATE 0.0 FED 0.0	0.0 0.0 0.0	0.0 0.0 262.0	0.0 262.0 0.0	A	EXEMPT	
			TOTAL	0.0	0.0	262.0	262.0	TOTAL	0.0	0.0	262.0	262.0		
	516	BRIDGE DECK OVERLAY ON MAPLE ROAD OVER USH 41 IN WASHINGTON COUNTY	HP	PE 0.0 ROW 0.0 CONST 181.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 181.0 0.0	LOCAL 0.0 STATE 181.0 FED 0.0	0.0 181.0 0.0	0.0 0.0 0.0	0.0 181.0 0.0	A	EXEMPT	
			TOTAL	181.0	0.0	0.0	181.0	TOTAL	181.0	0.0	0.0	181.0		
	517	BRIDGE DECK OVERLAY ON CTH Q OVER USH 41 IN WASHINGTON COUNTY	HP	PE 0.0 ROW 0.0 CONST 249.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 249.0 0.0	LOCAL 0.0 STATE 249.0 FED 0.0	0.0 249.0 0.0	0.0 0.0 0.0	0.0 249.0 0.0	A	EXEMPT	
			TOTAL	249.0	0.0	0.0	249.0	TOTAL	249.0	0.0	0.0	249.0		
	518	RECONDITIONING OF STH 144 FROM STH 60 TO USH 41 IN WASHINGTON COUNTY (1.63 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 511.0 0.0	0.0 0.0 511.0 0.0	LOCAL 0.0 STATE 0.0 FED 511.0 (STP-O)	0.0 0.0 0.0	0.0 102.2 408.8	0.0 0.0 0.0	0.0 102.2 408.8	A	EXEMPT
			TOTAL	0.0	511.0	0.0	511.0	TOTAL	0.0	511.0	0.0	511.0		
	519	RECONDITIONING OF STH 175 FROM CTH K TO THE VILLAGE OF SLINGER IN THE TOWN OF HARTFORD (2.61 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	40.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	40.0 0.0 600.0 0.0	LOCAL 0.0 STATE 0.0 FED 600.0 (STP-O)	0.0 0.0 0.0	0.0 8.0 32.0	0.0 158.0 482.0	A	EXEMPT
			TOTAL	0.0	40.0	0.0	640.0	TOTAL	0.0	40.0	0.0	640.0		
	520	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 144 FROM STH 33 TO BARTON AVE IN THE CITY OF WEST BEND (0.88 MILES)	HP	PE 80.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 225.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	80.0 225.0 2,000.0 0.0	LOCAL 0.0 STATE 16.0 FED 64.0 (FAP)	0.0 45.0 180.0	0.0 0.0 0.0	0.0 461.0 1,844.0	A	EXEMPT
			TOTAL	80.0	225.0	0.0	2,305.0	TOTAL	80.0	225.0	0.0	2,305.0		

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	521	REPLACE BRIDGE ON STH 84 OVER THE MILWAUKEE RIVER IN THE TOWN OF FARMINGTON	HP	PE 0.0 ROW 0.0 CONST 362.0 OTHER 0.0 TOTAL 362.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 362.0 0.0 362.0	LOCAL STATE FED (BRF)	0.0 72.4 289.6 0.0 362.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 72.4 289.6 0.0 362.0	A	EXEMPT
	522	RECONDITIONING OF USH 41 FROM THE SOUTH WASHINGTON COUNTY LINE TO THE RICHFIELD INTERCHANGE	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 8,780.0 0.0 8,780.0	0.0 0.0 8,780.0 0.0 8,780.0	LOCAL STATE FED (FAP)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,756.0 7,024.0 8,780.0	0.0 0.0 1,756.0 7,024.0 8,780.0	A	EXEMPT
	523	REPLACEMENT OF THE STH 28 BRIDGE OVER THE EAST BRANCH OF THE MILWAUKEE RIVER IN WASHINGTON COUNTY	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 200.0 0.0 200.0	0.0 0.0 200.0 0.0 200.0	LOCAL STATE FED (BRF)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 40.0 160.0 200.0	0.0 0.0 40.0 160.0 200.0	A	EXEMPT
	524	RECONITION STH 33 FROM WEST COUNTY LINE TO STH 175 IN WASHINGTON COUNTY WITH NO ADDITIONAL LANES	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 552.0 0.0 552.0	0.0 0.0 552.0 0.0 552.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 110.0 442.0 552.0	0.0 0.0 110.0 442.0 552.0	P	EXEMPT
	525	RECONSTRUCTION OF STH 33 FROM STH 175 TO USH 41 WITH NO ADDITIONAL LANES (2.09 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	50.0 22.0 0.0 0.0 72.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 50.0 72.0 122.0	0.0 0.0 50.0 72.0 122.0	P	EXEMPT
	526	RESURFACING OF (USH 41) FROM THE RICHFIELD INTERCHANGE TO STH 28 (20.30 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 7,500.0 0.0 7,500.0	0.0 0.0 7,500.0 0.0 7,500.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 7,500.0 0.0 7,500.0	0.0 0.0 7,500.0 0.0 7,500.0	A	EXEMPT
	527	RECONSTRUCTION WITH PARKING LANES OF USH 45 FROM THE NORTH VILLAGE LIMITS TO THE SOUTH VILLAGE LIMITS IN KEWASKUM (1.20 MILES)	HP	PE 0.0 ROW 0.0 CONST 1,000.0 OTHER 0.0 TOTAL 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (FAP)	250.0 0.0 750.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	250.0 0.0 750.0 0.0 1,000.0	A	EXEMPT
	528	RECONDITIONING OF STH 60 FROM USH 45 TO 1ST AVE. IN GRAFTON IN OZAUKEE AND WASHINGTON COUNTIES (9.22 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	A	EXEMPT
	529	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 60 FROM STH 83 TO SELL DR IN THE CITY OF HARTFORD (1.04 MILES)	HI	PE 0.0 ROW 0.0 CONST 1,000.0 OTHER 0.0 TOTAL 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (STP-O)	0.0 200.0 800.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 800.0 0.0 1,000.0	A	NON-EXEMPT
	530	RECONSTRUCTION WITH ADDITIONAL LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HI	PE 150.0 ROW 0.0 CONST 0.0 OTHER 0.0 TOTAL 150.0	150.0 0.0 0.0 0.0 150.0	0.0 700.0 0.0 0.0 700.0	0.0 400.0 0.0 0.0 400.0	150.0 1,100.0 1,300.0 0.0 2,550.0	LOCAL STATE FED	0.0 150.0 0.0 0.0 150.0	0.0 700.0 0.0 0.0 700.0	0.0 400.0 0.0 0.0 400.0	0.0 2,550.0 0.0 0.0 2,550.0	A	NON-EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997			TOTAL TIP
STATE OF WISCONSIN	531	RECONSTRUCTION OF USH 41 FROM RICHFIELD INTERCHANGE TO DODGE COUNTY TO FREEWAY TYPE ROADWAY (49.30 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 8,000.0 15,000.0 0.0 23,000.0	0.0 300.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 8,300.0 23,000.0 0.0 31,300.0	LOCAL STATE FED	0.0 23,000.0 0.0 23,000.0	0.0 300.0 0.0 300.0	0.0 0.0 0.0 0.0	0.0 31,300.0 0.0 31,300.0	A	NON-EXEMPT
	* 532	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 45 FROM THE CITY OF WEST BEND TO THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 600.0 4,000.0 0.0 4,600.0	LOCAL STATE FED (NHS)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,150.0 3,450.0 0.0 4,600.0	A	NON-EXEMPT
	* 533	RECONSTRUCTION WITH ADDITIONAL LANES OF MEQUON RD. (STH 167) FROM LANNON RD. TO PILGRIM RD. IN THE V. OF GERMANTOWN (1.8 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 450.0 0.0 0.0 450.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 450.0 2,600.0 0.0 3,050.0	LOCAL STATE FED (STP-M)	112.5 337.5 0.0 0.0 450.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	112.5 987.5 1,950.0 0.0 3,050.0	A	NON-EXEMPT
	* 534	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM 18TH AVE. TO 7TH AVE. IN THE CITY OF WEST BEND (0.8 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 3,800.0 0.0 3,800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 3,800.0 0.0 3,800.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0 0.0	0.0 760.0 3,040.0 0.0 3,800.0	0.0 0.0 0.0 0.0 0.0	0.0 760.0 3,040.0 0.0 3,800.0	A	NON-EXEMPT
	* 535	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 33 FROM SCHMIDT RD TO TRENTON RD. IN THE TOWN OF TRENTON (1.39 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 132.0 0.0 0.0 132.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 532.0 2,600.0 0.0 3,132.0	LOCAL STATE FED (FAP)	0.0 132.0 0.0 0.0 132.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 882.0 2,250.0 0.0 3,132.0	A	NON-EXEMPT
	536	CONSTRUCTION OF STH 33 INTERCHANGE FOR FREEWAY CONVERSION OF USH 41	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 2,700.0 0.0 0.0 2,700.0	0.0 0.0 0.0 0.0 0.0	0.0 6,925.0 0.0 0.0 6,925.0	LOCAL STATE FED	0.0 0.0 0.0 0.0 0.0	0.0 2,700.0 0.0 0.0 2,700.0	0.0 0.0 0.0 0.0 0.0	0.0 6,925.0 0.0 0.0 6,925.0	P	NON-EXEMPT AIR QUALITY NEUTRAL
	537 <sup>d</sup>	RECONSTRUCTION WITH ADDITIONAL LANES OF "CTH J" FROM CTH Q TO STH 175 IN WASHINGTON COUNTY (9.0 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0 0.0	0.0 60.0 240.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 60.0 240.0 0.0 300.0	P	NON-EXEMPT
	* 538	RECONSTRUCTION ON NEW LOCATION OF STH 33 FROM TRENTON RD. TO OAK RD. AROUND PROPOSED NEW WEST BEND AIRPORT RUNWAY EXTENSION (2 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 2,900.0 0.0 3,000.0	LOCAL STATE FED (NHS)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 750.0 2,250.0 0.0 3,000.0	A	NON-EXEMPT
	* 539	ELDERLY/DISABLED TRANSPORTATION- AMERICAN RED CROSS- WEST BEND; MODIFIED VAN /L 7/1: 1993	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 26.2 26.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 26.2 26.2	LOCAL STATE FED (FTA 16B2)	5.2 0.0 21.0 0.0 26.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.2 0.0 21.0 0.0 26.2	A	EXEMPT
	* 540	ELDERLY/DISABLED TRANSPORTATION- THRESHOLD WEST BEND: 40-PASS. BUS /L 28/2 40 PASS BUS/L 24/3: 1993	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 100.2 100.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 100.2 100.2	LOCAL STATE FED (FTA 16B2)	20.0 0.0 80.2 0.0 100.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 80.2 0.0 100.2	P	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

<sup>d</sup>The WisDOT implementation of this project is contingent upon the jurisdictional transfer of CTH J to the State Trunk Highway system.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	541	ELDERLY/DISABLED TRANSPORTATION CAPITAL GRANT 16(B)(2) THRESHOLD WEST BEND: 2-40 PASS. BUSES/L, 15 PASS. VAN/L RADIOS: 1989	TP	PE	0.0	0.0	0.0	0.0	LOCAL	23.0	0.0	0.0	23.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	92.1	0.0	0.0	92.1		
				OTHER	115.1	0.0	0.0	115.1	(FTA 1682)						
			TOTAL		115.1	0.0	0.0	115.1	TOTAL	115.1	0.0	0.0	115.1		
	542	ELDERLY/DISABLED TRANSPORTATION THE THRESHOLD, INC. WEST BEND 2-40 PASS BUSES/L 30/3: 1991	TI	PE	0.0	0.0	0.0	0.0	LOCAL	18.9	0.0	0.0	18.9	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	75.4	0.0	0.0	75.4		
				OTHER	94.3	0.0	0.0	94.3	(FTA 1682)						
			TOTAL		94.3	0.0	0.0	94.3	TOTAL	94.3	0.0	0.0	94.3		
	543	RECONFIGURE AND SIGNALIZE INTERSECTION OF FOND DU LAC AVENUE (STH 145) AND COUNTY LINE ROAD IN GERMANTOWN & MENO FALLS	HS	PE	40.0	0.0	0.0	40.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	60.0	0.0	60.0	STATE	7.0	32.5	0.0	39.5		
CONST				0.0	265.0	0.0	265.0	FED	36.0	292.5	0.0	328.5			
OTHER				0.0	0.0	0.0	0.0	(STP-S)							
		TOTAL		40.0	325.0	0.0	365.0	TOTAL	40.0	325.0	0.0	365.0			
544	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN MILW KEN WAL WAUK WASH AND OZ COUNTIES	HS	PE	Project costs are reported in Project No. 116.					LOCAL	Source of Project funds is reported in Project No. 116.				A	EXEMPT
*			ROW						STATE						
			CONST						FED						
		TOTAL							TOTAL						
WASHINGTON COUNTY	545	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN WASHINGTON COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-M)						
			TOTAL		50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	546	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WASHINGTON COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	(BRF)						
			TOTAL		50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	547	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH Q FROM STH 175 TO USH 41 IN WASHINGTON COUNTY (0.45 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	335.0	0.0	0.0	335.0	A	EXEMPT
	*			ROW	50.0	0.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		
CONST				1,625.0	0.0	0.0	1,625.0	FED	1,340.0	0.0	0.0	1,340.0			
OTHER				0.0	0.0	0.0	0.0	(STP-M)							
		TOTAL		1,675.0	0.0	0.0	1,675.0	TOTAL	1,675.0	0.0	0.0	1,675.0			
548	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH M FROM CTH MY TO STH 84 IN WASHINGTON COUNTY (4.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	426.0	0.0	0.0	426.0	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	2,130.0	0.0	0.0	2,130.0	FED	1,704.0	0.0	0.0	1,704.0			
			OTHER	0.0	0.0	0.0	0.0	(STP-O)							
		TOTAL		2,130.0	0.0	0.0	2,130.0	TOTAL	2,130.0	0.0	0.0	2,130.0			
549	PROVISION OF COUNTY WIDE SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY/DISABLED PEOPLE IN WASHINGTON COUNTY:95-97	TP	PE	0.0	0.0	0.0	0.0	LOCAL	16.0	16.4	16.8	49.2	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	79.8	81.8	83.8	245.4			
			CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0			
			OTHER	95.8	98.2	100.6	294.6								
		TOTAL		95.8	98.2	100.6	294.6	TOTAL	95.8	98.2	100.6	294.6			
550	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WASHINGTON COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT	
*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0			
			CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0			
			OTHER	0.0	0.0	0.0	0.0	(STP-S)							
		TOTAL		10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0			

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
T/GERMANTOWN	551	RESURFACING OF ROCKFIELD RD FROM STH 145 TO CTH G IN THE TOWN OF GERMANTOWN (1.25 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 130.0 0.0 130.0	0.0 0.0 130.0 0.0 130.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 104.0 130.0 130.0	26.0 0.0 104.0 130.0 130.0	A	EXEMPT
	*														
V/GERMANTOWN	552	RECONSTRUCTION WITH ADDITIONAL LANES OF MAPLE RD FROM MEQUON RD TO FREISTADT RD IN THE VILLAGE OF GERMANTOWN (1.0 MILE)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 700.0 0.0 700.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 700.0 0.0 700.0	LOCAL STATE FED	700.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	700.0 0.0 0.0 0.0 700.0	A	NON-EXEMPT
	*														
	553	EXTENSION OF DIVISION RD FROM CURRENT TERMINUS AT MEQUON RD TO MAIN ST IN THE VILLAGE OF GERMANTOWN (0.50 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 150.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 150.0 0.0 150.0	LOCAL STATE FED	150.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	A	NON-EXEMPT
	*														
C/HARTFORD	554	REHABILITATION OF NORTH WILSON AVENUE BRIDGE OVER RUBICON RIVER IN CITY OF HARTFORD	HP	PE ROW CONST OTHER TOTAL	20.0 0.0 0.0 0.0 20.0	0.0 0.0 70.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 70.0 0.0 90.0	LOCAL STATE FED (BRF)	4.0 16.0 0.0 0.0 0.0	14.0 0.0 56.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.0 16.0 56.0 0.0 0.0	P	EXEMPT
	*														
	555	REPLACEMENT OF THE GRANT ST. BRIDGE OVER THE RUBICON RIVER IN WASHINGTON COUNTY	HP	PE ROW CONST OTHER TOTAL	30.0 0.0 250.0 0.0 280.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 250.0 0.0 280.0	LOCAL STATE FED (BRF)	56.0 0.0 224.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	56.0 0.0 224.0 0.0 0.0	A	EXEMPT
	*														
	556	CONSTRUCTION OF S. WILSON AVE. FROM E. SUMNER ST. (STH 60) TO E. MONROE AVE. IN THE CITY OF HARTFORD (0.63 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 300.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 300.0 0.0 300.0	LOCAL STATE FED	300.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 0.0	A	NON-EXEMPT
	*														
	557	OPERATING ASSISTANCE FOR CITY OF HARTFORD SHARED RIDE TAXI: 1995-1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 104.7 104.7	0.0 0.0 0.0 105.8 105.8	0.0 0.0 0.0 111.5 111.5	0.0 0.0 0.0 322.0 322.0	LOCAL STATE FED (FTA 18)	10.8 48.3 45.6 0.0 0.0	9.2 50.2 46.4 0.0 0.0	10.5 52.2 48.8 0.0 0.0	30.5 150.7 140.8 0.0 0.0	A	EXEMPT
	*														
	558	PURCHASE 4 MINI-VANS WITH RAMPS FOR CITY OF HARTFORD SHARED RIDE TAXI-1994:2 VANS/RADIOS 1996:VAN 1997:VAN	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 67.0 67.0	0.0 0.0 0.0 36.9 36.9	0.0 0.0 0.0 36.9 36.9	0.0 0.0 0.0 140.8 140.8	LOCAL STATE FED (FTA 18)	13.4 0.0 53.6 0.0 0.0	7.4 0.0 29.5 0.0 0.0	7.4 0.0 29.5 0.0 0.0	28.2 0.0 112.6 0.0 0.0	A	EXEMPT
	*														
C/WEST BEND	559	RECONSTRUCTION WITH NO ADDITIONAL LANES OF PARADISE DR. FROM 18TH AVE. TO USH 45 IN THE CITY OF WEST BEND (0.60 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	145.0 0.0 0.0 0.0 145.0	145.0 80.0 975.0 0.0 1,200.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	29.0 0.0 116.0 145.0 1,200.0	240.0 0.0 960.0 1,200.0 1,200.0	A	EXEMPT
	*														
	560	CONSTRUCTION OF N. 18TH AVE FROM PARK AVE. TO JEFFERSON ST. IN THE CITY OF WEST BEND (0.50 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 100.0 860.0 0.0 960.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 860.0 0.0 960.0	LOCAL STATE FED (STP-O)	192.0 0.0 768.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	192.0 0.0 768.0 0.0 0.0	A	NON-EXEMPT
	*														

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WASHINGTON COUNTY  
 BY IMPLEMENTING AGENCY 1995-1997  
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/WEST BEND	561	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 1995-97	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 294.7 294.7	0.0 0.0 0.0 309.3 309.3	0.0 0.0 0.0 325.1 325.1	0.0 0.0 0.0 929.1 929.1	LOCAL STATE FED (FTA 18)	20.2 144.5 130.3 294.7	21.3 151.5 136.5 309.3	22.4 159.0 143.7 325.1	63.9 434.7 410.5 929.1	A	EXEMPT
	562	WEST BEND SHARED RIDE TAXI CAB SYSTEM SIX MINI VANS TWO MODIFIED VANS/LIFT 1997	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 184.0 184.0	0.0 0.0 0.0 184.0 184.0	LOCAL STATE FED (FTA 18)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	36.8 0.0 0.0 147.2 147.2	36.8 0.0 0.0 147.2 147.2	A	EXEMPT
	563	PURCHASE OF FOUR MINIVANS AND TWO FULL-SIZE VANS WITH LIFTS/ RAMPS FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 1992	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 137.0 137.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 137.0 137.0	LOCAL STATE FED (FTA 18)	27.4 0.0 109.6 0.0 137.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	27.4 0.0 109.6 0.0 137.0	A	EXEMPT
	564	PURCHASE OF MOBILE RADIO SYSTEM AND COMPUTER FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 1994	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 23.7 23.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 23.7 23.7	LOCAL STATE FED (FTA 18)	4.7 0.0 19.0 0.0 23.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.7 0.0 19.0 0.0 23.7	A	EXEMPT
	565	CONSTRUCTION OF BIKE/ PED PATH TO LINK NON-MOTORIZED TRAVEL FROM SOUTH OF PARK AVE TO GREEN TREE SCHOOL IN THE CITY OF WEST BEND	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 40.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 40.0 0.0 40.0	LOCAL STATE FED (STP-E)	8.0 0.0 32.0 0.0 40.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.0 0.0 32.0 0.0 40.0	P	EXEMPT
	566	TRAFFIC SIGNAL COORDINATION IN THE CITY OF WEST BEND: 1993	EE	PE ROW CONST OTHER TOTAL	6.3 0.0 181.2 0.0 187.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.3 0.0 181.2 0.0 187.5	LOCAL STATE FED (CMAQ)	37.5 0.0 150.0 0.0 187.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	37.5 0.0 150.0 0.0 187.5	A	NON-EXEMPT
	567	PARADISE DR. PARK/RIDE LOT PROJECT AND RIDE-SHARE PROMOTION PROGRAM IN THE CITY OF WEST BEND: 1993	EE	PE ROW CONST OTHER TOTAL	5.0 75.0 22.5 35.0 137.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 75.0 22.5 35.0 137.5	LOCAL STATE FED (CMAQ)	27.5 0.0 110.0 0.0 137.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	27.5 0.0 110.0 0.0 137.5	A	NON-EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	568	CONSTRUCTION OF BRIDGE DECK OVERLAY ON STH 100 SB OVER MENOMONEE RIVER IN THE VILLAGE OF MENOMONEE FALLS	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 24.0 0.0 24.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 24.0 0.0 24.0	LOCAL STATE FED	0.0 24.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 24.0 0.0	A	EXEMPT
	* 569	CONSTRUCTION OF BRIDGE DECK OVERLAY ON STH 100 SB OVER MENOMONEE RIVER IN THE VILLAGE OF MENOMONEE FALLS	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 20.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 20.0 0.0 20.0	LOCAL STATE FED	0.0 20.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 20.0 0.0	A	EXEMPT
	* 570	RECONDITIONING OF I-94 FROM GOERKES CORNERS TO MILWAUKEE COUNTY LINE (5.20 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 6,500.0 0.0 6,500.0	0.0 0.0 6,500.0 0.0 6,500.0	0.0 0.0 13,000.0 0.0 13,000.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0 0.0	0.0 650.0 5,850.0	0.0 650.0 5,850.0	0.0 1,300.0 11,700.0	A	EXEMPT
	* 571	RECONDITIONING OF STH 74 FROM PILGRIM RD TO JEFFERSON AVE IN THE VILLAGE OF MENOMONEE FALLS (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 484.0 0.0 534.0	LOCAL STATE FED (STP-M)	0.0 10.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 106.8 427.2	A	EXEMPT
	* 572	RECONDITIONING OF STH 74 FROM ELDER LANE TO SHERIDAN DRIVE IN THE VILLAGE OF MENOMONEE FALLS (0.90 MILES)	HP	PE ROW CONST OTHER TOTAL	80.0 0.0 0.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 900.0 0.0 980.0	LOCAL STATE FED (STP-M)	20.0 0.0 60.0	0.0 0.0 0.0	0.0 0.0 0.0	20.0 180.0 780.0	A	EXEMPT
	* 573	RECONDITIONING OF STH 99 FROM STH 67 TO STH 83 IN WAUKESHA COUNTY (8.53 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 800.0 0.0 800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 800.0 0.0 800.0	LOCAL STATE FED	0.0 800.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 800.0 0.0	A	EXEMPT
	* 574	BRIDGE DECK OVERLAY ON PILGRIM RD SB OVER USH 41 IN THE VILLAGE OF GERMANTOWN	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 86.0 0.0 86.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 86.0 0.0 86.0	LOCAL STATE FED	0.0 86.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 86.0 0.0	A	EXEMPT
	* 575	RECONSTRUCT RAMP AND FRONTAGE ROAD IN THE NE QUADRANT OF THE IH 94 AND STH 83 INTERCHANGE	HP	PE ROW CONST OTHER TOTAL	0.0 500.0 0.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 500.0 2,000.0 0.0 2,500.0	LOCAL STATE FED (IH-M)	0.0 500.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 700.0 1,800.0	A	EXEMPT
	* 576	RECONDITIONING OF APPLETON AVE. (STH 175) FROM MILL ST. TO MAIN ST. IN THE VILLAGE OF MENOMONEE FALLS (0.23 MILES)	HP	PE ROW CONST OTHER TOTAL	20.0 0.0 0.0 0.0 20.0	0.0 0.0 100.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 100.0 0.0 120.0	LOCAL STATE FED	5.2 14.8 0.0	26.0 74.0 0.0	0.0 0.0 0.0	31.2 88.8 0.0	A	EXEMPT
	* 577	RECONDITIONING OF STH 83 FROM CTH VV TO CTH Q IN THE TOWN OF MERTON (3.83 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 0.0 0.0 40.0	40.0 0.0 0.0 0.0 40.0	LOCAL STATE FED (FAP)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 10.0 30.0	0.0 10.0 30.0	A	EXEMPT
				TOTAL	0.0	0.0	40.0	40.0	TOTAL	0.0	0.0	40.0	40.0		

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
STATE OF WISCONSIN	578	RECONDITIONING OF USH 18 FROM THE WEST COUNTY LINE TO CTH C (SOUTH) (6.39 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 150.0 0.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 150.0 2,000.0 0.0 2,150.0	LOCAL STATE FED (FAP) TOTAL	0.0 150.0 0.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 550.0 1,600.0 0.0 2,150.0	A	EXEMPT
	* 579	RECONDITIONING OF USH 18 FROM CTH C TO STH 83 IN WAUKESHA COUNTY (2.09 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 146.0 0.0 0.0 146.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 146.0 2,100.0 0.0 2,246.0	LOCAL STATE FED (FAP) TOTAL	0.0 146.0 0.0 0.0 146.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 671.0 1,575.0 0.0 2,246.0	A	EXEMPT
	580	REPLACE STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY (B67-0943)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	20.0 0.0 0.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 215.0 0.0 235.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 16.0 0.0	0.0 0.0 0.0 0.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 47.0 188.0 0.0 235.0	P	EXEMPT
	581	RESURFACE STH 16 FROM ST PAUL TO LAPHAM ST IN OCONOMOWOC WITH NO ADDITIONAL LANES (0.60 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 560.0 0.0 560.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 112.0 448.0 0.0 560.0	A	EXEMPT
	582	RESURFACE STH 18 (EB ST PAUL AVE & WB NORTH ST) FROM MORELAND BLVD. TO MADISON ST IN THE CITY OF WAUKESHA (2.00 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	80.0 0.0 0.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 925.0 0.0 1,005.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 16.0 0.0	0.0 16.0 64.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	0.0 201.0 804.0 0.0 1,005.0	A	EXEMPT
	583	PURCHASE OF RIGHT OF WAY TO ACCOMMODATE RAMP AND FRONTAGE ROAD UNBRAIDING ALONG THE EAST-WEST FREEWAY (194) IN WAUKESHA COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 250.0 0.0 0.0 250.0	0.0 250.0 0.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 1,000.0 0.0 0.0 1,000.0	LOCAL STATE FED (FA1) TOTAL	0.0 225.0 225.0 0.0 250.0	0.0 225.0 225.0 0.0 250.0	0.0 0.0 225.0 0.0 250.0	0.0 100.0 900.0 0.0 1,000.0	P	EXEMPT
	584	RECONDITION STH 83 FROM STH 16 TO WAUKESHA NORTH COUNTY LINE (6.70 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	P	EXEMPT
	* 585	RECONSTRUCTION TO PROVIDE TURNING LANES OF STH 164 FROM THE NORTH CITY LIMITS TO THE INT. OF MORELAND AND ST PAUL ST IN C/WAUKESHA (.33M)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 1,300.0 0.0 1,300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,300.0 0.0 1,300.0	LOCAL STATE FED (STP-M) TOTAL	0.0 260.0 1,040.0 0.0 1,300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 260.0 1,040.0 0.0 1,300.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	* 586	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 164 FROM MAIN ST. TO USH 18 IN THE CITY OF WAUKESHA (0.37 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,500.0 0.0 1,500.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 300.0 1,200.0 0.0 1,500.0	A	EXEMPT
	587	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAIN ST (STH 74) FROM SHERIDAN DR TO MILL ST IN THE VILLAGE OF MENOMONEE FALLS (0.33M)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 475.0 0.0 475.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 475.0 0.0 475.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 475.0 0.0 0.0 475.0	0.0 0.0 0.0 0.0 0.0	0.0 475.0 0.0 0.0 475.0	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
STATE OF WISCONSIN	588	STUDY OF INTERCHANGES AND FRONTAGE ROADS ON IH 94 FROM THE WEST WAUKESHA COUNTY LINE TO STH 164 IN WAUKESHA COUNTY (12.0 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 1,800.0 1,800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,800.0 1,800.0	LOCAL STATE FED (IH-M)	0.0 180.0 1,620.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 180.0 1,620.0 0.0	P	EXEMPT
	589	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE STH 16 BRIDGE OVER IH94 AND APPROACHES IN THE TOWN OF PEWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 8,471.0 0.0 8,471.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 8,471.0 0.0 8,471.0	LOCAL STATE FED (FAI-4R)	0.0 847.1 7,623.9 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 847.1 7,623.9 0.0	A	EXEMPT
	590	REPLACEMENT OF CTH SS BRIDGE OVER I 94 IN THE TOWN OF PEWAUKEE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 4,000.0 0.0 4,200.0	LOCAL STATE FED (FAI-4R)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 420.0 3,780.0 0.0	A	EXEMPT
	591	WIDEN BARKER ROAD STRUCTURE OVER I-94 TO FOUR LANES IN WAUKESHA COUNTY	HI	PE ROW CONST OTHER TOTAL	675.0 0.0 0.0 0.0 675.0	0.0 500.0 0.0 0.0 500.0	0.0 0.0 5,800.0 0.0 5,800.0	675.0 500.0 5,800.0 0.0 6,975.0	LOCAL STATE FED (NHS)	0.0 67.5 607.5 0.0	0.0 50.0 450.0 0.0	0.0 580.0 5,220.0 0.0	0.0 697.5 6,277.5 0.0	A	NON-EXEMPT
	592	RECONSTRUCTION OF STH 164 OVER I-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.30 MILES)	HI	PE ROW CONST OTHER TOTAL	500.0 0.0 0.0 0.0 500.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	500.0 100.0 5,000.0 0.0 5,600.0	LOCAL STATE FED (IH-M)	0.0 50.0 450.0 0.0	0.0 0.0 0.0 0.0	0.0 10.0 90.0 0.0	0.0 560.0 5,040.0 0.0	P	NON-EXEMPT
	593	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM CALHOUN RD. TO THE MILWAUKEE COUNTY LINE IN THE CITY OF NEW BERLIN (2.97 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 150.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 536.0 8,150.0 0.0 8,686.0	LOCAL STATE FED (STP-M)	37.5 0.0 112.5 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	2,037.5 107.2 6,541.3 0.0	A	NON-EXEMPT
	594	RECONSTRUCTION WITH ADDITIONAL LANES OF APPLETON AVE. (STH 175) FROM CLEVELAND AVE. TO ST. FRANCIS DR. IN V/MENOMONEE FALLS (.39 M)	HI	PE ROW CONST OTHER TOTAL	0.0 235.0 0.0 0.0 235.0	0.0 0.0 1,400.0 0.0 1,400.0	0.0 0.0 0.0 0.0 0.0	0.0 235.0 2,800.0 0.0 3,035.0	LOCAL STATE FED	0.0 235.0 0.0 0.0	0.0 1,400.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 3,035.0 0.0 0.0	A	NON-EXEMPT
	595	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM IH 43 TO STH 59 (4.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,000.0 0.0 0.0 1,000.0	0.0 1,000.0 7,000.0 0.0 8,000.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 200.0 800.0 0.0	0.0 1,600.0 6,400.0 0.0	A	NON-EXEMPT
	596	RECONSTRUCTION WITH ADDITIONAL LANES OF THE WAUKESHA CO. BYPASS (STH 59) FROM CTH X TO SUNSET DR. IN THE CITY OF WAUKESHA (3.69 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 250.0 8,600.0 0.0 8,850.0	0.0 0.0 110.0 0.0 110.0	0.0 0.0 3,249.0 0.0 3,249.0	0.0 250.0 11,959.0 0.0 12,209.0	LOCAL STATE FED (STP-M)	0.0 1,970.0 6,880.0 0.0	0.0 22.0 88.0 0.0	0.0 649.8 2,599.2 0.0	0.0 2,641.8 9,567.2 0.0	A	NON-EXEMPT
	597 <sup>e</sup>	RECONSTRUCTION WITH ADDITIONAL LANES OF "CTH J" FROM CTH Q TO IH 94 IN WAUKESHA CO. (11.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0	0.0 60.0 240.0 0.0	0.0 0.0 0.0 0.0	0.0 60.0 240.0 0.0	P	NON-EXEMPT

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<sup>e</sup>The WisDOT implementation of this project is contingent upon the jurisdictional transfer of CTH J to the State Trunk Highway system.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	598	RECONSTRUCTION OF I-94 WITH ADDITIONAL LANES FROM CTH G TO STH 16 IN WAUKESHA COUNTY (2.00 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 5,400.0 0.0 5,400.0	LOCAL STATE FED (FAI) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 540.0 4,860.0 5,400.0 5,400.0	P	NON-EXEMPT
	599	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 164 FROM MORELAND RD TO I-94 IN THE CITY OF WAUKESHA (2.00 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 430.0 0.0 430.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	86.0 0.0 344.0 430.0 430.0	P	NON-EXEMPT
	600	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 59 FROM THE POPLAR CREEK BRIDGE TO JOHNSON RD. IN THE CITY OF NEW BERLIN (0.56 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 713.0 0.0 0.0 713.0	0.0 0.0 0.0 0.0 0.0	0.0 713.0 764.0 0.0 1,477.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 713.0 0.0 0.0 713.0	0.0 0.0 0.0 0.0 0.0	0.0 865.8 811.2 1,477.0 1,477.0	A	NON-EXEMPT
	601	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH T OVER I 94 IN THE CITY OF WAUKESHA	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 3,818.0 0.0 3,818.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 3,818.0 0.0 3,818.0	LOCAL STATE FED (FAI) TOTAL	763.6 0.0 3,054.4 0.0 3,818.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	763.6 0.0 3,054.4 3,818.0 3,818.0	A	NON-EXEMPT
	602	CONSTRUCTION OF STH 83 ON NEW LOCATION EAST OF THE VILLAGE OF MUKWONAGO (1.55 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 300.0 0.0 0.0 300.0	LOCAL STATE FED  TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	75.0 225.0 0.0 300.0 300.0	P	NON-EXEMPT
	603	CITY OF OCONOMOWOC NORTH BYPASS CONSISTING OF THE COMPLETION OF THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON CO. (6.5 MI)	HE	PE ROW CONST OTHER TOTAL	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 200.0 0.0 0.0 200.0	LOCAL STATE FED  TOTAL	0.0 200.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 400.0 0.0 400.0 400.0	P	NON-EXEMPT
	604	ELDERLY/DISABLED TRANSPORTATION THE RANCH WAUKESHA: 6 VANS 14/0 1 MODIFIED VAN 7/1 1994	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 153.2 153.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 153.2 153.2	LOCAL STATE FED (FTA 16B2) TOTAL	30.6 0.0 122.6 0.0 153.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.6 0.0 122.6 153.2 153.2	A	EXEMPT
	605	ELDERLY/DISABLED TRANSPORTATION THE RANCH-MENOMONEE FALLS 5 VANS 15/0: 1991	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 98.9 98.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 98.9 98.9	LOCAL STATE FED (FTA 16B2) TOTAL	19.8 0.0 79.1 0.0 98.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	19.8 0.0 79.1 98.9 98.9	A	EXEMPT
	606	ELDERLY/DISABLED TRANSPORTATION WAUKESHA TRAINING CENTER WAUKESHA: 4 BUSES 40/0, 1 MODIFIED BUS 28/2, 1994	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 238.6 238.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 238.6 238.6	LOCAL STATE FED (FTA 16B2) TOTAL	47.7 0.0 190.9 0.0 238.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	47.7 0.0 190.9 238.6 238.6	A	EXEMPT
	607	INSTALL BEAM GUARD ON STH BRIDGES IN ALL COUNTIES	HS	PE ROW CONST OTHER TOTAL	50.0 0.0 550.0 0.0 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 550.0 0.0 600.0	LOCAL STATE FED (STP-S) TOTAL	0.0 60.0 540.0 0.0 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 60.0 540.0 600.0 600.0	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
STATE OF WISCONSIN	608	GRADE SEPARATION OF THE WISCONSIN CENTRAL RR AND THE WAUKESHA BYPASS (STH 59) IN THE TOWN OF WAUKESHA AS ORDERED BY THE O.C.R.	HS	PE ROW CONST OTHER TOTAL	300.0 0.0 0.0 0.0 300.0	0.0 50.0 0.0 0.0 50.0	0.0 0.0 3,500.0 0.0 3,500.0	300.0 50.0 3,500.0 0.0 3,850.0	LOCAL STATE FED (RHGC) TOTAL	0.0 30.0 270.0 0.0 300.0	0.0 5.0 45.0 0.0 50.0	0.0 350.0 3,150.0 0.0 3,850.0	0.0 385.0 3,465.0 0.0 3,850.0	A	EXEMPT
	609	INSTALL TEMPORARY GATES AT THE WISCONSIN CENTRAL RR CROSSING OF THE WAUKESHA BYPASS (STH 59) IN THE TOWN OF WAUKESHA	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 15.0 0.0 15.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 15.0 0.0 15.0	LOCAL STATE FED (RHGC) TOTAL	0.0 1.5 13.5 0.0 15.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1.5 13.5 0.0 15.0	A	EXEMPT
	610	RECONSTRUCTION OF THE INTERSECTION OF STH 59 AND BARKER RD.	HS	PE ROW CONST OTHER TOTAL	0.0 700.0 0.0 0.0 700.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 700.0 1,000.0 0.0 1,700.0	LOCAL STATE FED (RHGC) TOTAL	0.0 700.0 0.0 0.0 700.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,700.0 0.0 0.0 1,700.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	611	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN MILW KEN WAL WAUK WASH AND OZ COUNTIES	HS	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 116.				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 116.				A	EXEMPT
	612	INSTALL A SERIES OF ROAD AND TRAIL INTERPRETIVE SIGNS AND DISPLAYS AT OLD WORLD WISCONSIN IN SOUTHERN KETTLE MORaine	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 17.7 0.0 17.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 17.7 0.0 17.7	LOCAL STATE FED (STP-E) TOTAL	3.5 0.0 14.2 0.0 17.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	3.5 0.0 14.2 0.0 17.7	A	EXEMPT
	613	LANDSCAPING OF FIELDS AND PASTURES AT OLD WORLD WISCONSIN WITH HISTORIC PLANT VARIETIES	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 55.0 0.0 55.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 55.0 0.0 55.0	LOCAL STATE FED (STP-E) TOTAL	11.0 0.0 44.0 0.0 55.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	11.0 0.0 44.0 0.0 55.0	A	EXEMPT
	614	STH 59 CORRIDOR CROWN VETCH REMOVAL IN WAUKESHA COUNTY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 82.0 0.0 82.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 82.0 0.0 82.0	LOCAL STATE FED (STP-E) TOTAL	0.0 82.0 0.0 0.0 82.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 82.0 0.0 0.0 82.0	A	EXEMPT
	615	INSTALL BICYCLE RACKS AT PARK & RIDE LOTS ALONG INTERSTATE HIGHWAYS IN MILWAUKEE, WAUKESHA, OZAUKEE & WASHINGTON COUNTIES: 1995	EE	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 125.				LOCAL STATE FED (CMAQ) TOTAL	Source of Project funds is reported in Project No. 125.				A	EXEMPT
	616	EXPANSION OF THE GOERKE'S CORNERS PARK & RIDE LOT IN THE TOWN OF BROOKFIELD: 1995	EE	PE ROW CONST OTHER TOTAL	60.0 0.0 400.0 0.0 460.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 400.0 0.0 460.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 92.0 368.0 0.0 460.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 92.0 368.0 0.0 460.0	P	NON-EXEMPT
	617	OLD WORLD WISCONSIN TRANSPORTATION FACILITY IMPROVEMENTS--PURCHASE NEW TRAMS TO TRANSPORT PEDESTRIANS THROUGHOUT HISTORIC SITE	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 115.0 115.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 115.0 115.0	LOCAL STATE FED (STP-E) TOTAL	23.0 0.0 92.0 0.0 115.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	23.0 0.0 92.0 0.0 115.0	A	EXEMPT

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety; TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

<sup>f</sup>Consideration should be given to improving bicycle and pedestrian access and bicycle and pedestrian amenities as part of the proposed expansion.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	618	OLD WORLD WISCONSIN ENHANCEMENT--HISTORIC LANDSCAPING FOR EDUCATIONAL AND AESTHETIC IMPROVEMENT ON 3 SIDES OF HISTORIC SITE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	14.0	0.0	0.0	14.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	56.0	0.0	0.0	56.0		
				OTHER	70.0	0.0	0.0	70.0	(STP-E)						
				TOTAL	70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0		
WIS. DNR	619	RESURFACE BIKE/PED TRAIL WITH ASPHALT FROM THE CITY OF WAUKESHA TO THE VILLAGE OF WALES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	50.0	0.0	50.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	250.0	0.0	250.0	FED	0.0	200.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-E)						
				TOTAL	0.0	250.0	0.0	250.0	TOTAL	0.0	250.0	0.0	250.0		
WAUKESHA COUNTY	620	RECONSTRUCTION OF THE CTH ES (FOX ST.) BRIDGE OVER THE WISCONSIN CENTRAL LTD. RAILROAD IN THE VILLAGE OF MUKWONAGO	HP	PE	0.0	0.0	0.0	0.0	LOCAL	232.6	0.0	0.0	232.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,163.0	0.0	0.0	1,163.0	FED	930.4	0.0	0.0	930.4		
				OTHER	0.0	0.0	0.0	0.0	(BRF)						
				TOTAL	1,163.0	0.0	0.0	1,163.0	TOTAL	1,163.0	0.0	0.0	1,163.0		
	621	REPLACEMENT OF THE CTH K (LISBON RD.) BRIDGE OVER THE BARK RIVER	HP	PE	0.0	0.0	0.0	0.0	LOCAL	45.0	0.0	0.0	45.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	229.0	0.0	0.0	229.0	FED	184.0	0.0	0.0	184.0		
				OTHER	0.0	0.0	0.0	0.0	(BRF)						
				TOTAL	229.0	0.0	0.0	229.0	TOTAL	229.0	0.0	0.0	229.0		
	622	REHABILITATION AND INTERSECTION IMPROVEMENT ON CTH ES FROM CTH NN TO HILO DR IN WAUKESHA COUNTY (3.0 MILES)	HP	PE	0.0	255.0	0.0	255.0	LOCAL	0.0	255.0	291.0	866.0	A	EXEMPT
				ROW	0.0	0.0	291.0	291.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-O)				1,272.0		
				TOTAL	0.0	255.0	291.0	2,138.0	TOTAL	0.0	255.0	291.0	2,138.0		
	623	RECONSTRUCT WITH NO ADDITIONAL LANES OF CTH P OVER THE ASHIPUN RIVER IN WAUKESHA COUNTY	HP	PE	0.0	20.0	20.0	40.0	LOCAL	0.0	20.0	40.0	144.0	A	EXEMPT
				ROW	0.0	0.0	20.0	20.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	337.0		
				OTHER	0.0	0.0	0.0	0.0	(BRF)						
				TOTAL	0.0	20.0	40.0	481.0	TOTAL	0.0	20.0	40.0	481.0		
	624	IMPROVE INTERSECTION OF CTH K & CTH KF & CTH MD IN WAUKESHA COUNTY (1.0 MILE)	HP	PE	0.0	10.0	0.0	10.0	LOCAL	0.0	10.0	26.0	773.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	26.0	26.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	10.0	26.0	773.0	TOTAL	0.0	10.0	26.0	773.0		
	625	REHABILITATION AND INTERSECTION IMPROVEMENT OF CTH ES FROM CTH U TO HILO DR IN WAUKESHA COUNTY (3.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	250.0	563.0	0.0	813.0	A	EXEMPT
				ROW	250.0	0.0	0.0	250.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,817.0	0.0	1,817.0	FED	0.0	1,254.0	0.0	1,254.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-O)						
				TOTAL	250.0	1,817.0	0.0	2,067.0	TOTAL	250.0	1,817.0	0.0	2,067.0		
	626	RELOCATION OF 90 DEGREE CURVES ON CTH E IN THE TOWN OF DELAFIELD (1.0 MILE)	HP	PE	60.0	0.0	0.0	60.0	LOCAL	60.0	160.0	0.0	220.0	A	EXEMPT
				ROW	0.0	160.0	0.0	160.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	60.0	160.0	0.0	220.0	TOTAL	60.0	160.0	0.0	220.0		
	627	IMPROVE INTERSECTION OF CTH SS & OAKTON WITH NO ADDITIONAL LANES IN WAUKESHA COUNTY (0.25 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	255.0	0.0	0.0	255.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	255.0	0.0	0.0	255.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	255.0	0.0	0.0	255.0	TOTAL	255.0	0.0	0.0	255.0		

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Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
WAUKESHA COUNTY	628	REPLACE DELAFIELD RD (CTH DR) BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HP	PE 11.0 ROW 310.0 CONST 0.0 OTHER 0.0	11.0 310.0 0.0 0.0	0.0 0.0 261.0 0.0	0.0 0.0 0.0 0.0	11.0 310.0 261.0 0.0	LOCAL STATE FED (BRF)	321.0 0.0 0.0	52.0 0.0 209.0	0.0 0.0 0.0	373.0 0.0 209.0	P	EXEMPT
	*			TOTAL	321.0	261.0	0.0	582.0	TOTAL	321.0	261.0	0.0	582.0		
	629	OVERLAY BRIDGE DECK ON CTH CW OVER THE ASHIPUN RIVER IN WAUKESHA COUNTY	HP	PE 0.0 ROW 0.0 CONST 141.6 OTHER 0.0	0.0 0.0 141.6 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 141.6 0.0	LOCAL STATE FED (BRF)	28.3 0.0 113.3	0.0 0.0 0.0	0.0 0.0 0.0	28.3 0.0 113.3	A	EXEMPT
	*			TOTAL	141.6	0.0	0.0	141.6	TOTAL	141.6	0.0	0.0	141.6		
	630	OVERLAY BRIDGE DECK ON CTH I OVER THE FOX RIVER IN WAUKESHA COUNTY	HP	PE 0.0 ROW 0.0 CONST 88.7 OTHER 0.0	0.0 0.0 88.7 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 88.7 0.0	LOCAL STATE FED	88.7 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	88.7 0.0 0.0	A	EXEMPT
	*			TOTAL	88.7	0.0	0.0	88.7	TOTAL	88.7	0.0	0.0	88.7		
	631	OVERLAY BRIDGE DECK ON CTH X OVER DRUMLIN TRAIL BRIDGE IN WAUKESHA COUNTY	HP	PE 0.0 ROW 0.0 CONST 262.0 OTHER 0.0	0.0 0.0 262.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 262.0 0.0	LOCAL STATE FED	262.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	262.0 0.0 0.0	A	EXEMPT
	*			TOTAL	262.0	0.0	0.0	262.0	TOTAL	262.0	0.0	0.0	262.0		
	632	OVERLAY BRIDGE DECK ON CTH ES OVER THE FOX RIVER IN WAUKESHA COUNTY	HP	PE 0.0 ROW 0.0 CONST 236.0 OTHER 0.0	0.0 0.0 236.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 236.0 0.0	LOCAL STATE FED (BRF)	47.2 0.0 188.8	0.0 0.0 0.0	0.0 0.0 0.0	47.2 0.0 188.8	A	EXEMPT
	*			TOTAL	236.0	0.0	0.0	236.0	TOTAL	236.0	0.0	0.0	236.0		
	633	REPLACEMENT OF THE CTH G BRIDGE OVER THE DRUMLIN TRAIL IN WAUKESHA COUNTY	HP	PE 10.0 ROW 0.0 CONST 0.0 OTHER 0.0	10.0 0.0 0.0 0.0	20.0 0.0 0.0 0.0	0.0 0.0 745.0 0.0	30.0 0.0 745.0 0.0	LOCAL STATE FED (BRF)	10.0 0.0 0.0	26.0 0.0 0.0	149.0 0.0 596.0	185.0 0.0 596.0	A	EXEMPT
	*			TOTAL	10.0	26.0	745.0	781.0	TOTAL	10.0	26.0	745.0	781.0		
	634	REPLACEMENT OF THE CTH BB BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	12.0 0.0 0.0 0.0	24.0 0.0 289.0 0.0	LOCAL STATE FED (BRF)	0.0 0.0 0.0	0.0 0.0 0.0	12.0 0.0 0.0	104.0 0.0 231.0	P	EXEMPT
				TOTAL	0.0	0.0	12.0	335.0	TOTAL	0.0	0.0	12.0	335.0		
	635	RECONSTRUCTION WITH AUXILIARY LANES OF CTH ES FROM SOUTH COUNTY LINE TO THE MUKWONAGO RIVER IN WAUKESHA COUNTY (1.0 M)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	77.0 0.0 0.0 0.0	81.0 255.0 0.0 0.0	158.0 255.0 1,974.0 0.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0	77.0 0.0 0.0	336.0 0.0 0.0	808.0 0.0 1,579.0	P	EXEMPT
				TOTAL	0.0	77.0	336.0	2,387.0	TOTAL	0.0	77.0	336.0	2,387.0		
	636	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HP	PE 50.0 ROW 0.0 CONST 0.0 OTHER 0.0	50.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0	LOCAL STATE FED (STP-M)	10.0 0.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	10.0 0.0 40.0	A	EXEMPT
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	637	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WAUKESHA COUNTY	HP	PE 50.0 ROW 0.0 CONST 0.0 OTHER 0.0	50.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0	LOCAL STATE FED (BRF)	10.0 0.0 40.0	0.0 0.0 0.0	0.0 0.0 0.0	10.0 0.0 40.0	A	EXEMPT
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
WAUKESHA COUNTY	638	REPLACE DECK AND REHABILITATE MAPLETON RD (CTH CW) BRIDGE OVER THE ASHIPUN RIVER IN WAUKESHA COUNTY	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 83.0 0.0 83.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 83.0 0.0 83.0	LOCAL STATE FED (BRF) TOTAL	16.6 0.0 66.4 0.0 83.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.6 0.0 66.4 0.0 83.0	P	EXEMPT
	639	REPLACE EXISTING BOX CULVERT ON CTH HH AT TESS CORNERS DR	HP	PE ROW CONST OTHER  TOTAL	4.1 7.9 78.0 0.0 90.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.1 7.9 78.0 0.0 90.0	LOCAL STATE FED TOTAL	90.0 0.0 0.0 90.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	90.0 0.0 0.0 90.0	A	EXEMPT
	640	RECONSTRUCTION WITH ADDITIONAL CAPACITY OF THE INTERSECTION OF CTH L AND CTH Y IN WAUKESHA COUNTY	HI	PE ROW CONST OTHER  TOTAL	0.0 0.0 1,030.0 0.0 1,030.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,030.0 0.0 1,030.0	LOCAL STATE FED TOTAL	1,030.0 0.0 0.0 1,030.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1,030.0 0.0 0.0 1,030.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	641	RECONSTRUCTION WITH ADDITIONAL TURNING LANES OF THE INTERSECTION OF CTH D AND SUNNY SLOPE RD IN WAUKESHA COUNTY	HI	PE ROW CONST OTHER  TOTAL	0.0 37.0 0.0 0.0 37.0	0.0 0.0 198.0 0.0 198.0	0.0 0.0 0.0 0.0 0.0	0.0 37.0 198.0 0.0 235.0	LOCAL STATE FED TOTAL	37.0 0.0 0.0 37.0	198.0 0.0 0.0 198.0	0.0 0.0 0.0 0.0	235.0 0.0 0.0 235.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	642	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH W FROM CTH YY TO EAST COUNTY LINE IN THE VILLAGE OF MENOMONEE FALLS (2.00 MILES)	HI	PE ROW CONST OTHER  TOTAL	383.0 1,201.0 0.0 0.0 1,584.0	0.0 0.0 4,757.0 0.0 4,757.0	0.0 0.0 0.0 0.0 0.0	383.0 1,201.0 4,757.0 0.0 6,341.0	LOCAL STATE FED (STP-M) TOTAL	316.8 0.0 1,267.2 0.0 1,584.0	951.0 0.0 3,806.0 0.0 4,757.0	0.0 0.0 0.0 0.0 0.0	1,267.8 0.0 5,073.2 0.0 6,341.0	A	NON-EXEMPT
	643	RECONSTRUCTION WITH ADDITIONAL LANES OF BARKER RD FROM STH 59 TO IH 94 (1.00 MILE)	HI	PE ROW CONST OTHER  TOTAL	20.0 410.0 0.0 0.0 430.0	0.0 0.0 300.0 0.0 300.0	0.0 0.0 4,172.0 0.0 4,172.0	20.0 410.0 4,472.0 0.0 4,902.0	LOCAL STATE FED (STP-M) TOTAL	430.0 0.0 0.0 430.0	300.0 0.0 0.0 300.0	600.0 0.0 3,572.0 0.0 4,172.0	1,330.0 0.0 3,572.0 0.0 4,902.0	A	NON-EXEMPT
	644	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH YY FROM CTH VV TO CTH W (2.0 MILES)	HE	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	253.0 0.0 0.0 0.0 253.0	519.0 920.0 6,463.0 0.0 7,911.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	253.0 0.0 0.0 0.0 253.0	7,183.0 0.0 728.0 0.0 7,911.0	A	NON-EXEMPT
	645	CONSTRUCTION OF (CTH O) MOORLAND RD FROM GRANGE AVE TO COLLEGE AVE IN THE CITY OF NEW BERLIN (1.00 MILE)	HE	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,000.0 0.0 0.0 0.0 1,000.0	P	NON-EXEMPT
	646	EXTENSION OF MOORLAND RD (CTH O) FROM JANESVILLE RD (CTH L) TO COLLEGE AVE IN THE CITY OF MUSKEGO (0.7 MILE)	HE	PE ROW CONST OTHER  TOTAL	20.0 0.0 0.0 0.0 20.0	0.0 0.0 900.0 0.0 900.0	0.0 0.0 0.0 0.0 0.0	20.0 0.0 900.0 0.0 920.0	LOCAL STATE FED (STP-M) TOTAL	4.0 0.0 16.0 0.0 20.0	180.0 0.0 720.0 0.0 900.0	0.0 0.0 0.0 0.0 0.0	184.0 0.0 736.0 0.0 920.0	P	NON-EXEMPT
	647	PROVISION OF SPECIAL SERVICE FOR THE DISABLED IN WAUKESHA COUNTY TO PARALLEL THE WAUKESHA COUNTY TRANSIT SERVICE: 1995	TP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 114.5 114.5	0.0 0.0 0.0 120.2 120.2	0.0 0.0 0.0 126.2 126.2	0.0 0.0 0.0 739.5 739.5	LOCAL STATE FED TOTAL	66.4 48.1 0.0 114.5	69.7 50.5 0.0 120.2	73.2 53.0 0.0 126.2	428.9 310.6 0.0 739.5	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
WAUKESHA COUNTY	648	CAPITAL DEPRECIATION AND OVERHEAD EXPENSES FOR WAUKESHA COUNTY TRANSIT SERVICE: 1995-2000	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 260.9 260.9	0.0 0.0 0.0 273.9 273.9	0.0 0.0 0.0 287.6 287.6	0.0 0.0 0.0 1,685.2 1,685.2	LOCAL STATE FED (FTA 9) TOTAL	0.0 50.8 210.1 260.9 260.9	0.0 53.3 220.6 273.9 273.9	0.0 56.0 231.6 287.6 287.6	0.0 328.1 1,357.1 1,685.2 1,685.2	A	EXEMPT
	649	PROVISION OF USER-SIDE SUBSIDY ADVANCE RESERVATION AND DRIVER ESCORT FOR THE ELDERLY AND DISABLED IN WAUKESHA CTY:1995-2000	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 506.0 506.0	0.0 0.0 0.0 531.4 531.4	0.0 0.0 0.0 557.9 557.9	0.0 0.0 0.0 3,269.2 3,269.2	LOCAL STATE FED TOTAL	252.0 254.0 0.0 506.0	264.6 266.8 0.0 531.4	277.8 280.1 0.0 557.9	1,627.9 1,641.3 0.0 3,269.2	A	EXEMPT
	650	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 1995-2000	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 1,471.3 1,471.3	0.0 0.0 0.0 1,531.6 1,531.6	0.0 0.0 0.0 1,618.0 1,618.0	0.0 0.0 0.0 9,475.0 9,475.0	LOCAL STATE FED (FTA 9) TOTAL	266.7 995.6 209.0 1,471.3 1,471.3	266.7 1,045.4 219.5 1,531.6 1,531.6	290.0 1,097.6 230.4 1,618.0 1,618.0	1,693.4 6,431.5 1,350.1 9,475.0 9,475.0	A	EXEMPT
	651	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WAUKESHA COUNTY	HS	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 0.0 0.0 10.0	LOCAL STATE FED (STP-S) TOTAL	1.0 0.0 9.0 10.0 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1.0 0.0 9.0 10.0 10.0	A	EXEMPT
	652	INSTALL TRAFFIC SIGNALS AT THE INTERSECTION OF CTH VV AND CTH Y IN WAUKESHA COUNTY	HS	PE ROW CONST OTHER TOTAL	5.0 94.0 0.0 0.0 99.0	0.0 0.0 352.0 0.0 352.0	0.0 0.0 0.0 0.0 0.0	5.0 94.0 352.0 0.0 451.0	LOCAL STATE FED TOTAL	99.0 0.0 0.0 99.0	352.0 0.0 0.0 352.0	0.0 0.0 0.0 0.0	451.0 0.0 0.0 451.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
V/BIG BEND	653	CONSTRUCTION OF A BIKEWAY LINKING MILW CO 76 BIKEWAY AND WAUKESHA CO /NEW BERLIN BIKEWAY TO THE CITY OF WAUKESHA AND GLACIAL DRUMLIN TR.	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 50.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 50.0 0.0 50.0	LOCAL STATE FED (STP-E) TOTAL	10.0 0.0 40.0 50.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 50.0 50.0	P	EXEMPT
	654	RECONSTRUCTION WITH NO ADDITIONAL LANES OF EDGEWOOD AVE. FROM STH 164 TO CTH L IN THE VILLAGE OF BIG BEND (0.70 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 350.0 0.0 350.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	70.0 0.0 280.0 0.0 350.0	A	EXEMPT
	655	RECONSTRUCTION WITH NO ADDITIONAL LANES OF EDGEWOOD AVE FROM THE WEST VILLAGE LIMITS TO STH 164 IN VILLAGE OF BIG BEND & T/VERNON	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 210.0 0.0 210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 210.0 0.0 210.0	LOCAL STATE FED TOTAL	210.0 0.0 0.0 210.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	210.0 0.0 0.0 210.0	A	EXEMPT
C/BROOKFIELD	656	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE PILGRIM RD/PILGRIM PKWY INTERSECTION WITH NORTH AVE. IN THE CITY OF BROOKFIELD (0.32 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 600.0 0.0 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 600.0 0.0 600.0	LOCAL STATE FED (STP-M) TOTAL	120.0 0.0 480.0 600.0 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.0 0.0 480.0 600.0 600.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	657	RECONSTRUCTION WITH NO ADDITIONAL CAPACITY OF BROOKFIELD ROAD FROM BURLEIGH ROAD TO NORTH HILLS DRIVE IN THE CITY OF BROOKFIELD (0.36 MI)	HP	PE ROW CONST OTHER TOTAL	90.0 0.0 0.0 0.0 90.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 750.0 0.0 750.0	90.0 0.0 750.0 0.0 840.0	LOCAL STATE FED (STP-M) TOTAL	18.0 0.0 72.0 90.0 90.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 600.0 750.0 750.0	168.0 0.0 672.0 840.0 840.0	A	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/BROOKFIELD	658	RECONSTRUCTION OF THE INTERSECTION OF NORTH AVENUE AND HIGHLAND DRIVE IN THE CITY OF BROOKFIELD (0.15 MILES)	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 20.0 0.0 0.0 20.0	0.0 0.0 270.0 0.0 270.0	50.0 20.0 270.0 0.0 340.0	LOCAL STATE FED (STP-M) TOTAL	10.0 0.0 40.0 0.0 50.0	4.0 0.0 16.0 0.0 20.0	54.0 0.0 216.0 0.0 270.0	68.0 0.0 272.0 0.0 340.0	P	NON-EXEMPT AIR QUALITY NEUTRAL
	659	REPLACEMENT WITH NO ADDITIONAL LANES OF PILGRIM ROAD BRIDGE OVER UNDERWOOD CREEK IN CITY OF BROOKFIELD	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 0.0 0.0 10.0	10.0 0.0 70.0 0.0 80.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 8.0 10.0	2.0 0.0 0.0 0.0 10.0	16.0 0.0 0.0 64.0 80.0	P	EXEMPT
	660	RESURFACING OF MOORLAND ROAD FROM IH 94 TO BLUEMOUND ROAD IN THE CITY OF BROOKFIELD (0.55 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	45.0 0.0 0.0 0.0 45.0	45.0 0.0 555.0 0.0 600.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 36.0 45.0	9.0 0.0 0.0 0.0 45.0	120.0 0.0 480.0 0.0 600.0	P	EXEMPT
	661	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD. FROM GEBHARDT RD. TO NORTH AVE. IN THE CITY OF BROOKFIELD (0.68 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,000.0 0.0 2,000.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	400.0 0.0 1,600.0 0.0 2,000.0	A	NON-EXEMPT
	662	RECONSTRUCTION OF THE INTERSECTION OF NORTH AVE AND LILLY RD IN THE CITY OF BROOKFIELD (0.18 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 170.0 0.0 170.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 170.0 0.0 170.0	LOCAL STATE FED (STP-M) TOTAL	85.0 85.0 0.0 0.0 170.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	85.0 85.0 0.0 0.0 170.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	663	CONSTRUCTION OF BROOKFIELD ROAD FROM DAVIDSON ROAD TO GREENFIELD AVENUE IN THE CITY OF BROOKFIELD (0.36 MILES)	HE	PE ROW CONST OTHER TOTAL	75.0 0.0 0.0 0.0 75.0	0.0 0.0 425.0 0.0 425.0	0.0 0.0 0.0 0.0 0.0	75.0 0.0 425.0 0.0 500.0	LOCAL STATE FED (STP-M) TOTAL	15.0 0.0 60.0 0.0 75.0	85.0 0.0 340.0 0.0 425.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 400.0 0.0 500.0	A	NON-EXEMPT
	664	CONSTRUCTION OF A BIKE LANE ADJACENT TO SB LANE OF LILLY ROAD FROM BURLEIGH TO RIDGEWOOD IN THE CITY OF BROOKFIELD	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 65.0 0.0 65.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 65.0 0.0 65.0	LOCAL STATE FED (B/PED) TOTAL	13.0 0.0 52.0 0.0 65.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.0 0.0 52.0 0.0 65.0	P	EXEMPT
	665	LANDSCAPING OF CALHOUN ROAD FROM GEBHARDT ROAD TO NORTH AVENUE IN THE CITY OF BROOKFIELD	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 210.0 0.0 210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 210.0 0.0 210.0	LOCAL STATE FED (STP-M) TOTAL	42.0 0.0 168.0 0.0 210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	42.0 0.0 168.0 0.0 210.0	A	EXEMPT
	666	CONSTRUCTION OF AN ASPHALT CONCRETE PATH ALONG THE SOUTH SIDE OF NORTH AVE FROM PILGRIM RD TO CALHOUN IN THE CITY OF BROOKFIELD	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 73.0 0.0 73.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 73.0 0.0 73.0	LOCAL STATE FED (STP-E) TOTAL	14.6 0.0 58.4 0.0 73.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	14.6 0.0 58.4 0.0 73.0	A	EXEMPT
	667	CONSTRUCTION OF A SIDE-WALK ALONG THE W. SIDE OF MOORLAND ROAD FROM GREENFIELD AVE TO BLUEMOUND RD IN THE CITY OF BROOKFIELD	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 130.0 0.0 130.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 130.0 0.0 130.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	26.0 0.0 104.0 0.0 130.0	0.0 0.0 0.0 0.0 0.0	26.0 0.0 104.0 0.0 130.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
T/BROOKFIELD	668	MAJOR REHABILITATION OF BROOKFIELD ROAD BRIDGE OVER DEER CREEK IN TOWN OF BROOKFIELD	HP	PE ROW CONST OTHER TOTAL	11.5 0.0 0.0 0.0 11.5	0.0 0.0 54.6 0.0 54.6	0.0 0.0 0.0 0.0 0.0	11.5 0.0 54.6 0.0 66.1	LOCAL STATE FED (BRF) TOTAL	2.3 9.2 0.0 0.0 11.5	10.9 0.0 43.7 0.0 54.6	0.0 0.0 0.0 0.0 0.0	13.2 9.2 43.7 0.0 66.1	P	EXEMPT
C/DELAFIELD	669	REHABILITATION OF NAGAWICKA ROAD BRIDGE OVER BARK RIVER IN CITY OF DELAFIELD	HP	PE ROW CONST OTHER TOTAL	30.0 0.0 0.0 0.0 30.0	0.0 0.0 93.8 0.0 93.8	0.0 0.0 0.0 0.0 0.0	30.0 0.0 93.8 0.0 123.8	LOCAL STATE FED (BRF) TOTAL	6.0 24.0 0.0 0.0 30.0	18.8 0.0 75.0 0.0 93.8	0.0 0.0 0.0 0.0 0.0	24.8 24.0 75.0 0.0 123.8	P	EXEMPT
V/ELM GROVE	670	MAJOR REHABILITATION OF WATERTOWN PLANK ROAD BRIDGE OVER UNDERWOOD CREEK IN VILLAGE OF ELM GROVE	HP	PE ROW CONST OTHER TOTAL	4.0 0.0 150.0 0.0 154.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.0 0.0 150.0 0.0 154.0	LOCAL STATE FED (BRF) TOTAL	30.8 3.2 120.0 0.0 154.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.8 3.2 120.0 0.0 154.0	P	EXEMPT
	671	REPLACEMENT OF JUNEAU BLVD BRIDGE OVER UNDERWOOD CREEK	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 160.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 160.0 0.0 160.0	LOCAL STATE FED (BRF) TOTAL	32.0 0.0 128.0 0.0 160.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	32.0 0.0 128.0 0.0 160.0	P	EXEMPT
V/HARTLAND	672	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E CAPITOL DR. FROM MAPLE AVE. TO MERTON AVE. IN THE VILLAGE OF HARTLAND (0.47 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.1 0.0 541.4 0.0 601.5	60.1 0.0 541.4 0.0 601.5	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	601.5 0.0 0.0 0.0 601.5	601.5 0.0 0.0 0.0 601.5	A	EXEMPT
V/MENOMONEE FALLS	673	REPLACEMENT OF ROOSEVELT DR BRIDGE OVER MENOMONEE RIVER	HP	PE ROW CONST OTHER TOTAL	0.0 50.0 310.0 0.0 360.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 50.0 310.0 0.0 360.0	LOCAL STATE FED (BRF) TOTAL	72.0 0.0 288.0 0.0 360.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	72.0 0.0 288.0 0.0 360.0	A	EXEMPT
	674	REPLACEMENT OF PILGRIM RD BRIDGE OVER MENOMONEE RIVER	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 517.0 0.0 517.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 517.0 0.0 517.0	LOCAL STATE FED (BRF) TOTAL	103.4 0.0 413.6 0.0 517.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	103.4 0.0 413.6 0.0 517.0	A	EXEMPT
	675	RECONDITIONING OF FOND DU LAC AVE FROM 124TH ST TO JEFFERSON AVE IN THE VILLAGE OF MENOMONEE FALLS (1.90 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 665.0 0.0 665.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	133.0 0.0 532.0 0.0 665.0	A	EXEMPT
	676	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WATER ST FROM MAIN ST TO RICHFIELD WAY IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 0.0 0.0 80.0	80.0 0.0 450.0 0.0 530.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.0 0.0 64.0 0.0 80.0	106.0 0.0 424.0 0.0 530.0	A	EXEMPT
	677	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM MENOMONEE AVE TO MAIN ST IN THE VILLAGE OF MENOMONEE FALLS (.6 MI)	HI	PE ROW CONST OTHER TOTAL	0.0 150.0 1,100.0 0.0 1,250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 150.0 1,100.0 0.0 1,250.0	LOCAL STATE FED (STP-M) TOTAL	250.0 0.0 1,000.0 0.0 1,250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	250.0 0.0 1,000.0 0.0 1,250.0	A	NON-EXEMPT

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
V/MENOMONEE FALLS	678	RECONSTRUCTION WITH ADDITIONAL LANES OF PILGRIM RD FROM USH 41 TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS (0.7 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	142.0 0.0 0.0 0.0 142.0	142.0 0.0 805.0 0.0 947.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	28.4 0.0 113.6 0.0 142.0	189.4 0.0 757.6 0.0 947.0	A	NON-EXEMPT
	* 679	CONSTRUCTION OF SHADY LANE FROM ST THOMAS DR TO APPLETON AVE IN THE VILLAGE OF MENOMONEE FALLS (0.15 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 20.0 500.0 0.0 520.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 20.0 500.0 0.0 520.0	LOCAL STATE FED (STP-M) TOTAL	104.0 0.0 416.0 0.0 520.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	104.0 0.0 416.0 0.0 520.0	P	NON-EXEMPT
	680	REPLACEMENT WITH NO ADDITIONAL CAPACITY OF ARTHUR AVENUE BRIDGE OVER MENOMONEE RIVER IN VILLAGE OF MENOMONEE FALLS	OH	PE ROW CONST OTHER TOTAL	30.0 0.0 0.0 0.0 30.0	0.0 0.0 120.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 120.0 0.0 150.0	LOCAL STATE FED (STP-M) TOTAL	6.0 24.0 0.0 0.0 30.0	24.0 0.0 96.0 0.0 120.0	0.0 0.0 0.0 0.0 0.0	30.0 24.0 96.0 0.0 150.0	P	EXEMPT
	* 681	RECONSTRUCTION WITH NO ADDITIONAL LANES ON THE MARCY RD APPROACHES TO THE C&NW CROSSING IN THE VILLAGE OF MENOMONEE FALLS (.2 MI)	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0 70.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	70.0 0.0 0.0 0.0 70.0	0.0 0.0 0.0 0.0 0.0	70.0 0.0 0.0 0.0 70.0	A	EXEMPT
	682	CONSTRUCTION OF BICYCLE PATH ALONG FOND DU LAC AVE FROM 124TH ST TO JEFFERSON AVE IN THE VILLAGE OF MENOMONEE FALLS	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 225.0 0.0 0.0 225.0	0.0 225.0 200.0 0.0 425.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	45.0 0.0 180.0 0.0 225.0	85.0 0.0 340.0 0.0 425.0	P	EXEMPT
	T/MERTON 683	REPLACEMENT AND ROAD REALIGNMENT WITH NO ADDITIONAL CAPACITY OF WEST SHORE DRIVE BRIDGE OVER C&NW RAILROAD IN TOWN OF MERTON	HP	PE ROW CONST OTHER TOTAL	77.5 0.0 0.0 0.0 77.5	0.0 0.0 370.5 0.0 370.5	0.0 0.0 0.0 0.0 0.0	77.5 0.0 370.5 0.0 448.0	LOCAL STATE FED (BRF) TOTAL	15.5 62.0 0.0 0.0 77.5	74.1 0.0 296.4 0.0 370.5	0.0 0.0 0.0 0.0 0.0	89.6 62.0 296.4 0.0 448.0	P	EXEMPT
	C/NEW BERLIN 684	RECONSTRUCTION WITH NO ADDITIONAL LANES OF GRANGE AVE FROM 124TH ST TO MOORLAND RD IN THE CITY OF NEW BERLIN (2.03 MILES)	HP	PE ROW CONST OTHER TOTAL	174.0 72.0 0.0 0.0 246.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 800.0 0.0 800.0	174.0 72.0 800.0 0.0 1,046.0	LOCAL STATE FED (STP-M) TOTAL	49.2 0.0 196.8 0.0 246.0	0.0 0.0 0.0 0.0 0.0	160.0 0.0 640.0 0.0 800.0	209.2 0.0 836.8 0.0 1,046.0	A	EXEMPT
	* 685	RECONSTRUCTION WITH NO ADDITIONAL LANES OF SUNNYSLOPE RD FROM BELOIT RD TO NATIONAL AVE IN THE CITY OF NEW BERLIN (2.0 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 200.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 200.0 0.0 200.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	P	EXEMPT
	686	RECONSTRUCTION WITH NO ADDITIONAL CAPACITY OF SUNNY SLOPE ROAD FROM NATIONAL AVENUE TO LINCOLN AVENUE IN THE C/NEW BERLIN (1.1 MILE)	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 25.0 0.0 0.0 25.0	0.0 0.0 510.4 0.0 510.4	50.0 25.0 510.4 0.0 585.4	LOCAL STATE FED (STP-M) TOTAL	10.0 0.0 40.0 0.0 50.0	5.0 0.0 20.0 0.0 25.0	0.0 102.1 408.3 0.0 510.4	15.0 102.1 468.3 0.0 585.4	P	EXEMPT
	687	RECONSTRUCTION WITH NO ADDITIONAL CAPACITY OF CALHOUN ROAD FROM NATIONAL AVE (CTH ES) TO CLEVELAND (CTH D) IN C/NEW BERLIN (2.04M)	HP	PE ROW CONST OTHER TOTAL	175.5 50.0 1,170.0 0.0 1,395.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	175.5 50.0 1,170.0 0.0 1,395.5	LOCAL STATE FED (STP-M) TOTAL	419.5 0.0 976.0 0.0 1,395.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	419.5 0.0 976.0 0.0 1,395.5	P	EXEMPT

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/NEW BERLIN	688	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN ROAD FROM GREENFIELD AVE (STH 59) TO ROGERS DR IN CITY OF NEW BERLIN (0.65 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	82.5 0.0 0.0 0.0 82.5	82.5 25.0 525.0 0.0 632.5	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.5 0.0 66.0 0.0 82.5	126.5 0.0 506.0 0.0 632.5	P	NON-EXEMPT
	689	RECONSTRUCTION WITH NO ADDITIONAL LANES OF LINCOLN AVE. FROM CALHOUN RD. TO JOHNSON RD IN THE CITY OF NEW BERLIN (1.60 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	164.0 0.0 0.0 0.0 164.0	0.0 112.0 0.0 0.0 112.0	164.0 112.0 1,900.0 0.0 2,176.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	164.0 0.0 0.0 0.0 164.0	112.0 0.0 0.0 0.0 112.0	2,176.0 0.0 0.0 0.0 2,176.0	A	EXEMPT
	*														
C/OCONOMOWOC	690	REHABILITATION OF OAKWOOD AVENUE BRIDGE OVER FOWLER LAKE IN CITY OF OCONOMOWOC	HP	PE ROW CONST OTHER TOTAL	10.5 0.0 31.5 0.0 42.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.5 0.0 31.5 0.0 42.0	LOCAL STATE FED (BRF) TOTAL	8.4 8.4 25.2 0.0 42.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	8.4 8.4 25.2 0.0 42.0	P	EXEMPT
	691	REPLACEMENT WITH NO ADDITIONAL CAPACITY OF CONCORD ROAD BRIDGE OVER OCONOMOWOC RIVER IN CITY OF OCONOMOWOC	HP	PE ROW CONST OTHER TOTAL	30.0 0.0 0.0 0.0 30.0	0.0 0.0 150.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 150.0 0.0 180.0	LOCAL STATE FED (BRF) TOTAL	6.0 24.0 0.0 0.0 30.0	30.0 0.0 120.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	36.0 24.0 0.0 0.0 180.0	P	EXEMPT
	692	DEVELOPMENT OF A BIKE/ PED PLAN WHICH WOULD COMPLETE CIRCUITS AROUND FOWLER LAKE IN THE CITY OF OCONOMOWOC	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 16.0 16.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 16.0 16.0	LOCAL STATE FED (B/PED) TOTAL	3.2 0.0 12.8 0.0 16.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	3.2 0.0 0.0 12.8 16.0	P	EXEMPT
T/PEWAUKEE	693	RECONSTRUCTION WITH NO ADDITIONAL LANES OF DUPLAINVILLE RD FROM GREEN RD TO STH 164 IN THE TOWN OF PEWAUKEE (0.80 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0 400.0	0.0 0.0 400.0 0.0 400.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 320.0 0.0 400.0	80.0 0.0 320.0 0.0 400.0	A	EXEMPT
	694	RECONDITIONING OF WATERTOWN RD FROM NORTH AVE (CTH M) TO SPRINGDALE RD IN THE TOWN OF PEWAUKEE (0.75 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 0.0 0.0 30.0	30.0 0.0 200.0 0.0 230.0	LOCAL STATE FED (STP-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 24.0 0.0 30.0	46.0 0.0 184.0 0.0 230.0	A	EXEMPT
V/SUSSEX	695	RECONSTRUCTION OF GOOD HOPE RD FROM WAUKESHA AVE TO MAPLE AVE INCLUDING REDESIGN OF WOODSIDE RD INTER./VIL. OF SUSSEX (0.90 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0 400.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	400.0 0.0 0.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	400.0 0.0 0.0 0.0 400.0	A	EXEMPT
	696	RESURFACE MAIN ST FROM LOCUST AVE TO WAUKESHA IN THE VILLAGE OF SUSSEX (1.0 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 330.0 0.0 330.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 330.0 0.0 330.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	330.0 0.0 0.0 0.0 330.0	0.0 0.0 0.0 0.0 0.0	330.0 0.0 0.0 0.0 330.0	A	EXEMPT
	697	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAPLE AVE FROM MAIN ST TO CLOVER DR IN THE VILLAGE OF SUSSEX (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,500.0 0.0 1,500.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,500.0 0.0 0.0 0.0 1,500.0	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
V/SUSSEX	698	INSTALL TRAFFIC SIGNAL AT INTERSECTION OF WAUKESHA AVE AND MAIN ST IN THE VILLAGE OF SUSSEX	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 50.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 50.0 50.0	LOCAL STATE FED	0.0 0.0 0.0	50.0 0.0 0.0	0.0 0.0 0.0	50.0 0.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
C/WAUKESHA	699	RECONSTRUCTION WITH AUXILIARY LANES OF S. EAST AVE. FROM STH 59/164 TO GARFIELD AVE & LIGHTING FROM STH 59/164 TO SUNSET DR	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 900.0 0.0 900.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 900.0 0.0 900.0	LOCAL STATE FED (STP-M)	180.0 0.0 720.0	0.0 0.0 0.0	0.0 0.0 0.0	180.0 0.0 720.0	A	EXEMPT
	700	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. ST. PAUL AVE FROM MADISON ST TO WISCONSIN AVE IN THE CITY OF WAUKESHA (0.26 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 260.0 0.0 260.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	260.0 0.0 0.0	A	EXEMPT
	701	RECONSTRUCTION WITH AUXILIARY LANES OF E. MAIN ST FROM MANHATTAN DR. TO STH 164 IN THE CITY OF WAUKESHA (1.2 MILES)	HP	PE ROW CONST OTHER TOTAL	10.0 0.0 500.0 0.0 510.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 500.0 0.0 510.0	LOCAL STATE FED (STP-M)	102.0 0.0 408.0	0.0 0.0 0.0	0.0 0.0 0.0	102.0 0.0 408.0	A	EXEMPT
	702	RECONSTRUCTION WITH NO ADDITIONAL LANES OF COLLEGE AVE FROM WISCONSIN CENTRAL RR TO CHARLES ST. IN THE CITY OF WAUKESHA (0.51 MILE)	HP	PE ROW CONST OTHER TOTAL	167.0 0.0 850.0 0.0 1,017.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	167.0 0.0 850.0 0.0 1,017.0	LOCAL STATE FED (STP-M)	203.4 0.0 813.6	0.0 0.0 0.0	0.0 0.0 0.0	203.4 0.0 813.6	A	EXEMPT
	703	RECONSTRUCTION WITH PARKING LANES OF MADISON ST FROM COMANCHE LN TO MERRILL HILLS RD IN THE CITY OF WAUKESHA (0.25)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 220.0 0.0 220.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 220.0 0.0 220.0	LOCAL STATE FED	220.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	220.0 0.0 0.0	A	EXEMPT
	704	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S. EAST AVE FROM COLLEGE AVE TO LAFLIN AVE IN THE CITY OF WAUKESHA (0.15 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 160.0 0.0 160.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	160.0 0.0 0.0	A	EXEMPT
	705	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. BROADWAY ST FROM EAST AVE. TO LAKE ST. IN THE CITY OF WAUKESHA (0.35 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 900.0 0.0 1,050.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	210.0 0.0 840.0	A	EXEMPT
	706	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST AVE. FROM WISCONSIN AVE TO NEWHALL AVE. IN THE CITY OF WAUKESHA (0.7M)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	275.0 0.0 1,250.0 0.0 1,525.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	305.0 0.0 1,220.0	A	EXEMPT
	707	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E. BROADWAY FROM LAKE ST. TO PORTER AVE. IN THE CITY OF WAUKESHA (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	180.0 0.0 900.0 0.0 1,080.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	216.0 0.0 864.0	A	EXEMPT
				TOTAL	0.0	0.0	0.0	1,080.0	TOTAL	0.0	0.0	0.0	1,080.0		

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/WAUKESHA	708	RECONSTRUCTION WITH NO ADDITIONAL LANES OF W. COLLEGE AVE FROM PRAIRIE AVE TO THE WISCONSIN CENTRAL RR IN C/WAUKESHA (0.41 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	175.0 0.0 0.0 0.0	175.0 0.0 900.0 0.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	35.0 0.0 140.0 0.0	215.0 0.0 860.0 0.0	A	EXEMPT
		TOTAL			0.0	0.0	175.0	1,075.0	TOTAL	0.0	0.0	175.0	1,075.0		
	709	RECONSTRUCTION WITH NO ADDITIONAL LANES OF COLLEGE AVE. FROM CHARLES ST. TO RACINE AVE. IN THE CITY OF WAUKESHA (0.5 MILE)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	150.0 0.0 700.0 0.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	170.0 0.0 680.0 0.0	A	EXEMPT
		TOTAL			0.0	0.0	0.0	850.0	TOTAL	0.0	0.0	0.0	850.0		
	710	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. RACINE AVE. FROM BROADWAY TO ROBERTA AVE. IN THE CITY OF WAUKESHA (0.85 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 530.0 0.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	530.0 0.0 0.0 0.0	A	EXEMPT
		TOTAL			0.0	0.0	0.0	530.0	TOTAL	0.0	0.0	0.0	530.0		
	711	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. EAST AVE. FROM WISCONSIN AVE. TO COLLEGE AVE. IN THE CITY OF WAUKESHA (.65MI)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 570.0 0.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	570.0 0.0 0.0 0.0	A	EXEMPT
		TOTAL			0.0	0.0	0.0	570.0	TOTAL	0.0	0.0	0.0	570.0		
	712	RESURFACING OF E. SUNSET DR. FROM GRAMLING LN. TO STH 59 IN THE CITY OF WAUKESHA (0.34 MILES)	HP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 160.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 160.0 0.0	LOCAL STATE FED	0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	160.0 0.0 0.0 0.0	A	EXEMPT
		TOTAL			0.0	160.0	0.0	160.0	TOTAL	0.0	160.0	0.0	160.0		
	713	RECONSTRUCTION WITH ADDITIONAL LANES OF E. MAIN ST. FROM USH 18 TO STH 164 IN THE CITY OF WAUKESHA (0.80 MILES)	HI	PE 0.0 ROW 0.0 CONST 0.0 OTHER 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	250.0 0.0 0.0 0.0	250.0 0.0 1,756.0 0.0	LOCAL STATE FED (STP-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	50.0 0.0 200.0 0.0	401.2 0.0 1,604.8 0.0	A	NON-EXEMPT
		TOTAL			0.0	0.0	250.0	2,006.0	TOTAL	0.0	0.0	250.0	2,006.0		
	714	PURCHASE AND INSTALL PASSENGER SHELTERS SYSTEM WIDE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 25.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 25.0	0.0 0.0 0.0 75.0	LOCAL STATE FED (FTA 9)	5.0 0.0 20.0 0.0	0.0 0.0 0.0 0.0	5.0 0.0 20.0 0.0	15.0 0.0 60.0 0.0	A	EXEMPT
		TOTAL			25.0	0.0	25.0	75.0	TOTAL	25.0	0.0	25.0	75.0		
	715	REBUILD URBAN TRANSIT COACH ENGINE/ TRANSMISSION PACKAGES FOR EXISTING ORION AND GILLIG COACHES: 1994 (WI-90-X203 FUNDED)	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 45.2	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 45.2	LOCAL STATE FED (FTA 9)	8.2 0.0 37.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	8.2 0.0 37.0 0.0	A	EXEMPT
		TOTAL			45.2	0.0	0.0	45.2	TOTAL	45.2	0.0	0.0	45.2		
	716	PURCHASE MICROCOMPUTER HARDWARE AND SOFTWARE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 15.5	0.0 0.0 0.0 0.0	0.0 0.0 0.0 13.0	0.0 0.0 0.0 10.0	0.0 0.0 0.0 68.5	LOCAL STATE FED (FTA 9)	3.1 0.0 12.4 0.0	2.6 0.0 10.4 0.0	2.0 0.0 8.0 0.0	13.7 0.0 54.8 0.0	A	EXEMPT
		TOTAL			15.5	13.0	10.0	68.5	TOTAL	15.5	13.0	10.0	68.5		
	717	PURCHASE MISCELLANEOUS TOOLS AND EQUIPMENT FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 6.1	0.0 0.0 0.0 0.0	0.0 0.0 0.0 20.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 36.1	LOCAL STATE FED (FTA 9)	1.2 0.0 4.9 0.0	4.0 0.0 16.0 0.0	0.0 0.0 0.0 0.0	7.2 0.0 28.9 0.0	A	EXEMPT
		TOTAL			6.1	20.0	0.0	36.1	TOTAL	6.1	20.0	0.0	36.1		

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Source: SEWRPC.



Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/WAUKESHA	718	PURCHASE AND INSTALL SHOP EQUIPMENT FOR EXPANSION OF OPERATIONS FACILITY FOR CITY OF WAUKESHA TRANSIT SYSTEM UTILITY (WI-90-X203)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 50.3 50.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 50.3 50.3	LOCAL STATE FED (FTA 9)	10.0 0.0 40.3 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.3 0.0 50.3	A	EXEMPT
	719	PURCHASE AND INSTALL PARATRANSIT DISPATCH SOFTWARE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 25.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 25.0 25.0	LOCAL STATE FED (FTA 9)	5.0 0.0 20.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 20.0 0.0 25.0	A	EXEMPT
	720	PURCHASE MISCELLANEOUS BUS PARTS FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 16.7 16.7	0.0 0.0 0.0 20.0 20.0	0.0 0.0 0.0 10.0 10.0	0.0 0.0 0.0 86.7 86.7	LOCAL STATE FED (FTA 9)	3.3 0.0 13.4 0.0	4.0 0.0 16.0 0.0	2.0 0.0 8.0 0.0	17.3 0.0 69.4 0.0	A	EXEMPT
	721	OPERATING ASSISTANCE FOR CITY OF WAUKESHA TRANSIT SYSTEM UTILITY: 1995-2000	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 1,468.4 1,468.4	0.0 0.0 0.0 1,525.1 1,525.1	0.0 0.0 0.0 1,569.6 1,569.6	0.0 0.0 0.0 9,400.0 9,400.0	LOCAL STATE FED (FTA 9)	531.5 746.9 190.0 0.0	556.9 776.2 192.0 0.0	569.9 803.7 196.0 0.0	3,180.2 3,028.8 1,193.0 0.0	A	EXEMPT
	722	REPLACE SERVICE VEHICLE (PICK-UP TRUCK) FOR CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 30.0 30.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 30.0 30.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0 0.0	6.0 0.0 24.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.0 0.0 24.0 0.0 30.0	A	EXEMPT
	723	CLEAN AIR UPGRADE KITS FOR ENGINE REBUILDS FOR ORION AND GILLIG BUSES: 1995--90% FEDERAL SHARE	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 14.0 14.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 14.0 14.0	LOCAL STATE FED (FTA 9)	1.4 0.0 12.6 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1.4 0.0 12.6 0.0	A	EXEMPT
	724	ANTI-FREEZE RECOVERY SYSTEM FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 8.0 8.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 8.0 8.0	LOCAL STATE FED (FTA 9)	1.6 0.0 6.4 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1.6 0.0 6.4 0.0	A	EXEMPT
	725	REPLACE PHOTOCOPIER FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 8.0 8.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 8.0 8.0	LOCAL STATE FED (FTA 9)	1.6 0.0 6.4 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1.6 0.0 6.4 0.0	A	EXEMPT
	726	TIRE LEASE FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY: 1995-2000	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 20.2 20.2	0.0 0.0 0.0 26.5 26.5	0.0 0.0 0.0 29.1 29.1	0.0 0.0 0.0 172.2 172.2	LOCAL STATE FED (FTA 9)	4.0 0.0 16.2 0.0	5.3 0.0 21.2 0.0	5.9 0.0 23.2 0.0	34.5 0.0 137.7 0.0	A	EXEMPT
	727	REBUILD URBAN TRANSIT COACH ENGINE/ TRANSMISSION PACKAGES FOR EXISTING ORION AND GILLIG COACHES: 1996	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 24.0 24.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 24.0 24.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0 0.0	4.8 0.0 19.2 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.8 0.0 19.2 0.0 24.0	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Table A-1

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA--WAUKESHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS			
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP	
C/WAUKESHA	728	CLEAN AIR UPGRADE KITS FOR ENGINE REBUILDS FOR ORION AND GILLIG BUSES: 1996--90% FEDERAL SHARE	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 14.0 14.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 14.0 14.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0	1.4 0.0 12.6 0.0	0.0 0.0 0.0 0.0	1.4 0.0 12.6 14.0	A	EXEMPT	
	729	DESIGN, ENGINEERING, AND CONSTRUCTION OF ADDITION TO OPERATIONS FACILITY OF THE CITY OF WAUKESHA TRANSIT SYSTEM (W1-90-X203 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 1,200.0 1,200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,200.0 1,200.0	LOCAL STATE FED (FTA 9)	240.0 0.0 960.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	240.0 0.0 960.0 1,200.0	A	EXEMPT	
	730	REBUILD URBAN TRANSIT COACH ENGINE/ TRANSMISSION PACKAGES FOR EXISTING ORION AND GILLIG COACHES: 1995	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 91.0 91.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 91.0 91.0	LOCAL STATE FED (FTA 9)	18.2 0.0 72.8 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	18.2 0.0 72.8 91.0	A	EXEMPT	
	731	REPLACEMENT OF 11 URBAN TRANSIT COACHES FOR THE CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2,805.0 2,805.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	561.0 0.0 2,244.0 2,805.0	A	EXEMPT	
	732	CONSTRUCT ALTERNATE FUEL FACILITY FOR CITY OF WAUKESHA TRANSIT SYSTEM UTILITY	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,600.0 1,600.0	0.0 0.0 0.0 1,600.0 1,600.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,280.0	320.0 0.0 1,280.0 1,600.0	320.0 0.0 1,280.0 1,600.0	A	EXEMPT	
	733	BUS SERVICE EXPANSION: AIRPORT INDUSTRIAL PARK SHUTTLE IN THE CITY OF WAUKESHA: 1996-97	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 66.1 66.1	0.0 0.0 0.0 66.4 66.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 132.5 132.5	LOCAL STATE FED (CMAQ)	7.9 26.8 31.4 0.0	7.7 27.9 30.8 0.0	0.0 0.0 0.0 0.0	15.6 54.7 62.2 132.5	A	NON-EXEMPT AIR QUALITY NEUTRAL	
	734	RECONSTRUCTION WITH NO ADDITIONAL LANES OF SILVERNAIL RD. (CTH TJ) FROM MEADOW LN. (EAST) TO UNIVERSITY DR. IN THE C/ WAUKESHA(0.8 MI)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 188.0 0.0 188.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 188.0 0.0 188.0	LOCAL STATE FED	188.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	188.0 0.0 0.0	A	EXEMPT	
	735	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. HARTWELL AVE. FROM E. COLLEGE AVE. TO BROADWAY IN THE CITY OF WAUKESHA (.34 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 100.0 0.0 100.0	0.0 0.0 300.0 0.0 300.0	0.0 0.0 400.0 0.0 400.0	LOCAL STATE FED	0.0 0.0 0.0	100.0 0.0 0.0	300.0 0.0 0.0	400.0 0.0 0.0	A	EXEMPT	
	736	INSTALLATION OF BICYCLE TRAIL SIGNAGE LINKING GLACIAL DRUMLIN/NEW BERLIN TRAIL - WAUKESHA RIVERFRONT PARKS IN CITY OF WAUKESHA	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 50.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 50.0 50.0	LOCAL STATE FED (STP-O)	10.0 0.0 40.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	10.0 0.0 40.0 50.0	A	EXEMPT	
	737	TRAFFIC RESPONSIVE CLOSED LOOP SYSTEM IN THE CITY OF WAUKESHA: 1993 AND 1995 FUNDS	EE	PE ROW CONST OTHER TOTAL	46.3 0.0 375.3 0.0 421.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	46.3 0.0 375.3 0.0 421.6	LOCAL STATE FED (CMAQ)	84.3 0.0 337.3 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	84.3 0.0 337.3 421.6	A	NON-EXEMPT AIR QUALITY NEUTRAL	
				TOTAL		421.6	0.0	0.0	421.6	TOTAL	421.6	0.0	0.0	421.6		

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Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	738	RESURFACING OF USH 45 FROM ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 50.0 970.0 0.0 1,020.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 204.0 816.0 0.0 1,020.0	A	EXEMPT
	739	CONTINUING REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SEWRPC	HP	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 74.				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 74.				A	EXEMPT
	740	RECONDITIONING OF STH 83 FROM STH 50 TO THE ILLINOIS STATE LINE IN THE TOWN OF SALEM (5.15 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 1,700.0 0.0 1,900.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 380.0 1,520.0 0.0 1,900.0	A	EXEMPT
	741	REHABILITATION OF STH 83 FROM STH 50 TO CTH JB/KD IN THE TOWN OF WHEATLAND (2.26 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 1,300.0 0.0 1,400.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 280.0 1,120.0 0.0 1,400.0	A	EXEMPT
	742	RESURFACING OF EAST-WEST FREEWAY (I-94) FROM NORTH KENOSHA COUNTY LINE TO ILLINOIS STATE LINE (12.13 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 11,000.0 0.0 11,000.0	0.0 0.0 11,000.0 0.0 11,000.0	LOCAL STATE FED (FAI) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,100.0 9,900.0 9,900.0	0.0 0.0 1,100.0 9,900.0 9,900.0	P	EXEMPT
	743	RECONSTRUCTION OF WEIGH STA 21 ON WB EAST-WEST FREEWAY (I-94) IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 900.0 0.0 900.0	0.0 0.0 900.0 0.0 3,900.0	LOCAL STATE FED (FAI) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 90.0 810.0 3,510.0	0.0 0.0 390.0 3,510.0 3,510.0	A	EXEMPT
	744	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH ML BRIDGE OVER IH94 IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 5,000.0 0.0 5,000.0	LOCAL STATE FED (FAI-4R) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 500.0 4,500.0 0.0 5,000.0	A	EXEMPT
	745	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH S TO STH 11 IN THE TOWNS OF SOMERS AND MT. PLEASANT (6.30 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 3,890.0 16,610.0 0.0 20,500.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 20,500.0 0.0 20,500.0 0.0	P	NON-EXEMPT
	746	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM LAKE GENEVA TO SLADES CORNERS IN KENOSHA AND WALWORTH COUNTIES (7.40 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 3,154.0 0.0 0.0 3,154.0	0.0 3,154.0 25,756.0 0.0 28,910.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 3,154.0 0.0 0.0 3,154.0	0.0 0.0 0.0 0.0 0.0	0.0 28,910.0 0.0 28,910.0 0.0	P	NON-EXEMPT
	747	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 165 FROM IH 94 TO A POINT 0.5 MILES WEST OF CTH H (1.0 MILE)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	150.0 0.0 1,400.0 0.0 1,550.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 37.0 113.0 387.0 1,163.0	0.0 387.0 1,163.0 0.0 1,550.0	P	NON-EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	748	ELDERLY/DISABLED TRANSPORTATION- KENOSHA ACHIEVEMENT CENTER; SMALL BUS /L 8/1: 1993	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 34.4 34.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 34.4 34.4	LOCAL STATE FED (FTA 1682) TOTAL	6.9 0.0 27.5 0.0 34.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.9 0.0 27.5 0.0 34.4	A	EXEMPT
	749	ELDERLY/DISABLED TRANSPORTATION KENOSHA ACHIEVEMENT CENTER KENOSHA; 1 MEDIUM BUS 14/2 1994	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 37.6 37.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 37.6 37.6	LOCAL STATE FED (FTA 1682) TOTAL	7.5 0.0 30.1 0.0 37.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.5 0.0 30.1 0.0 37.6	A	EXEMPT
	750	ELDERLY/DISABLED TRANSPORTATION CAPITAL GRANT 16(B)(2) KENOSHA ACHIEVEMENT CENTER; 2-40 PASS. BUSES/LIFT 2-28 PASS. BUSES/LIFT: 1989	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 151.6 151.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 151.6 151.6	LOCAL STATE FED (FTA 1682) TOTAL	30.3 0.0 121.3 0.0 151.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.3 0.0 121.3 0.0 151.6	A	EXEMPT
	751	ELDERLY/DISABLED TRANSPORTATION KENOSHA ACHIEVEMENT CENTER KENOSHA 2-40PASS BUSES/L 30/2: 2-24 PASS BUSES/L 16/2: 1991	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 184.8 184.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 184.8 184.8	LOCAL STATE FED (FTA 1682) TOTAL	37.0 0.0 147.8 0.0 184.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	37.0 0.0 147.8 0.0 184.8	A	EXEMPT
	752	CONSTRUCTION OF BARRIER WALLS AT BRIDGE APPROACHES ON I-94 FROM N. KENOSHA CO. LINE TO ILLINOIS BORDER (12.2 MILES)	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	250.0 0.0 0.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	250.0 0.0 2,000.0 0.0 2,250.0	LOCAL STATE FED (TH-M) TOTAL	0.0 0.0 0.0 250.0 0.0	0.0 0.0 250.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,250.0 0.0 2,250.0	A	EXEMPT
	753	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN MIL KEN WAL WAUK WASH AND OZ COUNTIES	HS	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 116.			LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 116.			A	EXEMPT		
	754	INSTALL COMPREHENSIVE RIDESHARE SIGNAGE ALONG INTERSTATE HIGHWAYS IN THE 6 NON-ATTAINMENT COUNTIES & IN ADJOINING AREAS:1995	EE	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 126.			LOCAL STATE FED (CMAQ) TOTAL	Source of Project funds is reported in Project No. 126			A	EXEMPT		
	755	PUBLIC INFORMATION CAMPAIGN TO PROMOTE ENVIRO-FRIENDLY TRANSPORTATION HABITS (JOINT EFFORT INVOLVING DOT AND DNR): 1995-96	EE	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 127.			LOCAL STATE FED (CMAQ) TOTAL	Source of Project funds is reported in Project No. 127.			A	NON-EXEMPT		
	756	WISCONSIN VEHICLE INSPECTION PROGRAM (MOTOR VEHICLE EMISSIONS TESTING): 1995-96	EE	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 128.			LOCAL STATE FED (CMAQ) TOTAL	Source of Project funds is reported in Project No. 128			A	NON-EXEMPT		
	757	OPERATION & MAINTENANCE OF THE 'MONITOR' FREEWAY TRAFFIC MANAGEMENT SYSTEM (EARLY ACTION PHASE): 1995-96	EE	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 129.			LOCAL STATE FED (CMAQ) TOTAL	Source of Project funds is reported in Project No. 129.			A	NON-EXEMPT		

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Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
KENOSHA COUNTY	758	REPLACEMENT WITH NO ADDITIONAL CAPACITY OF BURLINGTON ROAD (CTH S) BRIDGE OVER WATERWAY KNOWN AS KILBOURN ROAD DITCH IN TOWN OF SOMERS	HP	PE ROW CONST OTHER TOTAL	5.0 0.0 220.0 0.0 225.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 220.0 0.0 225.0	LOCAL STATE FED (BRF) TOTAL	45.0 4.0 176.0 0.0 225.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	45.0 4.0 176.0 0.0 225.0	P	EXEMPT
	759	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (STP-O) TOTAL	10.0 0.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 0.0 50.0	A	EXEMPT
	760	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (BRF) TOTAL	10.0 0.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 0.0 50.0	A	EXEMPT
	761	REHABILITATION OF THE CTH E BRIDGE OVER PIKE CREEK IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 30.0 0.0 30.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 30.0 0.0 30.0	LOCAL STATE FED  TOTAL	30.0 0.0 0.0 0.0 30.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 0.0 0.0 30.0	A	EXEMPT
	762	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH Y STRUCTURE OVER PIKE CREEK IN KENOSHA COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 220.0 0.0 220.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 220.0 0.0 220.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 176.0 0.0	44.0 0.0 176.0 0.0 220.0	0.0 0.0 0.0 0.0 0.0	44.0 0.0 176.0 0.0 220.0	A	EXEMPT
	763	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH G FROM CTH E TO CTH A IN KENOSHA COUNTY (1.20 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.0 0.0 0.0 0.0 120.0	120.0 0.0 0.0 0.0 120.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 96.0 96.0	24.0 0.0 0.0 0.0 24.0	24.0 0.0 0.0 96.0 96.0	A	EXEMPT
	764	RECONSTRUCTION OF NEW ALIGNMENT OF CTH ML FROM CTH H TO STH 31 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 0.0 0.0 0.0 150.0	150.0 0.0 0.0 0.0 150.0	LOCAL STATE FED (STP-S) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 120.0 120.0	30.0 0.0 0.0 0.0 30.0	570.0 0.0 0.0 2,180.0 2,750.0	A	NON-EXEMPT
	765	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH E FROM 100TH AVE TO CTH EA IN THE TOWN OF SOMERS (1.70 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 914.0 0.0 914.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 914.0 0.0 914.0	LOCAL STATE FED (STP-O) TOTAL	182.8 0.0 731.2 0.0 914.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	182.8 0.0 731.2 0.0 914.0	A	EXEMPT
	766	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH ML FROM STH 165 TO CTH EZ IN THE VILLAGE OF PLEASANT PRAIRIE (1.0 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 740.0 0.0 740.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 740.0 0.0 740.0	LOCAL STATE FED (STP-O) TOTAL	148.0 0.0 592.0 0.0 740.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	148.0 0.0 592.0 0.0 740.0	A	EXEMPT
	767	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH F FROM CTH KD TO CTH W IN THE TOWN OF RANDALL (3.00 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,800.0 0.0 1,800.0	0.0 0.0 1,800.0 0.0 1,800.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,440.0 1,440.0	360.0 0.0 0.0 0.0 360.0	360.0 0.0 0.0 1,440.0 1,800.0	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
KENOSHA COUNTY	768	PROVISION OF SPECIAL-IZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON-URBANIZED KENOSHA COUNTY: 1995-97	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 148.1 148.1	0.0 0.0 0.0 151.8 151.8	0.0 0.0 0.0 155.6 155.6	0.0 0.0 0.0 455.5 455.5	LOCAL STATE FED TOTAL	24.7 123.4 0.0 148.1	25.3 126.5 0.0 151.8	25.9 129.7 0.0 155.6	75.9 379.6 0.0 455.5	A	EXEMPT
	* 769	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN KENOSHA COUNTY	HS	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 0.0 0.0 10.0	LOCAL STATE FED (STP-S) TOTAL	1.0 0.0 9.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1.0 0.0 9.0 0.0 10.0	A	EXEMPT
	* 770	RECONSTRUCTION OF CTH E2 AND CTH ML INTERSECTION IN THE VILLAGE OF PLEASANT PRAIRIE	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 316.0 0.0 316.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 316.0 0.0 316.0	LOCAL STATE FED (STP-S) TOTAL	31.6 0.0 284.4 0.0 316.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	31.6 0.0 284.4 0.0 316.0	A	EXEMPT
	771	NATURAL GAS FUELING FACILITY SERVING THE KENOSHA COUNTY FLEET, TO BE LOCATED IN THE VILLAGE OF BRISTOL: 1995 (1996 FUNDS)	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 275.0 275.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 275.0 275.0	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 220.0 0.0	55.0 0.0 220.0 0.0 275.0	0.0 0.0 0.0 0.0 0.0	55.0 0.0 220.0 0.0 275.0	A	NON-EXEMPT
	772	ACQUISITION OF ALTERNATIVE-FUEL (CNG) VEHICLES FOR KENOSHA COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 187.5 187.5	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 187.5 187.5	LOCAL STATE FED (CMAQ) TOTAL	0.0 0.0 0.0 150.0 0.0	37.5 0.0 150.0 0.0 187.5	0.0 0.0 0.0 0.0 0.0	37.5 0.0 150.0 0.0 187.5	A	NON-EXEMPT
	* 773 <sup>9</sup>	CONSTRUCTION OF PARK & RIDE LOT IN THE VILLAGE OF WILMOT (TOWN OF SALEM): 1995-96	EE	PE ROW CONST OTHER TOTAL	0.0 30.0 0.0 0.0 30.0	8.8 0.0 97.8 11.0 117.6	0.0 0.0 0.0 0.0 0.0	8.8 30.0 97.8 11.0 147.6	LOCAL STATE FED (CMAQ) TOTAL	6.0 0.0 24.0 0.0 30.0	23.5 0.0 94.1 0.0 117.6	0.0 0.0 0.0 0.0 0.0	29.5 0.0 118.1 0.0 147.6	A	NON-EXEMPT
	* 774	RECONDITIONING OF 22ND AVE BETWEEN WASHINGTON ROAD AND 52ND STREET IN THE CITY OF KENOSHA (0.92 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 250.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 250.0 0.0 250.0	LOCAL STATE FED (STP-O) TOTAL	50.0 0.0 200.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 200.0 0.0 250.0	A	EXEMPT
	* 775	RECONSTRUCTION WITH PARKING LANES OF 47TH AVE FROM WASHINGTON RD TO 24TH ST IN THE CITY OF KENOSHA (0.75)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 775.0 0.0 775.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 775.0 0.0 775.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	775.0 0.0 0.0 0.0 775.0	0.0 0.0 0.0 0.0 0.0	775.0 0.0 0.0 0.0 775.0	A	EXEMPT
	776	RECONSTRUCTION WITH NO ADDITIONAL LANES OF ROOSEVELT RD (PROPOSED STH 50) FROM 63RD ST. TO 39TH AVE. IN THE CITY OF KENOSHA (2.0MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 600.0 0.0 600.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	150.0 450.0 0.0 600.0	A	EXEMPT
	777	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 63RD ST. (PROPOSED STH 50) FROM 22ND AVE. TO SHERIDAN RD. (EXCL. RR STRUCTURE) (1.50 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0 400.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 300.0 0.0 400.0	A	EXEMPT
C/KENOSHA															

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

<sup>9</sup>The site selection process should maximize the provision of bicycle, pedestrian, and transit access. Air quality analyses of the final site should demonstrate a reduction in ozone precursor emissions.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/KENOSHA	778	RECONSTRUCTION WITH NO ADDITIONAL LANES OF SHERIDAN RD. (STH 32) FROM 50TH ST. TO 60TH ST. IN THE CITY OF KENOSHA (0.90 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 450.0 0.0 450.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	112.5 337.5 0.0	P	EXEMPT
	779	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVE. FROM 23RD ST. TO 12TH ST. IN THE CITY OF KENOSHA (1.02 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,415.0 0.0 2,415.0	0.0 0.0 2,415.0 0.0 2,415.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0	0.0 0.0 0.0	604.0 0.0 1,811.0	604.0 0.0 1,811.0	A	NON-EXEMPT
	780	RECONSTRUCTION WITH ADDITIONAL LANES OF 30TH AVE (CTH G) FROM 34TH ST TO 23RD ST IN THE CITY OF KENOSHA (0.80 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 1,750.0 0.0 1,750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,750.0 0.0 1,750.0	LOCAL STATE FED (STP-O)	350.0 0.0 1,400.0	0.0 0.0 0.0	0.0 0.0 0.0	350.0 0.0 1,400.0	A	NON-EXEMPT
	781	RECONSTRUCTION WITH ADDITIONAL LANES OF 104TH AVE. FROM 52ND ST TO 75TH ST. IN THE CITY OF KENOSHA (1.50 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 200.0 0.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 2,600.0 0.0 2,800.0	LOCAL STATE FED (STP-O)	200.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	720.0 0.0 2,080.0	A	NON-EXEMPT
	782	CONSTRUCTION OF 85TH ST FROM 32ND AVE. TO 39TH AVE. IN THE CITY OF KENOSHA (0.40 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 180.0 0.0 0.0 180.0	0.0 0.0 780.0 0.0 780.0	0.0 0.0 370.0 0.0 370.0	0.0 180.0 1,150.0 0.0 1,330.0	LOCAL STATE FED	180.0 0.0 0.0	780.0 0.0 0.0	370.0 0.0 0.0	1,330.0 0.0 0.0	A	NON-EXEMPT
	783	NATURAL GAS BUS PROJECT PURCHASE 6 - CNG BUSES AND BUILD CNG REFUELING STATION: 1994 (WI-90-X207 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 2,061.0 2,061.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2,061.0 2,061.0	LOCAL STATE FED (CMAQ)	412.2 0.0 1,648.8	0.0 0.0 0.0	0.0 0.0 0.0	412.2 0.0 1,648.8	A	EXEMPT
	784	CONSTRUCTION OF A CENTRALIZED TRANSIT TRANSFER STATION: 1992 (WI-003-0050 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 45.0 0.0 45.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 45.0 0.0 45.0	LOCAL STATE FED (FTA 3)	11.3 0.0 33.7	0.0 0.0 0.0	0.0 0.0 0.0	11.3 0.0 33.7	A	EXEMPT
	785	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM (INCLUDING PARATRANSIT SERVICE): 1995-2000	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 2,937.1 2,937.1	0.0 0.0 0.0 3,025.2 3,025.2	0.0 0.0 0.0 3,116.0 3,116.0	0.0 0.0 0.0 18,998.3 18,998.3	LOCAL STATE FED (FTA 9)	812.9 1,402.4 721.8	768.4 1,513.2 743.5	813.4 1,558.7 743.9	5,029.5 9,452.6 4,532.2	A	EXEMPT
	786	REHABILITATION OF FIVE BUSES WITH WHEELCHAIR LIFTS: 1992 (WI-003-0050 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 490.0 490.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 490.0 490.0	LOCAL STATE FED (FTA 3)	0.0 98.0 392.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 98.0 392.0	A	EXEMPT
	787	REMANUFACTURE 40 BUS PASSENGER SHELTERS: 1993 (WI-03-0052 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 40.0 40.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 40.0 40.0	LOCAL STATE FED (FTA 9)	0.0 8.0 32.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 8.0 32.0	A	EXEMPT
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/KENOSHA	788	REHABILITATE AND EXPAND TRANSIT GARAGE FACILITY: 1994	TP	PE 0.0 ROW 0.0 CONST 200.0 OTHER 0.0	0.0	0.0	0.0	0.0	LOCAL STATE FED (FTA 9)	0.0 40.0 160.0	0.0	0.0	0.0	A	EXEMPT
	*			TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	789	PURCHASE OF 3 NEW CNG REPLACEMENT BUSES WITH WHEELCHAIR LIFTS: 1995	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 784.5	0.0	0.0	0.0	0.0	LOCAL STATE FED (FTA 9)	156.9 0.0 627.6	0.0	0.0	0.0	A	EXEMPT
	*			TOTAL	784.5	0.0	0.0	784.5	TOTAL	784.5	0.0	0.0	784.5		
	790	REPLACE RADIO SYSTEM INCLUDING IVTS TRACKING FEATURES FOR THE KENOSHA TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 105.0	0.0	0.0	0.0	0.0	LOCAL STATE FED (FTA 9)	21.0 0.0 84.0	0.0	0.0	0.0	A	EXEMPT
				TOTAL	105.0	0.0	0.0	105.0	TOTAL	105.0	0.0	0.0	105.0		
	791	REHABILITATION OF 5 1979 GMC RTS WITH WHEELCHAIR LIFTS: 1995	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 750.0	0.0	0.0	0.0	0.0	LOCAL STATE FED (FTA 9)	150.0 0.0 600.0	0.0	0.0	0.0	A	EXEMPT
	*			TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	792	NORTHWESTERN DEPOT ADA UPGRADES FOR THE KENOSHA TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 315.0	0.0	0.0	0.0	0.0	LOCAL STATE FED (FTA 9)	63.0 0.0 252.0	0.0	0.0	0.0	P	EXEMPT
				TOTAL	315.0	0.0	0.0	315.0	TOTAL	315.0	0.0	0.0	315.0		
	793	REPLACE FLOOR SCRUBBER MACHINE FOR THE KENOSHA TRANSIT SYSTEM	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 35.0	0.0	0.0	0.0	0.0	LOCAL STATE FED (FTA 9)	7.0 0.0 28.0	0.0	0.0	0.0	P	EXEMPT
				TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		
	794	TRANSIT MARKETING PROGRAM FOR THE KENOSHA URBANIZED AREA: 1993 (WI-90-X192 FUNDED)	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 25.0	0.0	0.0	0.0	0.0	LOCAL STATE FED (CMAQ)	5.0 0.0 20.0	0.0	0.0	0.0	A	EXEMPT
	*			TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	795	PURCHASE AND/OR REHABILITATION OF BUSES FOR THE KENOSHA TRANSIT SYSTEM: 1992	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 657.3	0.0	0.0	0.0	0.0	LOCAL STATE FED (CMAQ)	131.5 0.0 525.8	0.0	0.0	0.0	A	EXEMPT
	*			TOTAL	657.3	0.0	0.0	657.3	TOTAL	657.3	0.0	0.0	657.3		
	796	INSTALL LIFTS ON 1987 GMC BUS AND RELATED WORK: 1993 (WI-03-0052 FUNDED)	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 135.0	0.0	0.0	0.0	0.0	LOCAL STATE FED (FTA 9)	16.5 0.0 118.5	0.0	0.0	0.0	A	EXEMPT
	*			TOTAL	135.0	0.0	0.0	135.0	TOTAL	135.0	0.0	0.0	135.0		
	797	REPLACE SUPERVISORS CAR WITH LIFT-EQUIPPED VAN: 1993	TP	PE 0.0 ROW 0.0 CONST 0.0 OTHER 25.0	0.0	0.0	0.0	0.0	LOCAL STATE FED (FTA 9)	5.0 0.0 20.0	0.0	0.0	0.0	A	EXEMPT
	*			TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/KENOSHA	798	FINISH OFFICE SPACE FOR TRANSPORTATION STAFF: 1993 (WI-03-0052 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 34.1 34.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 34.1 34.1	LOCAL STATE FED (FTA 9)	6.8 0.0 27.3 0.0 34.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.8 0.0 27.3 0.0 34.1	A	EXEMPT
	799	REPLACE 5 BUSES WITH CNG BUSES: 1997	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,378.0 1,378.0	0.0 0.0 0.0 1,378.0 1,378.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	275.6 0.0 1,102.4 0.0 1,102.4	275.6 0.0 1,102.4 0.0 1,102.4	A	EXEMPT
	800	PURCHASE 9 REPLACEMENT CNG BUSES WITH LIFTS: 1998-1999	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 2,597.5 2,597.5	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	519.5 0.0 2,078.0 0.0 2,078.0	A	EXEMPT
	801	REPLACE SERVICE AND MAINTENANCE TRUCKS: 1996 AND 2000	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 28.0 28.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 56.0 56.0	LOCAL STATE FED (FTA 9)	0.0 0.0 0.0 0.0 0.0	5.6 0.0 22.4 0.0 28.0	0.0 0.0 0.0 0.0 0.0	11.2 0.0 44.8 0.0 56.0	A	EXEMPT
	802	PURCHASE NORTHWESTERN DEPOT: 1993 (WI-90-X192 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 150.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 150.0 150.0	LOCAL STATE FED (CMAQ)	30.0 0.0 120.0 0.0 150.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 120.0 0.0 120.0	A	EXEMPT
	803	CONSTRUCT TRANSIT HUB FACILITY AT GATEWAY TECHNICAL COLLEGE FOR THE KENOSHA TRANSIT SYSTEM	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 400.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0 400.0	LOCAL STATE FED (FTA 9)	80.0 0.0 320.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 320.0 0.0 400.0	A	EXEMPT
	804	EXPANDED PEAK-HOUR KENOSHA TRANSIT SERVICE 1995-96	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 350.4 350.4	0.0 0.0 0.0 362.7 362.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 713.1 713.1	LOCAL STATE FED (CMAQ)	40.6 147.2 162.6 0.0 350.4	42.1 152.3 168.3 0.0 362.7	0.0 0.0 0.0 0.0 0.0	82.7 299.5 330.9 0.0 330.9	A	NON-EXEMPT
	805	EXPRESS BUS SERVICE OPERATED BY KENOSHA TRANSIT CONNECTING WITH RACINE BELLE URBAN SYSTEM: 1995 (1996-97 FUNDS)	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 109.5 109.5	0.0 0.0 0.0 109.5 109.5	0.0 0.0 0.0 219.0 219.0	LOCAL STATE FED (CMAQ)	0.0 0.0 0.0 0.0 0.0	14.4 37.4 57.7 0.0 109.5	14.4 37.4 57.7 0.0 109.5	28.8 74.8 115.4 0.0 115.4	A	NON-EXEMPT
	806	DOWNTOWN BUS CIRCULATOR FOR THE CITY OF KENOSHA 1995	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 240.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 240.0 240.0	LOCAL STATE FED (CMAQ)	48.0 0.0 192.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	48.0 0.0 192.0 0.0 192.0	A	NON-EXEMPT
	807	PROVIDE IMPACT ATTENUATORS FOR NB AND SB SHERIDAN RD (STH 32) AT C&NW RR OVERPASS IN THE CITY OF KENOSHA	HS	PE ROW CONST OTHER TOTAL	4.0 0.0 23.6 0.0 27.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	4.0 0.0 23.6 0.0 27.6	LOCAL STATE FED (HHL)	2.8 0.0 24.8 0.0 27.6	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	2.8 0.0 24.8 0.0 24.8	A	EXEMPT

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Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--KENOSHA COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS						
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP								
C/KENOSHA	808 <sup>h</sup>	WEST KENOSHA PARK AND RIDE FACILITY: 1994	EE	PE	0.0	0.0	0.0	0.0	LOCAL	61.4	0.0	0.0	61.4	A	NON-EXEMPT						
	*		ROW	30.0	0.0	0.0	30.0	STATE	0.0	0.0	0.0	0.0	0.0								
			CONST	220.7	0.0	0.0	220.7	FED	245.3	0.0	0.0	0.0	245.3								
			OTHER	56.0	0.0	0.0	56.0	(CMAQ)													
			TOTAL	306.7	0.0	0.0	306.7	TOTAL	306.7	0.0	0.0	306.7									
	809	INSTALLATION OF BIKE LOCKERS IN SEVERAL AREAS IN THE CITY OF KENOSHA: 1993	EE	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	0.0	0.0	2.0			A	EXEMPT				
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	0.0								
			CONST	9.8	0.0	0.0	9.8	FED	7.8	0.0	0.0	7.8									
			OTHER	0.0	0.0	0.0	0.0	(CMAQ)													
			TOTAL	9.8	0.0	0.0	9.8	TOTAL	9.8	0.0	0.0	9.8									
	810	PIKE BIKE TRAIL LOOP IMPROVEMENT IN THE CITY OF KENOSHA: 1993 AND 1995 FUNDS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	117.4	0.0	0.0	117.4					P	EXEMPT		
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	0.0								
CONST			587.0	0.0	0.0	587.0	FED	469.6	0.0	0.0	469.6										
OTHER			0.0	0.0	0.0	0.0	(CMAQ)														
TOTAL			587.0	0.0	0.0	587.0	TOTAL	587.0	0.0	0.0	587.0										
V/PLEASANT PRAIRIE	811	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 85TH ST. FROM 51ST AVE. TO 39TH AVE. IN THE VILLAGE OF PLEASANT PRAIRIE (0.75 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	154.2	0.0	0.0	154.2	A	EXEMPT						
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	0.0								
			CONST	771.0	0.0	0.0	771.0	FED	616.8	0.0	0.0	616.8									
			OTHER	0.0	0.0	0.0	0.0	(STP-O)													
			TOTAL	771.0	0.0	0.0	771.0	TOTAL	771.0	0.0	0.0	771.0									
	812	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 104TH AVE. FROM CTH C TO 5TH ST IN THE VILLAGE OF PLEASANT PRAIRIE (1.10 MILES)	HP	PE	180.0	0.0	0.0	180.0	LOCAL	36.0	12.0	220.0	268.0			A	EXEMPT				
			ROW	0.0	60.0	0.0	60.0	STATE	0.0	0.0	0.0	0.0	0.0								
			CONST	0.0	0.0	1,100.0	1,100.0	FED	144.0	48.0	880.0	1,072.0									
			OTHER	0.0	0.0	0.0	0.0	(STP-M)													
			TOTAL	180.0	60.0	1,100.0	1,340.0	TOTAL	180.0	60.0	1,100.0	1,340.0									
	813	RECONSTRUCTION WITH NO ADDITIONAL LANES OF COOPER RD FROM 76TH ST TO 75TH ST IN THE VILLAGE OF PLEASANT PRAIRIE (0.15 MILES)	HS	PE	0.0	0.0	0.0	0.0	LOCAL	24.0	0.0	0.0	24.0					A	EXEMPT		
	*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	0.0								
CONST			240.0	0.0	0.0	240.0	FED	216.0	0.0	0.0	216.0										
OTHER			0.0	0.0	0.0	0.0	(STP-S)														
TOTAL			240.0	0.0	0.0	240.0	TOTAL	240.0	0.0	0.0	240.0										
T/SALEM	814	IMPROVE VERTICAL ALIGNMENT OF 264TH AVE AT CANADIAN PACIFIC (SOO LINE) RR CROSSING IN THE TOWN OF SALEM (0.10 MILES)	OH	PE	0.0	0.0	6.0	6.0	LOCAL	0.0	0.0	6.0	6.0	A	EXEMPT						
			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0	0.0								
			CONST	0.0	0.0	54.0	54.0	FED	0.0	0.0	54.0	54.0									
			OTHER	0.0	0.0	0.0	0.0	(STP-S)													
			TOTAL	0.0	0.0	60.0	60.0	TOTAL	0.0	0.0	60.0	60.0									
	MILWAUKEE COUNTY	815	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS IN SOUTHEAST WISCONSIN: 1995-96	EE	PE					LOCAL							A			NON-EXEMPT	
				ROW					STATE												
				CONST					FED												
				OTHER					(CMAQ)												
				TOTAL					TOTAL												
		Project costs are reported in Project No. 246.										Source of Project funds is reported in Project No. 246.									

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

<sup>h</sup>The site selection process should maximize the provision of bicycle, pedestrian, and transit access. Air quality analyses of the final site should demonstrate a reduction in ozone precursor emissions.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	816	RECONSTRUCTION/MODERNIZATION OF CTH G INTERCHANGE ON THE N-S FREEWAY (I-94) IN RACINE COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 0.0 0.0 200.0	200.0 500.0 2,000.0 0.0 2,700.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 20.0 180.0 200.0	0.0 270.0 2,430.0 2,700.0	P	NON-EXEMPT AIR QUALITY NEUTRAL
	817	RESURFACING OF DURAND AVE (STH 11) FROM KENTUCKY AVE TO KEARNEY AVE IN THE CITY OF RACINE (1.18 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 330.0 0.0 330.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 330.0 0.0 330.0	LOCAL STATE FED (STP-O)	16.5 49.5 264.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	16.5 49.5 264.0 330.0	A	EXEMPT
	818	RESURFACING OF NORTHWESTERN AVE (STH 38) FROM W HIGH ST TO GOLF AVE IN THE CITY OF RACINE (0.77 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 200.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 200.0 0.0 200.0	LOCAL STATE FED (STP-O)	0.0 40.0 160.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 40.0 160.0 200.0	A	EXEMPT
	819	RECONSTRUCTION OF BRIDGE ON I-94 OVER CTH K IN RACINE COUNTY	HP	PE ROW CONST OTHER TOTAL	400.0 0.0 0.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	400.0 540.0 4,400.0 0.0 5,340.0	LOCAL STATE FED (BRF)	0.0 40.0 360.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 1,020.0 4,320.0 5,340.0	P	EXEMPT
	820	REPLACEMENT OF THE MAIN ST. BRIDGE OVER THE ROOT RIVER IN THE CITY RACINE	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 15,500.0 0.0 15,500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 15,500.0 0.0 15,500.0	LOCAL STATE FED (BRF)	0.0 3,100.0 12,400.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 3,100.0 12,400.0 15,500.0	A	EXEMPT
	821	RESURFACE STH 20 FROM I 94 TO OAKS RD IN RACINE COUNTY (4.30 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,700.0 0.0 2,700.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,700.0 0.0 2,700.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0	0.0 540.0 2,160.0 0.0	0.0 0.0 0.0 0.0	0.0 540.0 2,160.0 2,700.0	A	EXEMPT
	822	RECONDITIONING OF STH 11 FROM CTH J TO CTH C IN RACINE COUNTY (5.20 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	180.0 0.0 0.0 0.0 180.0	0.0 0.0 0.0 0.0 0.0	180.0 0.0 1,800.0 0.0 1,980.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0	0.0 36.0 144.0 0.0	0.0 0.0 0.0 0.0	0.0 36.0 1,584.0 1,980.0	A	EXEMPT
	823	REPLACEMENT WITH NO ADDITIONAL LANES OF THE STH 11 (JEFFERSON ST.) BRIDGE OVER THE FOX RIVER IN THE CITY OF BURLINGTON	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 0.0 0.0 60.0	60.0 0.0 600.0 0.0 660.0	LOCAL STATE FED (BRF)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	15.0 0.0 45.0 60.0	15.0 120.0 525.0 660.0	P	EXEMPT
	824	RECONDITIONING OF STH 142 FROM STH 75 TO THE CITY OF BURLINGTON IN KENOSHA AND RACINE COUNTIES (9.19 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 1,900.0 0.0 2,000.0	LOCAL STATE FED (FAP)	0.0 0.0 0.0 0.0	0.0 20.0 80.0 0.0	0.0 0.0 0.0 0.0	0.0 400.0 1,600.0 2,000.0	A	EXEMPT
	825	REPLACE BRIDGE ON IH 94 AT THE 7 MILE RD. OVERPASS IN THE TOWNS OF CALEDONIA AND RAYMOND	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	90.0 0.0 0.0 0.0 90.0	0.0 0.0 0.0 0.0 0.0	90.0 500.0 1,500.0 0.0 2,090.0	LOCAL STATE FED (IH-M)	0.0 0.0 0.0 0.0	0.0 9.0 81.0 0.0	0.0 0.0 0.0 0.0	0.0 209.0 1,881.0 2,090.0	A	EXEMPT

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Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	826	REPLACE BRIDGES ON IH94 BETWEEN CTH K AND KRAUT RD. IN THE TOWNS OF CALEDONIA AND RAYMOND	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	180.0 0.0 0.0 0.0 180.0	180.0 0.0 1,500.0 0.0 1,680.0	LOCAL STATE FED (FAI-4R) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 18.0 162.0 0.0 180.0	0.0 168.0 1,512.0 0.0 1,680.0	A	EXEMPT
	827	RECONDITIONING OF STH 83 FROM THE SOUTH RACINE COUNTY LINE TO SEWERAGE TREATMENT PLANT S. LINE (3.55 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 2,300.0 0.0 2,400.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 600.0 1,800.0 0.0 2,400.0	A	EXEMPT
	828	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 83 FROM S SEWER LINE TO S CONSTRUCTION LIMIT IN THE CITY OF BURLINGTON (1.4 M)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 200.0 800.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 800.0 0.0 1,000.0	A	EXEMPT
	829	REPLACEMENT OF THE STH 38 BRIDGE OVER A BRANCH OF THE ROOT RIVER NEAR 7 MILE RD. IN THE TOWN OF CALEDONIA	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 5.0 360.0 0.0 365.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 77.0 288.0 0.0 365.0	A	EXEMPT
	830	RECONDITIONING OF STH 36 FROM N. PINE ST. TO WEGGE RD. IN THE CITY OF BURLINGTON (0.71 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 320.0 0.0 320.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 320.0 0.0 320.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 256.0 0.0 320.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 64.0 256.0 320.0	A	EXEMPT
	831	RECONDITIONING OF STH 32 FROM 4 MILE RD. TO 5 MILE RD. IN THE TOWN OF CALEDONIA (0.67 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 400.0 0.0 400.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 300.0 0.0 400.0	A	EXEMPT
	832	RECONDITIONING OF STH 20 FROM CTH D TO STH 45 SOUTH IN RACINE COUNTY (7.64 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 4,500.0 0.0 4,500.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 4,500.0 0.0 4,500.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 900.0 3,600.0 0.0 4,500.0	0.0 0.0 0.0 0.0 0.0	0.0 900.0 3,600.0 0.0 4,500.0	A	EXEMPT
	833	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 20 FROM OAKS ROAD TO STH 31 IN RACINE COUNTY (1.24 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 2,000.0 0.0 2,100.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 500.0 1,600.0 0.0 2,100.0	A	EXEMPT
	834	REPLACEMENT OF THE STH 20 BRIDGE OVER HONEY CREEK IN THE TOWN OF WATERFORD	HP	PE ROW CONST OTHER TOTAL	0.0 10.0 200.0 0.0 210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 10.0 200.0 0.0 210.0	LOCAL STATE FED (BRF) TOTAL	0.0 50.0 160.0 0.0 210.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 50.0 160.0 0.0 210.0	A	EXEMPT
	835	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 20 FROM STH 36 TO CTH D IN THE TOWN OF ROCHESTER (1.49 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,200.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,200.0 0.0 1,200.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 300.0 900.0 0.0 1,200.0	0.0 0.0 0.0 0.0 0.0	0.0 300.0 900.0 0.0 1,200.0	A	EXEMPT

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

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Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	836	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 20 FROM STH 36 TO THE VILLAGE OF WATERFORD (0.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 550.0 0.0 550.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 550.0 0.0 550.0	LOCAL STATE FED (FAP) TOTAL	0.0 137.5 412.5 0.0 550.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 137.5 412.5 0.0 550.0	A	EXEMPT
	837	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 11 FROM PINE ST. TO STATE ST. IN THE CITY OF BURLINGTON (0.39 MILES)	HP	PE ROW CONST OTHER TOTAL	400.0 0.0 0.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	400.0 40.0 600.0 0.0 1,040.0	LOCAL STATE FED (FAP) TOTAL	100.0 0.0 300.0 0.0 400.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	196.0 32.0 812.0 0.0 1,040.0	A	EXEMPT
	838	RECONDITIONING OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.0 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 377.0 0.0 427.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 10.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 85.0 342.0 0.0 427.0	A	EXEMPT
	839	RESURFACING OF IH 94 FROM NORTH RACINE COUNTY LINE TO NORTH KENOSHA COUNTY LINE (12.04 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 11,000.0 0.0 11,000.0	LOCAL STATE FED (IH-M) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,100.0 9,900.0 0.0 11,000.0	A	EXEMPT
	840	RECONDITIONING OF STH 20 FROM ROOSEVELT ST. TO WEST BLVD IN THE CITY OF RACINE (1.25 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 300.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 300.0 0.0 300.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	45.0 255.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	45.0 255.0 0.0 0.0 300.0	A	EXEMPT
	841	REPLACEMENT OF THE STH 20 BRIDGE OVER THE WIND LAKE DRAINAGE CANAL IN THE TOWN OF ROCHESTER	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 200.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 200.0 0.0 200.0	LOCAL STATE FED (BRF) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 40.0 160.0 0.0 200.0	0.0 0.0 0.0 0.0 0.0	0.0 40.0 160.0 0.0 200.0	A	EXEMPT
	842	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 32 FROM 3 MILE RD. TO 4 MILE RD. IN THE TOWN OF CALEDONIA (1.25 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,200.0 3,000.0 0.0 4,200.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 840.0 3,360.0 0.0 4,200.0	A	NON-EXEMPT
	843	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH MM TO STH 38 IN THE TOWN OF MT. PLEASANT (0.83 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 1,600.0 0.0 1,700.0	LOCAL STATE FED (FAP) TOTAL	0.0 100.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 500.0 1,200.0 0.0 1,700.0	A	NON-EXEMPT
	844	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM STH 38 TO 4 MILE RD. IN THE TOWN OF CALEDONIA (2.16 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 550.0 0.0 0.0 550.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 550.0 3,700.0 0.0 4,250.0	LOCAL STATE FED (FAP) TOTAL	0.0 550.0 0.0 0.0 550.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 1,290.0 2,960.0 0.0 4,250.0	P	NON-EXEMPT
	845	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HI	PE ROW CONST OTHER TOTAL	800.0 0.0 0.0 0.0 800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	800.0 50.0 1,750.0 0.0 2,600.0	LOCAL STATE FED (STP-O) TOTAL	0.0 160.0 640.0 0.0 800.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 520.0 2,080.0 0.0 2,600.0	A	NON-EXEMPT

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
STATE OF WISCONSIN	846	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 31 FROM CTH S TO STH 11 IN THE TOWNS OF SOMERS AND MT. PLEASANT (6.30 MILES)	HI	PE ROW CONST OTHER TOTAL					LOCAL STATE FED TOTAL					P	NON-EXEMPT
	*				Project costs are reported in Project No. 745.				Source of Project funds is reported in Project No. 745.						
	847	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 36 BETWEEN STH 100 AND THE CITY OF BURLINGTON IN MILWAUKEE RACINE AND WAUKESHA CO	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 4,878.0 0.0 4,878.0	0.0 1,200.0 7,000.0 0.0 8,200.0	0.0 0.0 6,400.0 0.0 6,400.0	0.0 1,200.0 19,898.0 0.0 21,098.0	LOCAL STATE FED TOTAL	0.0 4,878.0 0.0 4,878.0	0.0 8,200.0 0.0 8,200.0	0.0 6,400.0 0.0 6,400.0	0.0 21,098.0 0.0 21,098.0	A	NON-EXEMPT
	*														
RACINE COUNTY	848	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS OF STH 36 (6.0 MILES)	HE	PE ROW CONST OTHER TOTAL	400.0 0.0 0.0 0.0 400.0	400.0 0.0 0.0 0.0 400.0	400.0 0.0 0.0 0.0 400.0	1,600.0 0.0 0.0 0.0 1,600.0	LOCAL STATE FED TOTAL	0.0 400.0 0.0 400.0	0.0 400.0 0.0 400.0	0.0 400.0 0.0 400.0	0.0 1,600.0 0.0 1,600.0	P	NON-EXEMPT
	*														
	849	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN RACINE COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (STP-O) TOTAL	10.0 0.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 0.0 50.0	A	EXEMPT
	*														
	850	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN RACINE COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (BRF) TOTAL	10.0 0.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 0.0 50.0	A	EXEMPT
	*														
	851	RECONSTRUCTION OF CTH G WITH NO ADDITIONAL LANES FROM N.MAIN ST TO CHARLES ST IN RACINE CO (0.75 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	65.0 0.0 935.0 0.0 1,000.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	200.0 0.0 800.0 0.0 1,000.0	A	EXEMPT
	*														
	852	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH H FROM STH 11 TO STH 20 IN RACINE CO (1.50 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	140.0 0.0 1,900.0 0.0 2,040.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	408.0 0.0 1,632.0 0.0 2,040.0	A	EXEMPT
	*														
	853	REPLACEMENT OF THE CTH G BRIDGE OVER THE ROOT RIVER IN RACINE COUNTY WITH NO ADDITIONAL TRAVEL LANES	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 720.0 0.0 720.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 720.0 0.0 720.0	LOCAL STATE FED (BRF) TOTAL	144.0 0.0 576.0 0.0 720.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	144.0 0.0 576.0 0.0 720.0	A	EXEMPT
	*														
854	RECONDITIONING OF CTH K FROM USH 45 TO CTH U IN RACINE COUNTY (3.35 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 610.0 0.0 610.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 610.0 0.0 610.0	LOCAL STATE FED (STP-O) TOTAL	122.0 0.0 488.0 0.0 610.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	122.0 0.0 488.0 0.0 610.0	A	EXEMPT	
*															
855	RECONDITIONING OF CTH D FROM STH 36 TO STH 20 IN RACINE COUNTY (0.90 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 125.0 0.0 125.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 125.0 0.0 125.0	LOCAL STATE FED TOTAL	62.5 62.5 0.0 125.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	62.5 62.5 0.0 125.0	A	EXEMPT	
*															
				TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		

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Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
RACINE COUNTY	856	RESURFACING OF CTH C (SPRING ST) FROM OHIO ST. TO THE WESTERN RACINE CITY LIMITS	HP	PE ROW CONST OTHER	25.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 290.0 0.0	25.0 0.0 290.0 0.0	LOCAL STATE FED (STP-O)	5.0 0.0 20.0 0.0	0.0 0.0 0.0 0.0	58.0 0.0 232.0 0.0	63.0 0.0 252.0 0.0	A	EXEMPT
	*			TOTAL	25.0	0.0	290.0	315.0	TOTAL	25.0	0.0	290.0	315.0		
	857	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH G FROM STH 32 TO CHARLES ST IN RACINE CO (0.62 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	55.0 0.0 0.0 0.0	55.0 0.0 790.0 0.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	11.0 0.0 44.0 0.0	169.0 0.0 676.0 0.0	A	EXEMPT
	*			TOTAL	0.0	0.0	55.0	845.0	TOTAL	0.0	0.0	55.0	845.0		
	858	RESURFACING OF CTH W FROM STH 11 TO STH 36 IN THE CITY AND TOWN OF BURLINGTON (2.20 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 35.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 35.0 0.0	LOCAL STATE FED (STP-M)	7.0 0.0 28.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	7.0 0.0 28.0 0.0	A	EXEMPT
	*			TOTAL	35.0	0.0	0.0	35.0	TOTAL	35.0	0.0	0.0	35.0		
	859	RESURFACING OF FOUR MILE RD (CTH K) FROM USH 45 TO CTH U IN RACINE COUNTY (3.35 MILES)	HP	PE ROW CONST OTHER	46.0 0.0 0.0 0.0	0.0 0.0 610.0 0.0	0.0 0.0 0.0 0.0	46.0 0.0 610.0 0.0	LOCAL STATE FED (STP-O)	9.2 0.0 36.8 0.0	122.0 0.0 488.0 0.0	0.0 0.0 0.0 0.0	131.2 0.0 524.8 0.0	A	EXEMPT
	*			TOTAL	46.0	610.0	0.0	656.0	TOTAL	46.0	610.0	0.0	656.0		
	860	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH S FROM S.WIND LAKE RD. TO CTH G IN RACINE COUNTY (1.91 MILES)	HP	PE ROW CONST OTHER	40.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 460.0 0.0	40.0 0.0 460.0 0.0	LOCAL STATE FED (STP-M)	8.0 0.0 32.0 0.0	0.0 0.0 0.0 0.0	92.0 0.0 368.0 0.0	100.0 0.0 400.0 0.0	A	EXEMPT
	*			TOTAL	40.0	0.0	460.0	500.0	TOTAL	40.0	0.0	460.0	500.0		
	861	RECONDITIONING OF CTH W FROM STH 11 TO THE FOX RIVER (2.2 MILES)	HP	PE ROW CONST OTHER	35.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 460.0 0.0	35.0 0.0 460.0 0.0	LOCAL STATE FED (STP-O)	7.0 0.0 28.0 0.0	0.0 0.0 0.0 0.0	92.0 0.0 368.0 0.0	99.0 0.0 396.0 0.0	A	EXEMPT
	*			TOTAL	35.0	0.0	460.0	495.0	TOTAL	35.0	0.0	460.0	495.0		
	862	RECONDITIONING OF FOUR MILE RD (CTH K) FROM CTH U TO IN 94 IN RACINE COUNTY (3.25 MILES)	HP	PE ROW CONST OTHER	60.0 0.0 0.0 0.0	0.0 0.0 610.0 0.0	0.0 0.0 0.0 0.0	60.0 0.0 610.0 0.0	LOCAL STATE FED (NHS)	12.0 0.0 48.0 0.0	122.0 0.0 488.0 0.0	0.0 0.0 0.0 0.0	134.0 0.0 536.0 0.0	A	EXEMPT
	*			TOTAL	60.0	610.0	0.0	670.0	TOTAL	60.0	610.0	0.0	670.0		
	863	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANS. SERVICES FOR ELDERLY & DISABLED PEOPLE IN RACINE COUNTY: 1995-97	TP	PE ROW CONST OTHER	0.0 0.0 0.0 198.8	0.0 0.0 0.0 203.8	0.0 0.0 0.0 208.9	0.0 0.0 0.0 611.5	LOCAL STATE FED	33.1 165.7 0.0	34.0 169.8 0.0	34.8 174.1 0.0	101.9 509.6 0.0	A	EXEMPT
	*			TOTAL	198.8	203.8	208.9	611.5	TOTAL	198.8	203.8	208.9	611.5		
	864	INSTALL TRAFFIC SIGNALS ON CTH Y AT CTH X INTERSECTION IN RACINE COUNTY	HS	PE ROW CONST OTHER	0.0 0.0 65.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 65.0 0.0	LOCAL STATE FED (STP-S)	6.5 0.0 58.5 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	6.5 0.0 58.5 0.0	A	EXEMPT
	*			TOTAL	65.0	0.0	0.0	65.0	TOTAL	65.0	0.0	0.0	65.0		
	865	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN RACINE COUNTY	HS	PE ROW CONST OTHER	10.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	10.0 0.0 0.0 0.0	LOCAL STATE FED (STP-S)	1.0 0.0 9.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	1.0 0.0 9.0 0.0	A	EXEMPT
	*			TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		

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TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
RACINE COUNTY	866	CONSTRUCT COMMERCIAL COMPRESSED NATURAL GAS FUELING STATION AT WILLKOMM MOBIL SPONSORED BY RACINE COUNTY: 1995	EE	PE ROW CONST OTHER TOTAL	40.0 0.0 235.0 0.0 275.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	40.0 0.0 235.0 0.0 275.0	LOCAL STATE FED (CMAQ) TOTAL	55.0 0.0 220.0 0.0 275.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	55.0 0.0 220.0 0.0 275.0	A	NON-EXEMPT
	867	ACQUISITION OF ALTERNATIVE-FUEL (CNG) ONE-TON DUMP TRUCKS FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 116.8 116.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 116.8 116.8	LOCAL STATE FED (CMAQ) TOTAL	23.4 0.0 93.4 0.0 116.8	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	23.4 0.0 93.4 0.0 116.8	A	NON-EXEMPT
	868	ACQUISITION OF ALTERNATIVE-FUEL (CNG) SEDANS FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 67.3 67.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 67.3 67.3	LOCAL STATE FED (CMAQ) TOTAL	13.5 0.0 53.8 0.0 67.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.5 0.0 53.8 0.0 67.3	A	NON-EXEMPT
	869	ACQUISITION OF ALTERNATIVE-FUEL (CNG) PICK-UP TRUCKS FOR RACINE COUNTY HIGHWAY DEPARTMENT TO REPLACE EXISTING VEHICLES: 1995	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 81.3 81.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 81.3 81.3	LOCAL STATE FED (CMAQ) TOTAL	16.3 0.0 65.0 0.0 81.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	16.3 0.0 65.0 0.0 81.3	A	NON-EXEMPT
	870	CONSTRUCTION OF PARK & RIDE FACILITY IN RACINE COUNTY NEAR I-94 INTERCHANGE WITH STH 20: 1995	EE	PE ROW CONST OTHER TOTAL	3.0 50.0 100.0 0.0 153.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	3.0 50.0 100.0 0.0 153.0	LOCAL STATE FED (CMAQ) TOTAL	50.0 0.0 103.0 0.0 153.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 103.0 0.0 153.0	A	NON-EXEMPT
	871	RACINE COUNTY EMPLOYEES INCENTIVE PARKING PROGRAM: 1994	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 47.0 0.0 47.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 47.0 0.0 47.0	LOCAL STATE FED (CMAQ) TOTAL	9.4 0.0 37.6 0.0 47.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	9.4 0.0 37.6 0.0 47.0	A	NON-EXEMPT
	872	CONSTRUCTION OF OFF-ROAD BICYCLE TRAIL ON WPCO RIGHT OF WAY IN THE TOWN OF NORWAY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 25.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 25.0 0.0 25.0	LOCAL STATE FED (STP-E) TOTAL	5.0 0.0 20.0 0.0 25.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.0 0.0 20.0 0.0 25.0	P	EXEMPT
	873	INSTALL TRAFFIC SIGNALS ON STH 83 AT E STATE STREET INTERSECTION IN THE CITY OF BURLINGTON	HS	PE ROW CONST OTHER TOTAL	13.3 0.0 60.0 0.0 73.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	13.3 0.0 60.0 0.0 73.3	LOCAL STATE FED (STP-S) TOTAL	7.3 0.0 66.0 0.0 73.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.3 0.0 66.0 0.0 73.3	A	EXEMPT
	874	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CHARLES ST, 5.5 MILE RD AND NOVAK RD FROM 5 MILE RD TO 6 MILE RD IN T/CALEDONIA (1.6 MI)	HP	PE ROW CONST OTHER TOTAL	0.0 100.0 1,250.0 0.0 1,350.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 100.0 1,250.0 0.0 1,350.0	LOCAL STATE FED (STP-O) TOTAL	270.0 0.0 1,080.0 0.0 1,350.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	270.0 0.0 1,080.0 0.0 1,350.0	A	EXEMPT
	875	RECONSTRUCTION WITH NO ADDITIONAL LANES OF EMMERTSEN RD FROM 16TH ST. TO STH 20 IN THE TOWN OF MT PLEASANT (0.42 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	35.0 0.0 0.0 0.0 35.0	35.0 0.0 364.0 0.0 399.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 28.0 35.0	7.0 0.0 28.0 0.0 39.0	79.8 0.0 319.2 0.0 399.0	A	EXEMPT

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The site selection process should maximize the provision of bicycle, pedestrian, and transit access. Air quality analyses of the final site should demonstrate a reduction in ozone precursor emissions.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
 BY IMPLEMENTING AGENCY 1995-1997  
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
T/MOUNT PLEASANT	876	INSTALL TRAFFIC SIGNALS ON STH 20 FRONTAGE RD AT WILLOW RD INTERSECTION IN THE TOWN OF MT PLEASANT	HS	PE	15.0	0.0	0.0	15.0	LOCAL	18.0	0.0	0.0	18.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	165.0	0.0	0.0	165.0	FED	162.0	0.0	0.0	162.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-S)						
				TOTAL	180.0	0.0	0.0	180.0	TOTAL	180.0	0.0	0.0	180.0		
C/RACINE	877	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MAIN ST FROM 7TH ST TO 14TH ST IN THE CITY OF RACINE (0.75 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	175.0	0.0	175.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	175.0	0.0	175.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	175.0	0.0	175.0	TOTAL	0.0	175.0	0.0	175.0		
	878	RESURFACING OF RAPIDS DR FROM NORTHWESTERN AVE TO MT. PLEASANT ST. IN THE CITY OF RACINE (0.90 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	110.0	0.0	110.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	110.0	0.0	110.0		
				CONST	0.0	220.0	0.0	220.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	220.0	0.0	220.0	TOTAL	0.0	220.0	0.0	220.0		
	879	RESURFACING OF STH 20 FROM RACINE ST TO WEST BLVD IN THE CITY OF RACINE (1.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	81.2	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	243.8		
				CONST	0.0	0.0	0.0	325.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	0.0	325.0	TOTAL	0.0	0.0	0.0	325.0		
	880	RESURFACING OF LAKE AVE FROM 7TH ST TO STATE ST IN THE CITY OF RACINE (0.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	27.0	27.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	135.0	135.0	FED	0.0	0.0	108.0	108.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-O)						
				TOTAL	0.0	0.0	135.0	135.0	TOTAL	0.0	0.0	135.0	135.0		
	881	RECONSTRUCTION WITH NO ADDITIONAL LANES OF MT PLEASANT ST FROM ROMAYNE AVE TO SOUTH ST IN THE CITY OF RACINE (0.50 MILE)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-O)						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	882	RECONSTRUCTION WITH TURNING LANES AND MEDIAN OF STATE ST FROM MARQUETTE TO ERIE ST IN THE CITY OF RACINE (0.33 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	160.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	800.0	FED	0.0	0.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-E)						
				TOTAL	0.0	0.0	0.0	800.0	TOTAL	0.0	0.0	0.0	800.0		
	883	RECONSTRUCTION OF THE C&NW RR OVERPASS ON 6TH ST IN THE CITY OF RACINE	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	460.0	P	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	2,300.0	FED	0.0	0.0	0.0	1,840.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-O)						
				TOTAL	0.0	0.0	0.0	2,300.0	TOTAL	0.0	0.0	0.0	2,300.0		
	884	RECONSTRUCTION WITH ADDITIONAL LANES OF THREE MILE RD FROM DOUGLAS AVE TO MAIN ST IN THE CITY OF RACINE (1.00 MILE)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	140.0	360.0	0.0	500.0	P	NON-EXEMPT
	*			ROW	700.0	0.0	0.0	700.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,800.0	0.0	1,800.0	FED	560.0	1,440.0	0.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	(STP-O)						
				TOTAL	700.0	1,800.0	0.0	2,500.0	TOTAL	700.0	1,800.0	0.0	2,500.0		
	885	CONSTRUCTION OF 21ST ST. FROM LONI LANE TO OAKES ROAD IN THE CITY OF RACINE (0.75 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	250.0	0.0	0.0	250.0	P	NON-EXEMPT
	*			ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		

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Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



Table A-2  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA RACINE WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/RACINE	886	CONSTRUCTION OF PARTS STORAGE FACILITY FOR THE RACINE TRANSIT SYSTEM: 1989 (WI-90-X107 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 100.0 0.0 100.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 100.0 0.0 100.0	LOCAL STATE FED (FTA 9)	20.0 0.0 80.0	0.0 0.0 0.0	0.0 0.0 0.0	20.0 0.0 80.0	A	EXEMPT
	887	REPLACE MAINTENANCE GARAGE OVERHEAD DOORS FOR THE RACINE TRANSIT SYSTEM: 1992 (WI-03-0050 FUNDED WI-03-0055 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 16.0 0.0 16.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 16.0 0.0 16.0	LOCAL STATE FED (FTA 3)	4.0 0.0 12.0	0.0 0.0 0.0	0.0 0.0 0.0	4.0 0.0 12.0	A	EXEMPT
	888	REPLACEMENT OF UP TO THREE BUSES FOR THE RACINE TRANSIT SYSTEM: 1992 (WI-90-X174 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 603.0 0.0 603.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 603.0 0.0 603.0	LOCAL STATE FED (CMAQ)	120.6 0.0 482.4	0.0 0.0 0.0	0.0 0.0 0.0	120.6 0.0 482.4	A	EXEMPT
	889	PURCHASE REPLACEMENT SERVICE TRUCK FOR THE RACINE TRANSIT SYSTEM: 1992 (WI-03-0055 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 15.0 15.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 15.0 15.0	LOCAL STATE FED (FTA 3)	3.0 0.0 12.0	0.0 0.0 0.0	0.0 0.0 0.0	3.0 0.0 12.0	A	EXEMPT
	890	REPLACE BUS MAINTENANCE HOIST AT THE RACINE TRANSIT SYSTEM GARAGE: 1992 (WI-03-0052 FUNDED)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 15.0 0.0 15.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 15.0 0.0 15.0	LOCAL STATE FED (FTA 3)	3.0 0.0 12.0	0.0 0.0 0.0	0.0 0.0 0.0	3.0 0.0 12.0	A	EXEMPT
	891	REPLACE ENGINE HOIST FOR THE BELLE URBAN SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 8.0 8.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 8.0 8.0	LOCAL STATE FED (FTA 3)	1.6 0.0 6.4	0.0 0.0 0.0	0.0 0.0 0.0	1.6 0.0 6.4	A	EXEMPT
	892	PURCHASE ANTI-FREEZE RECYCLER FOR THE BELLE URBAN SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 3.0 3.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 3.0 3.0	LOCAL STATE FED (FTA 3)	0.6 0.0 2.4	0.0 0.0 0.0	0.0 0.0 0.0	0.6 0.0 2.4	A	EXEMPT
	893	PURCHASE AIR-CONDITIONING FREON RECOVERY/RECYCLER FOR THE BELLE URBAN SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 5.0 5.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 5.0 5.0	LOCAL STATE FED (FTA 3)	1.0 0.0 4.0	0.0 0.0 0.0	0.0 0.0 0.0	1.0 0.0 4.0	A	EXEMPT
	894	REPLACE MAINTENANCE GARAGE LIGHTING FOR THE BELLE URBAN SYSTEM	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 20.0 20.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 20.0 20.0	LOCAL STATE FED (FTA 3)	4.0 0.0 16.0	0.0 0.0 0.0	0.0 0.0 0.0	4.0 0.0 16.0	A	EXEMPT
	895	PURCHASE OF REPLACEMENT TWO-WAY RADIOS FOR THE RACINE TRANSIT SYSTEM: 1992 (WI-03-0055 FUNDED UNDER MULTIPLE FEDERAL GRANTS)	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 83.9 83.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 83.9 83.9	LOCAL STATE FED (FTA 3)	17.4 0.0 66.5	0.0 0.0 0.0	0.0 0.0 0.0	17.4 0.0 66.5	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)				SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS		
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996			1997	TOTAL TIP
C/RACINE	896	PURCHASE OF REPLACEMENT FARE BOXES FOR THE RACINE TRANSIT SYSTEM	TP	PE ROW CONST OTHER	0.0 0.0 0.0 143.3	0.0 0.0 0.0 27.8	0.0 0.0 0.0 29.3	0.0 0.0 0.0 231.1	LOCAL STATE FED (FTA 3)	28.6 0.0 114.7	5.6 0.0 22.2	5.9 0.0 23.4	46.2 0.0 184.9	A	EXEMPT
		FUNDED UNDER MULTIPLE FEDERAL GRANTS		TOTAL	143.3	27.8	29.3	231.1	TOTAL	143.3	27.8	29.3	231.1		
	897	REHABILITATION/REPLACEMENT OF TWENTY-TWO EXISTING TRANSIT BUSES FOR THE RACINE TRANSIT SYSTEM	TP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,100.0	0.0 0.0 0.0 915.2	0.0 0.0 0.0 2,967.2	LOCAL STATE FED (FTA 3)	0.0 0.0 0.0	220.0 0.0 880.0	183.0 0.0 732.2	593.4 0.0 2,373.8	A	EXEMPT
				TOTAL	0.0	1,100.0	915.2	2,967.2	TOTAL	0.0	1,100.0	915.2	2,967.2		
	898	EXPANSION OF BUS STORAGE GARAGE FOR THE RACINE TRANSIT SYSTEM (WI-90-X107 FUNDED)	TP	PE ROW CONST OTHER	22.6 0.0 125.9 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	22.6 0.0 125.9 0.0	LOCAL STATE FED (FTA 9)	29.7 0.0 118.8	0.0 0.0 0.0	0.0 0.0 0.0	29.7 0.0 118.8	A	EXEMPT
				TOTAL	148.5	0.0	0.0	148.5	TOTAL	148.5	0.0	0.0	148.5		
	899	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 1995-2000	TP	PE ROW CONST OTHER	0.0 0.0 0.0 3,099.9	0.0 0.0 0.0 3,223.9	0.0 0.0 0.0 3,352.9	0.0 0.0 0.0 20,561.6	LOCAL STATE FED (FTA 9)	541.0 1,799.8 759.1	562.6 1,871.8 789.5	585.1 1,946.7 821.1	3,588.4 11,938.1 5,035.1	A	EXEMPT
				TOTAL	3,099.9	3,223.9	3,352.9	20,561.6	TOTAL	3,099.9	3,223.9	3,352.9	20,561.6		
	900	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & DISABLED IN THE RACINE URBANIZED AREA: 1995-2000	TP	PE ROW CONST OTHER	0.0 0.0 0.0 156.0	0.0 0.0 0.0 156.0	0.0 0.0 0.0 156.0	0.0 0.0 0.0 936.0	LOCAL STATE FED (FTA 9)	55.1 25.5 35.4	54.6 66.4 35.0	54.6 66.4 35.0	328.1 327.5 210.4	A	EXEMPT
				TOTAL	156.0	156.0	156.0	936.0	TOTAL	156.0	156.0	156.0	936.0		
	901	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/MILWAUKEE BUS SERVICE: 1995-2000	TP	PE ROW CONST OTHER	0.0 0.0 0.0 448.5	0.0 0.0 0.0 466.4	0.0 0.0 0.0 485.1	0.0 0.0 0.0 2,974.9	LOCAL STATE FED	153.1 295.4 0.0	152.6 307.2 0.0	165.6 319.5 0.0	1,015.5 1,959.4 0.0	A	EXEMPT
				TOTAL	448.5	466.4	485.1	2,974.9	TOTAL	448.5	466.4	485.1	2,974.9		
	902	PURCHASE OF MISC. OFFICE AND MAINTENANCE EQUIPMENT FOR THE CITY OF RACINE TRANSIT SYSTEM: 1991 (WI-03-0050 FUNDED)	TP	PE ROW CONST OTHER	0.0 0.0 0.0 48.8	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 48.8	LOCAL STATE FED (FTA 3)	12.2 0.0 36.6	0.0 0.0 0.0	0.0 0.0 0.0	12.2 0.0 36.6	A	EXEMPT
				TOTAL	48.8	0.0	0.0	48.8	TOTAL	48.8	0.0	0.0	48.8		
	903	PURCHASE OF FIVE TWO-WAY RADIOS FOR THE RACINE TRANSIT SYSTEM (WI-90-X107 FUNDED)	TP	PE ROW CONST OTHER	0.0 0.0 0.0 11.5	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 11.5	LOCAL STATE FED (FTA 9)	2.3 0.0 9.2	0.0 0.0 0.0	0.0 0.0 0.0	2.3 0.0 9.2	A	EXEMPT
				TOTAL	11.5	0.0	0.0	11.5	TOTAL	11.5	0.0	0.0	11.5		
904	PURCHASE OF FIVE FARE BOXES FOR THE RACINE TRANSIT SYSTEM (WI-90-X107 FUNDED)	TP	PE ROW CONST OTHER	0.0 0.0 0.0 21.1	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 21.1	LOCAL STATE FED (FTA 9)	4.2 0.0 16.9	0.0 0.0 0.0	0.0 0.0 0.0	4.2 0.0 16.9	A	EXEMPT	
			TOTAL	21.1	0.0	0.0	21.1	TOTAL	21.1	0.0	0.0	21.1			
905	EXPANDED BUS SERVICE TO TOWN OF CALEDONIA OPERATED BY BELLE URBAN SYSTEM: 1995-96	TI	PE ROW CONST OTHER	0.0 0.0 0.0 43.0	0.0 0.0 0.0 44.8	0.0 0.0 0.0 0.0	0.0 0.0 0.0 87.8	LOCAL STATE FED (CMAQ)	4.9 18.1 20.0	5.2 18.8 20.8	0.0 0.0 0.0	10.1 36.9 40.8	A	NON-EXEMPT	
			TOTAL	43.0	44.8	0.0	87.8	TOTAL	43.0	44.8	0.0	87.8			

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Source: SEWRPC.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--RACINE COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997			TOTAL TIP
C/RACINE	906	RELOCATION OF MOUND AVE NORTH OF W 6TH STREET IN THE CITY OF RACINE	OH	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 160.0 0.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	160.0 0.0 0.0	P	EXEMPT
	*		TOTAL		0.0	0.0	0.0	160.0	TOTAL	0.0	0.0	0.0	160.0		
	907	CONSTRUCTION OF OAKES ROAD FROM 16TH ST. TO 21ST ST. IN THE CITY OF RACINE (0.60 MILES)	OH	PE ROW CONST OTHER	0.0 0.0 100.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 100.0 0.0	LOCAL STATE FED	100.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	100.0 0.0 0.0	A	NON-EXEMPT
	*		TOTAL		100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	908	RECONSTRUCTION OF THE INTERSECTIONS OF STH 20 AND 14TH ST AND JUNCTION AVE IN THE CITY OF RACINE	HS	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 100.0 0.0	LOCAL STATE FED (STP-S)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	10.0 0.0 90.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL		0.0	0.0	0.0	100.0	TOTAL	0.0	0.0	0.0	100.0		
	909	CHANNELIZATION OF THE INTERSECTION OF WASHINGTON AVE. AND LATHROP AVE. IN THE CITY OF RACINE	HS	PE ROW CONST OTHER	14.0 16.0 80.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	14.0 16.0 80.0 0.0	LOCAL STATE FED	110.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	110.0 0.0 0.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL		110.0	0.0	0.0	110.0	TOTAL	110.0	0.0	0.0	110.0		
	910	CONSTRUCTION OF COMPRESSED NATURAL GAS (CNG) FUELING FACILITY FOR THE RACINE TRANSIT SYSTEM: 1994	EE	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	30.0 0.0 470.0 0.0	30.0 0.0 470.0 0.0	LOCAL STATE FED (CMAQ)	0.0 0.0 0.0	0.0 0.0 0.0	50.0 0.0 450.0	50.0 0.0 450.0	A	NON-EXEMPT
	*		TOTAL		0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	911	COMPRESSED NATURAL GAS FUELING FACILITY SERVING THE CITY OF RACINE MUNICIPAL FLEET	EE	PE ROW CONST OTHER	0.0 0.0 265.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 265.0 0.0	LOCAL STATE FED (CMAQ)	53.0 0.0 212.0	0.0 0.0 0.0	0.0 0.0 0.0	53.0 0.0 212.0	A	NON-EXEMPT
	*		TOTAL		265.0	0.0	0.0	265.0	TOTAL	265.0	0.0	0.0	265.0		
	912	EXPANDED BUS SERVICE CONNECTION WITH KENOSHA TRANSIT AT UNIVERSITY OF WISCONSIN PARKSIDE OPERATED BY BELLE URBAN SYSTEM: 1995-96	EE	PE ROW CONST OTHER	0.0 0.0 0.0 37.3	0.0 0.0 0.0 38.8	0.0 0.0 0.0 0.0	0.0 0.0 0.0 76.1	LOCAL STATE FED (CMAQ)	4.3 15.7 17.3	4.5 16.3 18.0	0.0 0.0 0.0	8.8 32.0 35.3	A	NON-EXEMPT
	*		TOTAL		37.3	38.8	0.0	76.1	TOTAL	37.3	38.8	0.0	76.1		
	913	PURCHASE OF FIVE REPLACEMENT BUSES (CNG) AND FAREBOXES FOR THE RACINE TRANSIT SYSTEM	EE	PE ROW CONST OTHER	0.0 0.0 0.0 1,435.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 1,435.0	LOCAL STATE FED (STP-O)	287.0 0.0 1,148.0	0.0 0.0 0.0	0.0 0.0 0.0	287.0 0.0 1,148.0	A	EXEMPT
	*		TOTAL		1,435.0	0.0	0.0	1,435.0	TOTAL	1,435.0	0.0	0.0	1,435.0		
	914	REPLACEMENT OF TRAFFIC SIGNAL CONTROL COMPUTER BY THE CITY OF RACINE DEPT. OF TRANSPORTATION 1993	EE	PE ROW CONST OTHER	0.0 0.0 0.0 100.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 100.0	LOCAL STATE FED (CMAQ)	20.0 0.0 80.0	0.0 0.0 0.0	0.0 0.0 0.0	20.0 0.0 80.0	A	NON-EXEMPT AIR QUALITY NEUTRAL
	*		TOTAL		100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
V/STURTEVANT	915	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 90TH ST FROM STH 20 TO THE SOO LINE TRACKS IN THE VIL OF STURTEVANT (1.20 MILES)	HP	PE ROW CONST OTHER	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	125.0 0.0 0.0 0.0	125.0 0.0 1,135.0 0.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0	0.0 0.0 0.0	25.0 0.0 100.0	252.0 0.0 1,008.0	A	EXEMPT
	*		TOTAL		0.0	0.0	125.0	1,260.0	TOTAL	0.0	0.0	125.0	1,260.0		

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY  
BY IMPLEMENTING AGENCY 1995-1997

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997			TOTAL TIP
STATE OF WISCONSIN	916	RECONDITIONING OF WALWORTH AVE FROM CUMMINGS ST TO BELOIT ST IN THE CITY OF DELAVAN (0.17 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 240.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 240.0 0.0 240.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	36.0 12.0 192.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	36.0 12.0 192.0 0.0 240.0	A	EXEMPT
	*														
	917	RECONDITIONING OF STH 11 FROM WATERWORKS ST. TO MAIN ST. IN THE CITY OF DELAVAN (0.15 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 240.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 240.0 0.0 240.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	60.0 0.0 180.0 0.0 240.0	0.0 0.0 0.0 0.0 0.0	60.0 0.0 180.0 0.0 240.0	A	EXEMPT
	*														
	918	RECONDITIONING OF STH 11 FROM FOURTH ST. TO SEVENTH ST. IN THE CITY OF DELAVAN (0.24 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 320.0 0.0 320.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 320.0 0.0 320.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	80.0 0.0 240.0 0.0 320.0	0.0 0.0 0.0 0.0 0.0	80.0 0.0 240.0 0.0 320.0	A	EXEMPT
	*														
	919	RECONDITIONING OF STH 11 FROM EIGHTH ST. TO FREMONT ST. IN THE CITY OF DELAVAN (0.25 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 250.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 250.0 0.0 250.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 50.0 200.0 0.0 250.0	0.0 0.0 0.0 0.0 0.0	0.0 50.0 200.0 0.0 250.0	A	EXEMPT
	*														
	920	RECONDITIONING OF USH 12 FROM THE CITY OF WHITEWATER TO THE CITY OF ELKHORN (8.81 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,600.0 0.0 2,600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 2,600.0 0.0 2,600.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 260.0 2,340.0 0.0 2,600.0	0.0 0.0 0.0 0.0 0.0	0.0 260.0 2,340.0 0.0 2,600.0	A	EXEMPT
	*														
	921	BRIDGE DECK OVERLAY ON CTH B OVER USH 12 IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0 70.0	0.0 0.0 70.0 0.0 70.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 70.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0 70.0	A	EXEMPT
	*														
	922	BRIDGE DECK OVERLAY ON CLOVER RD OVER USH 12 IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 80.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 80.0 0.0 80.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 80.0 0.0 80.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 80.0 0.0 80.0	A	EXEMPT
	*														
	923	BRIDGE DECK OVERLAY ON BLOOMFIELD RD OVER USH 12 IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 134.0 0.0 134.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 134.0 0.0 134.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 134.0 0.0 0.0 134.0	0.0 0.0 0.0 0.0 0.0	0.0 134.0 0.0 0.0 134.0	A	EXEMPT
	*														
	924	BRIDGE DECK OVERLAY ON SPRINGFIELD RD OVER USH 12 IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 60.0 0.0 60.0	0.0 0.0 60.0 0.0 60.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 60.0 60.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 60.0 0.0 60.0	A	EXEMPT
	*														
	925	BRIDGE DECK OVERLAY ON COMO RD OVER USH 12 IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0 70.0	0.0 0.0 70.0 0.0 70.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 70.0 70.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 70.0 0.0 70.0	A	EXEMPT
	*														

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY  
 BY IMPLEMENTING AGENCY 1995-1997  
 (continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)				GEO 29 APVL	AIR QUALITY STATUS	
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997			TOTAL TIP
STATE OF WISCONSIN	926	REPLACE BRIDGE DECK ON STH 67 NB AND SB BRIDGES OVER USH 12 IN WALWORTH COUNTY	HP	PE	80.0	0.0	0.0	80.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	16.0	306.8	0.0	322.8			
			CONST	0.0	1,534.0	0.0	1,534.0	FED	64.0	1,227.2	0.0	1,291.2			
			OTHER	0.0	0.0	0.0	0.0	(BRF)							
			TOTAL		80.0	1,534.0	0.0	1,614.0	TOTAL	80.0	1,534.0	0.0	1,614.0		
	927	REPLACEMENT OF THE STH 120 BRIDGE OVER ORE CREEK IN THE TOWN OF LYONS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	200.0	0.0	0.0	200.0			
			CONST	200.0	0.0	0.0	200.0	FED	0.0	0.0	0.0	0.0			
			OTHER	0.0	0.0	0.0	0.0								
			TOTAL		200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	928	RECONDITIONING OF STH 120 FROM STH 36 TO THE TOWN OF EAST TROY SOUTHERN LIMITS (8.0 MILES)	HP	PE	75.0	0.0	0.0	75.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	15.0	0.0	0.0	275.0			
			CONST	0.0	0.0	0.0	1,300.0	FED	60.0	0.0	0.0	1,100.0			
			OTHER	0.0	0.0	0.0	0.0	(FAP)							
			TOTAL		75.0	0.0	0.0	1,375.0	TOTAL	75.0	0.0	0.0	1,375.0		
	929	REPLACE BRIDGES ON STH 120 IN TWO LOCATIONS OVER SUGAR CREEK IN THE TOWN OF SPRING PRAIRIE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
	*		ROW	0.0	0.0	0.0	0.0	STATE	60.8	0.0	0.0	60.8			
			CONST	304.0	0.0	0.0	304.0	FED	243.2	0.0	0.0	243.2			
			OTHER	0.0	0.0	0.0	0.0	(BRF)							
			TOTAL		304.0	0.0	0.0	304.0	TOTAL	304.0	0.0	0.0	304.0		
930	RECONDITIONING OF STH 67 FROM USH 14 TO THE VILLAGE OF WILLIAMS BAY IN WALWORTH COUNTY (4.80 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	180.4				
		CONST	0.0	0.0	0.0	902.0	FED	0.0	0.0	0.0	721.6				
		OTHER	0.0	0.0	0.0	0.0	(FAP)								
		TOTAL		0.0	0.0	0.0	902.0	TOTAL	0.0	0.0	0.0	902.0			
931	RECONDITIONING OF STH 11 FROM WISCONSIN ST TO EAST CONST LIMIT IN THE CITY OF ELKHORN (0.56 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
*		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	523.0				
		CONST	0.0	0.0	0.0	523.0	FED	0.0	0.0	0.0	0.0				
		OTHER	0.0	0.0	0.0	0.0									
		TOTAL		0.0	0.0	0.0	523.0	TOTAL	0.0	0.0	0.0	523.0			
932	RESURFACING OF SEVENTH STREET (STH 50) FROM WALWORTH AVE TO WISCONSIN STREET IN THE CITY OF DELAVAN (.13 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	20.0				
		CONST	0.0	0.0	0.0	100.0	FED	0.0	0.0	0.0	80.0				
		OTHER	0.0	0.0	0.0	0.0	(STP-O)								
		TOTAL		0.0	0.0	0.0	100.0	TOTAL	0.0	0.0	0.0	100.0			
933	RECONDITIONING OF STH 11 FROM TURTLE CREEK DRIVE TO CUMMINGS ST IN DELAVAN WITH NO ADDITIONAL LANES (1.00 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
		ROW	0.0	0.0	0.0	13.0	STATE	0.0	0.0	0.0	69.0				
		CONST	0.0	0.0	0.0	280.0	FED	0.0	0.0	0.0	224.0				
		OTHER	0.0	0.0	0.0	0.0	(STP-O)								
		TOTAL		0.0	0.0	0.0	293.0	TOTAL	0.0	0.0	0.0	293.0			
934	RECONDITIONING OF STH 11 FROM BELOIT ST TO WATERWORKS DR IN DELAVAN WITH NO ADDITIONAL LANES (0.22 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
		ROW	0.0	0.0	0.0	11.0	STATE	0.0	0.0	0.0	49.0				
		CONST	0.0	0.0	0.0	188.0	FED	0.0	0.0	0.0	150.0				
		OTHER	0.0	0.0	0.0	0.0	(STP-O)								
		TOTAL		0.0	0.0	0.0	199.0	TOTAL	0.0	0.0	0.0	199.0			
935	RESURFACE STH 11 (RACINE ST) FROM FREEMONT ST TO WRIGHT ST IN DELAVAN (0.32 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT	
		ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	28.0				
		CONST	0.0	0.0	0.0	140.0	FED	0.0	0.0	0.0	112.0				
		OTHER	0.0	0.0	0.0	0.0	(STP-O)								
		TOTAL		0.0	0.0	0.0	140.0	TOTAL	0.0	0.0	0.0	140.0			

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	936	RECONDITIONING OF NORTH ST (STH 20) FROM W VILLAGE LIMIT TO EAST OF THOMAS WITH NO ADDITIONAL LANES (1.26 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	30.0 0.0 0.0 0.0 30.0	0.0 0.0 0.0 0.0 0.0	30.0 0.0 275.0 0.0 305.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 24.0 0.0	0.0 6.0 0.0 0.0 30.0	0.0 0.0 0.0 0.0 0.0	0.0 61.0 244.0 0.0 305.0	A	EXEMPT
	937	RECONSTRUCTION WITH ADDITIONAL LANES OF USH 12 (MAIN ST) FROM INDIAN MOUND PKWY TO FRANKLIN IN THE CITY OF WHITEWATER (1.35 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 200.0 0.0 0.0 200.0	0.0 0.0 2,200.0 0.0 2,200.0	0.0 0.0 0.0 0.0 0.0	0.0 200.0 2,200.0 0.0 2,400.0	LOCAL STATE FED (FAP) TOTAL	0.0 200.0 0.0 1,650.0 200.0	0.0 0.0 0.0 0.0 2,200.0	0.0 0.0 0.0 0.0 0.0	0.0 750.0 1,650.0 0.0 2,400.0	A	NON-EXEMPT
	938	RECONSTRUCTION OF STH 50 FROM CTH H/WELLS ST TO STH 50 WB IN THE CITY OF LAKE GENEVA (0.80 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 340.0 0.0 0.0 340.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 68.0 272.0 0.0 340.0	P	NON-EXEMPT
	939	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM STH 67 EAST TO THE EXISTING DIVIDED SECTION IN THE TOWN OF GENEVA (1.42 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 208.0 2,844.0 0.0 3,052.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 777.0 2,275.0 0.0 3,052.0	A	NON-EXEMPT
	940	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 50 FROM LAKE GENEVA TO SLADES CORNERS IN KENOSHA AND WALWORTH COUNTIES (7.40 MILES)	HI	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 746.				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 746.				P	NON-EXEMPT
	941	RECONSTRUCTION WITH ADDITIONAL LANES OF STH 67 FROM LINCOLN ST. TO USH 12 IN WALWORTH COUNTY (0.90 MILES)	HI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	100.0 0.0 0.0 0.0 100.0	0.0 100.0 1,000.0 0.0 1,100.0	LOCAL STATE FED (FAP) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 25.0 75.0 0.0 100.0	0.0 275.0 825.0 0.0 1,100.0	A	NON-EXEMPT
	942	CONSTRUCT A RELOCATED STH 120 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA FROM WILLOW ROAD TO STH 50 (3.8 MILE)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	400.0 0.0 0.0 0.0 400.0	400.0 1,200.0 4,000.0 0.0 5,600.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 80.0 320.0 0.0 400.0	0.0 1,120.0 4,480.0 0.0 5,600.0	P	NON-EXEMPT
	943	CONSTRUCTION OF USH 12 ON RELOCATION FROM ELKHORN TO WHITEWATER (11.6 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	300.0 0.0 0.0 0.0 300.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 300.0 0.0 0.0 300.0	0.0 0.0 0.0 0.0 0.0	0.0 300.0 0.0 0.0 300.0	P	NON-EXEMPT
	944	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (STH 12) (5.30 MILES)	HE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1,000.0 0.0 0.0 0.0 1,000.0	0.0 1,000.0 8,200.0 0.0 9,200.0	LOCAL STATE FED TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 9,200.0 0.0 0.0 9,200.0	P	NON-EXEMPT
	945	ELDERLY/DISABLED TRANSPORTATION-SECT 16 VOCATIONAL INDUSTRIES-ELKHORN 1 VAN-14/0 1 SMALL BUS 14/2 1 BUS 28/2	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 71.1 71.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 71.1 71.1	LOCAL STATE FED (FTA 1682) TOTAL	14.2 0.0 56.9 0.0 71.1	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	14.2 0.0 56.9 0.0 71.1	A	EXEMPT

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TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
STATE OF WISCONSIN	946	ELDERLY/ DISABLED TRANSPORTATION VOCATIONAL INDUSTRIES ELKHORN: 3-40 PASSENGER BUSES/ L/ 24/ 3: 1993	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 150.3 150.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 150.3 150.3	LOCAL STATE FED (FTA 1682)	30.1 0.0 120.2 150.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	30.1 0.0 120.2 150.3	A	EXEMPT
	947	ELDERLY/DISABLED TRANSPORTATION VOCATIONAL INDUSTRIES ELKHORN: VAN 14/0 3 MODIFIED VANS 7/1 2 BUSES 28/2 1994	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 207.0 207.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 207.0 207.0	LOCAL STATE FED (FTA 1682)	41.4 0.0 165.6 207.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	41.4 0.0 165.6 207.0	A	EXEMPT
	948	ELDERLY/DISABLED TRANSPORTATION VOCATIONAL INDUSTRIES- ELKHORN VAN-14/0 VAN/LIFT-9/1 24 PASS BUS-24/0: 1990	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 95.3 95.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 95.3 95.3	LOCAL STATE FED (FTA 1682)	19.1 0.0 76.2 95.3	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	19.1 0.0 76.2 95.3	A	EXEMPT
	949	ELDERLY/DISABLED TRANSPORTATION VOCATIONAL INDUSTRIES ELKHORN VAN 14/0, VAN/L 7/1 24 PASS BUS/L 16/2: 1991	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 85.9 85.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 85.9 85.9	LOCAL STATE FED (FTA 1682)	17.2 0.0 68.7 85.9	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	17.2 0.0 68.7 85.9	A	EXEMPT
	950	RECONSTRUCTION OF CURVE ON STH 20 EAST OF WEBER LANE AT SPRING CREEK	HS	PE ROW CONST OTHER TOTAL	0.0 0.0 90.0 0.0 90.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 90.0 0.0 90.0	LOCAL STATE FED (STP-S)	0.0 0.0 81.0 90.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 81.0 90.0	A	EXEMPT
	951	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANS- PORTATION COMMISSION IN MILW KEN WAL WAUK WASH AND OZ COUNTIES	HS	PE ROW CONST OTHER TOTAL	Project costs are reported in Project No. 116.				LOCAL STATE FED TOTAL	Source of Project funds is reported in Project No. 116.				A	EXEMPT
	952	REHABILITATION OF THE STATE-OWNED RAIL LINE FROM BARDWELL JCT TO ELKHORN IN WALWORTH COUNTY	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 1,000.0 0.0	0.0 0.0 0.0	0.0 1,000.0 0.0	A	EXEMPT
	953	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH H (E. GENEVA ST.) FROM STH 67 EAST FOR 0.4 MILES IN THE CITY OF ELKHORN	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 900.0 0.0 900.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	180.0 0.0 720.0	A	EXEMPT
	954	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH C (MARTIN ST.) FROM STH 67 TO ILLINOIS LINE IN THE VILLAGE OF SHARON (1.25 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,000.0 0.0 1,000.0	0.0 0.0 1,000.0 0.0 1,000.0	LOCAL STATE FED (STP-O)	0.0 0.0 0.0	0.0 0.0 0.0	200.0 0.0 800.0	200.0 0.0 800.0	A	EXEMPT
	955	RESURFACING OF CTH O FROM CTH A TO HAZEL RIDGE RD IN WALWORTH COUNTY (4.1 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 325.0 0.0 325.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 325.0 0.0 325.0	LOCAL STATE FED	325.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	325.0 0.0 0.0	A	EXEMPT

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Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
WALWORTH COUNTY	956	RESURFACING OF CTH O FROM USH 12 TO CTH A IN WALWORTH COUNTY (5.4 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 503.0 0.0  503.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 503.0 0.0  503.0	LOCAL STATE FED	0.0 0.0 0.0	503.0 0.0 0.0	0.0 0.0 0.0	503.0 0.0 0.0	A	EXEMPT
	957	RESURFACING OF CTH NN FROM THE LAKE LAND COMPLEX TO WEAVER RD IN WALWORTH COUNTY (1.8 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 162.0 0.0  162.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 162.0 0.0  162.0	LOCAL STATE FED	162.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	162.0 0.0 0.0	A	EXEMPT
	958	RESURFACING OF CTH C FROM CTH X TO STH 67 IN WALWORTH COUNTY (5.8 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 484.0 0.0  484.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 484.0 0.0  484.0	LOCAL STATE FED	0.0 0.0 0.0	484.0 0.0 0.0	0.0 0.0 0.0	484.0 0.0 0.0	A	EXEMPT
	959	RESURFACING OF CTH P FROM USH 12 TO CTH A IN WALWORTH COUNTY (6.7 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 523.0 0.0  523.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 523.0 0.0  523.0	LOCAL STATE FED	0.0 0.0 0.0	523.0 0.0 0.0	0.0 0.0 0.0	523.0 0.0 0.0	A	EXEMPT
	960	RESURFACING OF CTH X FROM THE EAST DARIEN LIMITS TO IH 43 IN WALWORTH COUNTY (1.5 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 102.0 0.0  102.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 102.0 0.0  102.0	LOCAL STATE FED	0.0 0.0 0.0	102.0 0.0 0.0	0.0 0.0 0.0	102.0 0.0 0.0	A	EXEMPT
	961	RESURFACING OF CTH H FROM CTH A TO THE ELKHORN CITY LIMITS IN WALWORTH COUNTY (6.0 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 304.0 0.0  304.0	0.0 0.0 304.0 0.0  304.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	304.0 0.0 0.0	304.0 0.0 0.0	A	EXEMPT
	962	RESURFACING OF CTH B FROM CTH BB TO STH 120 IN WALWORTH COUNTY (5.6 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 490.0 0.0  490.0	0.0 0.0 490.0 0.0  490.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	490.0 0.0 0.0	490.0 0.0 0.0	A	EXEMPT
	963	RESURFACING OF CTH X FROM THE ROCK COUNTY LINE TO WISE RD IN WALWORTH COUNTY (3.1 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 269.0 0.0  269.0	0.0 0.0 269.0 0.0  269.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	269.0 0.0 0.0	269.0 0.0 0.0	A	EXEMPT
	964	RESURFACING OF CTH P FROM CTH M TO HAZEL RIDGE RD IN WALWORTH COUNTY (2.5 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 220.0 0.0  220.0	0.0 0.0 220.0 0.0  220.0	LOCAL STATE FED	0.0 0.0 0.0	0.0 0.0 0.0	220.0 0.0 0.0	220.0 0.0 0.0	A	EXEMPT
	965	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH B FROM STH 67 TO RIDGE RD IN WALWORTH COUNTY (0.80 MILES)	HP	PE ROW CONST OTHER  TOTAL	0.0 0.0 0.0 0.0  0.0	0.0 0.0 0.0 0.0  0.0	0.0 0.0 200.0 0.0  200.0	0.0 0.0 200.0 0.0  200.0	LOCAL STATE FED (STP-0)	0.0 0.0 0.0	0.0 0.0 0.0	40.0 0.0 160.0	40.0 0.0 160.0	A	EXEMPT

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BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
WALWORTH COUNTY	966	RESURFACING OF CTH NN FROM USH 12 TO LAKELAND COMPLEX IN WALWORTH COUNTY (1.0 MILE)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,750.0 0.0 1,750.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 1,750.0 0.0 1,750.0	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	350.0 0.0 1,400.0 0.0 1,750.0	0.0 0.0 0.0 0.0 0.0	350.0 0.0 1,400.0 0.0 1,750.0	A	EXEMPT
	* 967	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH X FROM WISE RD TO THE EAST VILLAGE LIMITS OF DARIEN (1.10 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 600.0 0.0 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 600.0 0.0 600.0	LOCAL STATE FED (STP-O) TOTAL	120.0 0.0 480.0 0.0 600.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	120.0 0.0 480.0 0.0 600.0	A	EXEMPT
	* 968	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (STP-O) TOTAL	10.0 0.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 0.0 50.0	A	EXEMPT
	* 969	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WALWORTH COUNTY	HP	PE ROW CONST OTHER TOTAL	50.0 0.0 0.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	50.0 0.0 0.0 0.0 50.0	LOCAL STATE FED (BRF) TOTAL	10.0 0.0 40.0 0.0 50.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 40.0 0.0 50.0	A	EXEMPT
	* 970	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RES- PONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY: 1995-97	TP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 96.2 96.2	0.0 0.0 0.0 98.6 98.6	0.0 0.0 0.0 101.2 101.2	0.0 0.0 0.0 296.0 296.0	LOCAL STATE FED (STP-E) TOTAL	16.0 80.2 0.0 0.0 96.2	16.4 82.2 0.0 0.0 98.6	16.9 84.3 0.0 0.0 101.2	49.3 246.7 0.0 0.0 296.0	A	EXEMPT
	* 971	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WALWORTH COUNTY	HS	PE ROW CONST OTHER TOTAL	10.0 0.0 0.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.0 0.0 0.0 0.0 10.0	LOCAL STATE FED (STP-S) TOTAL	1.0 0.0 9.0 0.0 10.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	1.0 0.0 9.0 0.0 10.0	A	EXEMPT
	C/DELAVAN 972	REHABILITATION OF BRICK PAVEMENT ON WALWORTH AVE IN THE CITY OF DELAVAN	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 821.7 0.0 821.7	0.0 0.0 0.0 0.0 0.0	0.0 0.0 821.7 0.0 821.7	LOCAL STATE FED (STP-E) TOTAL	0.0 0.0 0.0 0.0 0.0	164.3 0.0 657.4 0.0 821.7	0.0 0.0 0.0 0.0 0.0	164.3 0.0 657.4 0.0 821.7	A	EXEMPT
	V/EAST TROY 973	RESTORATION AND PRESERVATION OF THE EAST TROY ELECTRIC RAILROAD	EE	PE ROW CONST OTHER TOTAL	0.0 0.0 294.2 0.0 294.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 294.2 0.0 294.2	LOCAL STATE FED (STP-E) TOTAL	58.8 0.0 235.4 0.0 294.2	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	58.8 0.0 235.4 0.0 294.2	A	EXEMPT
	* C/WHITEWATER (PART) 974	RECONSTRUCTION WITH ADDITIONAL PARKING LANE OF FREEMONT ST. FROM MAIN ST. TO STARIN ST. IN THE CITY OF WHITEWATER (0.37 MILES)	HP	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	52.5 0.0 0.0 0.0 52.5	52.5 10.0 350.0 0.0 412.5	LOCAL STATE FED (STP-O) TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	10.5 0.0 42.0 0.0 52.5	82.5 0.0 330.0 0.0 412.5	A	EXEMPT
	* 975	OPERATING ASSISTANCE FOR THE CITY OF WHITE- WATER TAXI BASED TRANSIT SYSTEM: 1995-1997	TI	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 127.9 127.9	0.0 0.0 0.0 140.6 140.6	0.0 0.0 0.0 154.7 154.7	0.0 0.0 0.0 423.2 423.2	LOCAL STATE FED (FTA 18) TOTAL	2.6 67.6 57.7 0.0 127.9	2.8 74.4 63.4 0.0 140.6	3.1 81.8 69.8 0.0 154.7	8.5 223.8 190.9 0.0 423.2	A	EXEMPT

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.



Table A-2

TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA--WALWORTH COUNTY  
BY IMPLEMENTING AGENCY 1995-1997  
(continued)

PROJECT SPONSOR	PROJECT			ESTIMATED COST (\$000)					SOURCE OF FUNDS (\$000)					GEO 29 APVL	AIR QUALITY STATUS
	NO.	DESCRIPTION	TYPE		1995	1996	1997	TOTAL TIP		1995	1996	1997	TOTAL TIP		
C/WHITEWATER (PART)	976	CITY OF WHITEWATER TRANSIT SYSTEM CAPITAL GRANT-SECT 18 VAN WITH LIFT 7/1 1993	TE	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 33.0 33.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 33.0 33.0	LOCAL STATE FED (FTA 18)	6.6 0.0 26.4 26.4	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	6.6 0.0 26.4 26.4	A	EXEMPT
	977	RECONSTRUCTION WITH NO ADDITIONAL LANES OF ELIZABETH ST FROM MAIN ST TO WALWORTH ST IN THE CITY OF WHITEWATER (0.50 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	48.8 0.0 0.0 0.0 48.8	0.0 0.0 325.0 0.0 325.0	48.8 0.0 325.0 0.0 373.8	LOCAL STATE FED (STP-0)	0.0 0.0 0.0 0.0 0.0	48.8 0.0 0.0 0.0 48.8	65.0 0.0 260.0 0.0 325.0	113.8 0.0 260.0 0.0 373.8	A	EXEMPT
	978	RECONSTRUCTION WITH NO ADDITIONAL LANES OF NORTH ST FROM W MAIN ST TO GEORGE ST IN THE CITY OF WHITEWATER (0.23 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	26.3 0.0 0.0 0.0 26.3	26.3 0.0 175.0 0.0 201.3	LOCAL STATE FED (STP-0)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	5.3 0.0 21.0 0.0 26.3	40.3 0.0 161.0 0.0 201.3	A	EXEMPT
	979	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N PRAIRIE ST FROM W MAIN ST TO STARIN ST IN THE CITY OF WHITEWATER (0.38 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	37.5 0.0 0.0 0.0 37.5	37.5 0.0 250.0 0.0 287.5	LOCAL STATE FED (STP-0)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	7.5 0.0 30.0 0.0 37.5	57.5 0.0 230.0 0.0 287.5	A	EXEMPT
	980	RECONSTRUCTION WITH NO ADDITIONAL LANES OF S FRANKLIN ST FROM W CAINE ST TO SOUTH CITY LIMITS IN THE CITY OF WHITEWATER (0.34 MILES)	OH	PE ROW CONST OTHER TOTAL	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	18.8 0.0 0.0 0.0 18.8	18.8 0.0 125.0 0.0 143.8	LOCAL STATE FED (STP-0)	0.0 0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0 0.0	3.8 0.0 15.0 0.0 18.8	28.8 0.0 115.0 0.0 143.8	A	EXEMPT

Type Key: HP=Highway Preservation; HI=Highway Improvement; HE=Highway Expansion; EE=Environmental Enhancement; HS=Highway Safety;  
TP=Transit Preservation; TI=Transit Improvement; TE=Transit Expansion; OH=Off Arterial Highway System.

Action Key: A=Approved; P=Approval Pending More Detailed Project Definition.

Source: SEWRPC.



## Appendix B

### 1995 CONGESTION MITIGATION AND AIR QUALITY PROJECTS WITH ATTENDANT POLLUTION EMISSION REDUCTIONS: 1996 AND 2010

WisDOT Project Number	Sponsor	Type	Title	Reduction in Volatile Organic Compounds Emissions (pounds per day)		Reduction in Nitrogen Oxide Emissions (pounds per day)	
				1996	2010	1996	2010
21	Cities of Cudahy and South Milwaukee	Alternate fuel	Natural Gas Fueling Facility	3.83	2.10	--	--
22	City of Cudahy	Alternate fuel	Municipal Equipment/Alternate Fuel Demonstration Project	0.26	0.14	--	--
1	City of Milwaukee	Alternate fuel	Computerized Monitored Propane Fueling Station	0.49	0.27	--	--
26	Racine County	Alternate fuel	Alternate Fuel Acquisition Project No. 1, Dump Truck	0.43	0.23	--	--
27	Racine County	Alternate fuel	Alternate Fuel Acquisition Project No. 2, Pick-Up	0.91	0.50	--	--
28	Racine County	Alternate fuel	Alternate Fuel Acquisition Project No. 3, Sedan	0.18	0.10	--	--
30	Racine County	Alternate fuel	Wilkomm Mobil Refueling Facility	3.26	1.79	--	--
6	City of Milwaukee	Bicycle or pedestrian	Evaluate, Select, and Designate Bicycle Routes	7.27	3.99	12.70	8.46
2	City of Milwaukee	Bicycle or pedestrian	Hazard Identification and Facility Maintenance	(see above)	(see above)	(see above)	(see above)
56	City of Kenosha	Bicycle or pedestrian	Pike River Bike Trail, Phase Two	11.00	6.04	19.21	12.79
48	WisDOT	Bicycle or pedestrian	Bike Racks at Park-Ride Lots	0.89	0.49	1.56	1.04
10	City of Milwaukee	Signal	Traffic Signal Interconnect Cable	8.24	4.53	--	--
24	City of Waukesha	Signal	Continuation and Expansion of Traffic Responsive	14.87	8.17	--	--
37	Milwaukee County	Signal	Traffic Signal Interconnect, Phase II	16.00	8.79	--	--
43	Kenosha County	Traffic demand management	Wilmot Park and Ride	0.94	0.52	1.64	1.09
29	Racine County	Traffic demand management	Racine County Park-Ride Facility	2.50	1.37	4.36	2.91
49	WisDOT	Traffic demand management	Goerke's Corners Park-Ride Lot Expansion	7.08	3.89	12.37	8.24
32	City of Kenosha	Transit	Downtown Bus Circulator	0.29	0.16	0.50	0.34
34	City of Kenosha	Transit	Expand Peak Hour Transit Service	4.17	2.29	7.29	4.85
40	City of Racine	Transit	Expand Caledonia Service	0.20	0.11	0.35	0.23
41	City of Racine	Transit	Expanded Connection to Kenosha at Parkside	0.34	0.18	0.59	0.39
38	Milwaukee County	Transit	Vanpool Program	10.98	6.03	19.18	12.77
46	Transit Consortium	Transit	Southeast Wisconsin Marketing Partnership	13.49	7.41	23.56	15.68

Source: SEWRPC.



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## Appendix C

### SUMMER WEEKDAY VEHICLE-MILES OF TRAVEL WITHIN SOUTHEASTERN WISCONSIN: EXISTING 1990 AND FORECAST 1996, 2001, 2007, AND 2010

Area and Functional Classification	1990	1996			2001		
		Transportation System Plan (action) <sup>a</sup>	Transportation Improvement Program (TIP) <sup>a</sup>	Existing and Committed Transportation System (baseline)	Transportation System Plan (action) <sup>a</sup>	Transportation Improvement Program (TIP) <sup>a</sup>	Existing and Committed Transportation System (baseline)
<b>Six-County Area<sup>b</sup></b>							
Standard Arterial . . . . .	22,155,800	26,161,000	26,161,000	26,161,100	27,217,700	27,230,900	27,350,500
Freeway . . . . .	12,263,200	12,022,900	12,022,900	12,041,800	12,239,600	12,378,100	12,544,000
Collector/Land Access . . . .	3,471,500	3,873,900	3,873,900	3,873,900	3,906,200	4,017,700	4,017,700
Subtotal	37,890,500	42,057,800	42,057,800	42,076,800	43,363,500	43,626,700	43,912,200
<b>Walworth County</b>							
Standard Arterial . . . . .	1,428,500	1,548,000	1,548,000	1,547,500	1,583,500	1,583,500	1,588,100
Freeway . . . . .	568,400	782,800	782,800	782,800	823,000	823,000	823,000
Collector/Land Access . . . .	284,400	303,700	303,700	304,700	315,600	315,600	315,600
Subtotal	2,281,300	2,634,500	2,634,500	2,635,000	2,722,100	2,722,100	2,726,700
<b>Total</b>	<b>40,171,800</b>	<b>44,692,300</b>	<b>44,692,300</b>	<b>44,711,800</b>	<b>46,085,600</b>	<b>46,348,800</b>	<b>46,638,900</b>

Area and Functional Classification	2007			2010		
	Transportation System Plan (action) <sup>a</sup>	Transportation Improvement Program (TIP) <sup>a</sup>	Existing and Committed Transportation System (baseline)	Transportation System Plan (action) <sup>a</sup>	Transportation Improvement Program (TIP) <sup>a</sup>	Existing and Committed Transportation System (baseline)
<b>Six-County Area<sup>b</sup></b>						
Standard Arterial . . . . .	29,437,600	29,502,600	29,711,500	30,002,200	30,059,000	30,668,400
Freeway . . . . .	13,116,500	13,388,600	13,753,300	13,134,900	13,838,100	14,272,700
Collector/Land Access . . . .	4,316,400	4,351,200	4,351,200	4,385,100	4,456,300	4,456,300
Subtotal	46,870,500	47,242,400	47,816,000	47,522,200	48,353,400	49,397,400
<b>Walworth County</b>						
Standard Arterial . . . . .	1,699,500	1,702,600	1,733,100	1,581,300	1,797,200	1,813,500
Freeway . . . . .	891,400	915,000	915,000	1,138,200	909,000	935,600
Collector/Land Access . . . .	339,500	339,500	339,500	344,900	344,900	344,900
Subtotal	2,930,400	2,957,100	2,987,600	3,064,400	3,051,100	3,094,000
<b>Total</b>	<b>49,800,900</b>	<b>50,199,500</b>	<b>50,803,600</b>	<b>50,586,600</b>	<b>51,404,500</b>	<b>52,491,400</b>

<sup>a</sup> The vehicle-miles of travel forecasts presented above assume that those projects proposed to use Federal Highway Administration congestion mitigation and air quality funds as set forth in the 1995-1997 Transportation Improvement Program are implemented.

<sup>b</sup> Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties.

Source: SEWRPC.

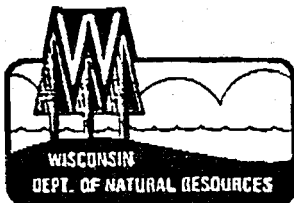


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## Appendix D

### CORRESPONDENCE REGARDING CONFORMITY OF THE REGIONAL TRANSPORTATION SYSTEM PLAN AND THE TRANSPORTATION IMPROVEMENT PROGRAM TO THE STATE IMPLEMENTATION PLAN FOR AIR QUALITY



George E. Meyer  
Secretary

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

101 South Webster Street  
Box 7921  
Madison, Wisconsin 53707  
TELEPHONE 608-266-2621  
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AIR MGMT FAX 608-267-0560

November 14, 1994

File Code: 4516-18

Mr. Carlton T. Nash  
USEPA-Region V  
77 W. Jackson St.  
Chicago, IL 60604

SUBJECT: Review of Southeastern Wisconsin Regional Planning Commission's  
Transportation Conformity Findings

Dear <sup>Carl</sup>Mr. Nash:

We are writing to acknowledge the Wisconsin Department of Natural Resources-Bureau of Air Management's review and approval of the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) Transportation Conformity findings for the 2010 Regional Transportation Plan (RTP) and the 1995-1997 Transportation Improvement Program (TIP). Our department has reviewed SEWRPC's documentation and found it to meet the various federal Transportation Conformity requirements. We have worked cooperatively with SEWRPC in supplying the appropriate Mobile Model emission factors used in their transportation modeling process for Transportation Conformity findings. We have also been active participants in the Technical Coordinating and Advisory Committee which reviews their RTP and TIP development process.

The results of SEWRPC's assumptions and analysis indicate that the transportation plan and TIP for the region result in mobile source emissions that are below those allowed for in the 15% Reasonable Further Progress Plan (RFP) our department submitted for the southeastern Wisconsin ozone nonattainment area on November 15, 1993. SEWRPC has assumed a Vehicle Miles Traveled (VMT) growth rate of 1.4% per year which represents an assumed intermediate growth rate for the region and the implementation of various public transit and other Transportation Control Measure (TCM) activities in the region. Our November 15, 1993 air quality plan submittal incorporated a somewhat higher VMT growth rate of 2% per year with an expected decrease of approximately 2% to occur in 1996 as a result of the Employee Commute Options (ECO) program. As you are probably aware, we have adopted a schedule for the ECO program which requires affected employers to resurvey their employees during the ozone season of 1996 and resubmit plans by November 15, 1996 which either demonstrate compliance or request plan modifications to attain compliance.

As indicated in SEWRPC's documentation, their VMT growth rate represents a long term trend. Our 1993 RFP plan incorporated a higher rate to reflect the high growth rates of the 1980s and the possibility that in the near term planning horizon southeastern Wisconsin could continue to experience economic growth and social trends which could keep VMT growth rates close to 2% per year for much of the 1990s. SEWRPC's plan incorporates TCMs which will support the achievement of the ECO objectives. We expect VMT reduction from TCMs included in the plan to overlap with the ECO related trip and VMT reduction goals.



We note that while SEWRPC's analysis indicates that the transportation plan and TIP pass the "Build/No-Build" tests, the amounts of reductions are extremely small for 1996. We consider it important that the transit improvements (which are not scheduled to begin until 1998), and various other TCM activities, occur on a timely basis and receive adequate funding resources to ensure their implementation.

We continue to discuss with SEWRPC, the Wisconsin Department of Transportation, environmental groups and other interested parties via our Ozone SIP development committee structure the appropriate VMT growth rate which will be included in the attainment State Implementation Plan for air quality. We are carefully weighing the impact of socio-economic trends, TCMs, the ECO program, and other variables in our decision as to the appropriate VMT trend to include in the attainment SIP. Discussion continues on the role TCMs will have in the attainment SIP and whether there are improved ways to model the impact of individual TCMs. We must also weigh the expected emissions needed from non mobile sources and the combination of reductions needed from all sources to meet the attainment of air quality standards in southeast Wisconsin.

Sincerely,



Donald F. Theiler, Director  
Bureau of Air Management

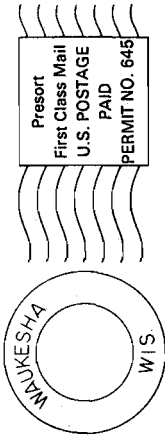
cc: Kurt W. Bauer/SEWRPC  
Thomas L. Frank/FHWA-Madison  
Joel P. Ettinger/FTA-Region V  
Samuel Herrera-Diaz/FHWA-Chicago  
George Gunderson/WISDOT  
Mike Leslie/USEPA-Region V



**Appendix E**

**CONFERENCE-RELATED MATERIALS**

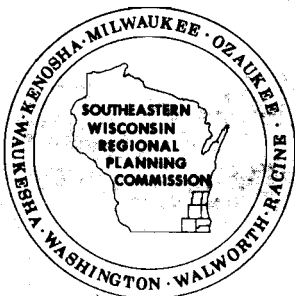
**CONFERENCE BROCHURE**



**17TH  
REGIONAL  
PLANNING  
CONFERENCE  
1994**

**A NEW  
TRANSPORTATION  
SYSTEM PLAN FOR  
SOUTHEASTERN  
WISCONSIN**

**MONDAY, JUNE 27, 1994  
GRAND MILWAUKEE HOTEL  
4747 S. HOWELL AVENUE  
MILWAUKEE, WISCONSIN**



**COMMISSION OFFICES  
OLD COURTHOUSE  
938 N. EAST AVENUE  
WAUKESHA, WISCONSIN 53187-1607  
KURT W. BAUER  
EXECUTIVE DIRECTOR**

**Sponsored by the  
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION  
and  
UNIVERSITY OF WISCONSIN-EXTENSION**



## **A NEW TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN**

### **Background**

The Southeastern Wisconsin Region has witnessed many changes since the adoption of the current regional transportation system plan in 1978. Among these changes are significant increases in employment and households, despite little population growth; more two-job households, despite declining household size; declining costs of automobile use, with increasing vehicle ownership both per capita and per household; and continuing decentralization of urban development, including jobs as well as of residences, fostering auto dependency. The effects of these and other socio-economic trends have included longer trips, declining ride-sharing and transit use, increasing highway traffic and congestion, and greater pollutant emissions and motor fuel consumption.

The 17th Regional Planning Conference will provide a forum for public review of a preliminary draft of the new regional transportation system plan. The new plan will help guide transportation system development in the Region through the year 2010. Since the Commission and UW-Extension are very much interested in broadening public understanding and involvement in the plan preparation process, the Conference has been structured to provide both a broad regional context and the opportunity for localized review preparatory to public information meetings/hearings on the plan. Brief descriptions of important Conference components follow.

### **Welcome and Conference Introduction**

The stage for the day's events will be set by Commission Chairman David B. Falstad. Mr. Falstad, an attorney, represents Racine County on the Commission.

### **Morning Plenary Sessions**

Two morning plenary sessions will be held separated by a brief coffee break. The first will be an overview of transportation planning and programming issues from a national viewpoint. Leading this session as presenter will be Mr. Lowell B. Jackson, Vice President of Transportation/Structures, Greenhorne & O'Mara, Inc., a national consulting firm, located in Greenbelt, Maryland. Mr. Jackson is well known to Wisconsinans for his many years of public service to the State, notably including Secretary of the Wisconsin Department of Transportation from 1979 to 1981, and again from 1983 to 1986.

The late morning plenary session will feature Commission staff presentations related to the preparation of a new year 2010 Regional Transportation System Plan. Included will be an overview of recommendations for transportation demand management, highway and mass transit improvements, and bicycle and pedestrian way improvements. These presentations will review the current status of the regional transportation system; present information on travel habits and patterns in the Region; identify the proposed transportation system development objectives; and describe proposed alternative plans and the preliminary recommended plan selected for public review.

### **Luncheon Program**

The keynote luncheon address will be given by Mr. James R. Klauser, Secretary of the Wisconsin Department of Administration. Mr. Klauser is Governor Tommy G. Thompson's chief advisor on fiscal and policy matters and is a well-recognized figure in State government. He is expected to bring his years of budgeting and policy experience to bear, placing vital transportation improvement needs for Southeastern Wisconsin alongside the many other pressing public concerns.

### **Afternoon Concurrent Sessions**

The concurrent sessions will examine in greater detail various facets of the regional transportation system planning process, its relationship to other types of planning, and important considerations for implementing the preliminary recommended plan. A division of the concurrent sessions into early—and late—afternoon blocks allows participants, if they wish, to "track through" various combinations of sessions that provide parallel treatment of topics, such as land use, transit/highways, and environmental quality. The format for these sessions will involve a formal presentation, followed by comments from a reaction panel. Afterward, audience participants will be invited to join in with questions and comments.

### **Focus on Land Use Site Design: The Potential to Influence Travel Demand**

Conventional approaches to land development within much of the United States, including Southeastern Wisconsin, have generally promoted large, single-use activity centers—office parks, shopping centers, and residential areas. It has been generally recognized that conventional development practices lead to automobile dependence, and to increased air quality and traffic congestion problems.

Sound site design techniques and land use regulation are means to achieve more compact and integrated communities that promote the use of transit, bicycles, and walking as alternatives to automobile travel. This session will explore the potentials and practicalities of implementing such techniques and regulations within the Southeastern Wisconsin Region.

### **Focus on Public Transit: Details of the New System Plan**

A sound transportation system for any large metropolitan area must include an effective urban public transit system. This system must at a minimum be integrated with the arterial street and highway system, function to relieve traffic congestion during peak periods of travel, and provide transportation service to individuals who cannot make use of private automobiles. Investment in public transit may be a means of achieving other social, environmental, and economic goals as well—including providing better access to jobs for the poor, ensuring access to jobs and services for the elderly and disabled, reducing motor fuel consumption, improving air quality, and shaping urban land use development. If society's almost total reliance on the automobile for personal transportation is to be reduced, a transit system that provides a viable alternative to the automobile must be provided.

This session will address the full range of potential public transit improvements envisioned for the Southeastern Wisconsin Region, from rapid commuter railway service linking outlying urban centers to downtown Milwaukee, to local bus service meeting everyday needs of urban residents in many communities.



#### Focus on Financing: Paying for the Plan

Historically, one of the basic impediments to the implementation of transportation system plans involved inadequate funding, particularly for county and local arterial streets and highways and for transit. New Federal regulations now require that before long-range transportation plans are adopted they must be demonstrated to be financially feasible; that is, implementation of the plan must cost only as much as the public can and is willing to pay. Accordingly, the vision for the future transportation system in the Southeastern Wisconsin Region must be constrained by projected revenue availability given society's many competing demands for funds.

This session will discuss the revenues anticipated to be made available through typical Federal, State, and local transportation funding sources. It will also explore public willingness to provide new sources of funding for the construction, maintenance, and operation of highway and transit improvements not covered by these sources.

#### Focus on Clean Air: The Role of Transportation

The Federal Clean Air Act Amendments of 1990 require that, in areas where the Federally established ambient air quality standards are not met, transportation and air quality management planning must be integrated. The seven counties of Southeastern Wisconsin do not meet the national standards for air quality with respect to ozone. On this basis, Federal law mandates that the new transportation system plan for the Region be in conformance with the State air quality management plan. That plan is to be designed by the Wisconsin Department of Natural Resources to reduce pollutant emissions and achieve national ambient air quality standards.

This session will explore the technical and procedural links between air quality and transportation in the Region, including plan recommendations. Addressed will be the relative contribution of transportation within the Region to air quality problems; the potential for transportation control measures, including policies to increase automobile operating costs, to reduce motor vehicle emissions; the potential for technological innovations and stricter tailpipe standards to reduce vehicle emissions; and the transportation-related consequences for the Region of not meeting the conformity requirements of the Clean Air Act Amendments.

#### Focus on Travel Demand Management: Costs, Benefits, and Practicalities

Travel demand management refers to measures intended to reduce or eliminate automobile trips—especially single occupant trips—or to shift travel to alternative times and routes. The intent of such measures is to reduce traffic congestion, air pollution, and motor fuel consumption. A travel demand management program may thus increase the cost of automobile travel, control the supply and cost of parking, facilitate telecommuting and work schedule changes, and promote better land use site design.

While such measures—especially pricing—have been shown to affect travel demand, public resistance to their implementation has often been strong. Proponents of increasing the cost of automobile operation contend that pricing measures are justified since they make apparent the costs that are typically "hidden." A sound pricing

strategy would, for example, reduce transportation-related property taxes as automobile operating costs—"highway user costs"—are increased. Opponents of measures to increase the perceived costs of automobile operation contend that affected areas could be disadvantaged economically; and that the individual freedom permitted by automobile use could be compromised, affecting particularly lower income residents. This session will explore the public and private costs and benefits related to travel demand management, seeking to assess the practicality of implementing such measures within the Region.

#### Focus on Highways: Details of the New System Plan

High quality arterial streets and highways are essential to the social and economic vitality of Southeastern Wisconsin. The arterial streets and highways—and particularly the freeways—constitute the singularly most important element of the regional transportation system. They are essential to efficient commuting; to the movement of almost all goods; and to the delivery of almost all services within the Region, including bus transit service.

The 3,274-mile arterial street and highway system within the Region serves over 5 million person trips on an average weekday—over 92 percent of all trips. The component freeways—comprising about 9 percent of the total arterial system—carry about 35 percent of all vehicle miles of travel within the Region on an average weekday. The arterial street and highway system connects the major urban centers of the Region and provides essential linkages to national and international markets, and to agricultural areas which provide necessary food and fibre. This system also connects major manufacturing and commercial centers within the Region to the Port of Milwaukee, to General Mitchell International Airport, and to other important change of mode passenger and freight facilities. Commercial and industrial activities increasingly seek locations on or near regional freeways, and trends like "just in time" delivery of materials to manufacturing plants make good highway transportation essential.

This session will detail important arterial street and highway preservation, improvement, and expansion recommendations in the proposed new regional transportation system plan, and compare such recommendations to the jurisdictional highway system plans for the seven counties in the Region. Issues related to funding will also be addressed as the need to reinvest in aging highway infrastructure becomes increasingly pressing.

#### Focus on the New State Transportation Plan: Its Implications for the State and Region

Coordination of transportation system planning between the State, regional, county, and local levels of government is essential to the attainment of a balanced, integrated, and workable regional transportation system. The new statewide transportation plan, known as Translinks-21, will focus on the movement of passengers and freight between the Southeastern Wisconsin Region and other regions throughout the State and Nation. Decisions and policies made and followed at the State level will affect the scale and timing of highway, railway, airport, and seaport development within the Region, as well as the availability of capital funds to implement regional transportation system plan recommendations.



This session will address the likely impacts of the State plan on development of the various modes of transportation in Southeastern Wisconsin. The session will also establish how the regional plan recommendations fit into the broader statewide context, providing for the movement of people and goods within the Region, as a complement to such movement between regions of the State and Nation.

#### Focus on Urban Sprawl: Prospects for Implementing the Regional Land Use Plan

The adopted regional land use plan calls for a relatively compact settlement pattern with new development occurring within and adjacent to existing urban centers. The plan recommends that growth occur in areas having soils suitable for urban use; that are not subject to special hazards, such as flooding; and that can be readily provided with public sanitary sewer, water supply, and mass transit services. The plan also recommends preserving in essentially natural condition the environmental corridors of the Region—the linear areas containing the best remaining elements of the natural resource base, including the surface waters and associated floodlands and wetlands, the woodlands, and the key wildlife habitat. It further recommends the preservation in agricultural use of the Region's remaining prime farmland.

This vision for the future of Southeastern Wisconsin—adopted by all seven County Boards in the Region—is threatened by the continued dispersion of urban development at densities which cannot be efficiently or effectively provided with essential facilities and services. The effects of urban sprawl on transportation within the Region cannot be dismissed. Indeed, it has long been recognized by the Commission that land use determines the magnitude and spatial distribution of travel demand and the ability of various transportation modes to efficiently and effectively serve that demand. Urban sprawl has stressed the capacity of suburban surface arterials; made public transit impractical in most newly developing areas; fostered longer trips and almost total dependence on the automobile; and left underutilized significant capital investment in established urban centers.

Recognizing the above impacts on the transportation system, this session will address the specific actions a Commission Advisory Committee has proposed to strengthen implementation of the adopted regional land use plan. The discussion will focus on recommended actions by State, county, and local units of government that can help make the vision for the Region a reality.

#### Open House Session

During the afternoon portion of the program, a room will be set aside for an "open house" session. Commission staff will be present along with detailed maps and other exhibits pertaining to the long-range transportation planning process. This will provide an opportunity for individuals to interact with staff on an informal basis throughout the afternoon, to review various recommendations as they relate to the local and regional level, and to offer comments. Any and all comments offered during the open house—as well as those provided to staff during or at the conclusion of formal sessions—are welcome. They will be given the same due consideration as testimony, for example, recorded during subsequent public information meetings/hearings.

#### Who Should Attend?

The 17th Regional Planning Conference should be of interest to local elected and appointed officials; citizens concerned with transportation, land use, and environmental issues; planners and engineers; business and industry representatives; land developers; and others concerned about transportation issues in Southeastern Wisconsin.

#### Registration Fee/Conference Proceedings

\$20.00—includes coffee and rolls, luncheon, and a copy of the Conference proceedings. A half-day fee of \$10.00 is available for persons unable to attend the luncheon. Please make check payable to the Southeastern Wisconsin Regional Planning Commission. Multiple registrants may be processed on a single registration form (back page of brochure).

#### Some Registration Suggestions

Please register as soon as possible before June 22, 1994, indicating a choice of concurrent sessions so that room space can be properly allocated. The registration form seeks a first and second choice for each concurrent session; however, every effort will be made to accommodate your preference. Thus, while walk-ins will be accepted at the door, pre-registration is highly encouraged.

As noted previously, there is some pairing among concurrent sessions between the early and late afternoon time slots. Nevertheless, participants are free to select the combination of sessions providing greatest interest. Recognizing that breadth of interest may exceed personal ability to attend sessions, the Conference Proceedings will document the entire day's events for future reference.

#### Other Information

Persons with special needs are encouraged to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be such considerations as site access and/or mobility at the Conference, materials review or interpretation during sessions, or active participation, including the submission of comments. Please also feel free to indicate on the registration form whether special dietary or any other needs exist.

Public transportation access to the vicinity of the Conference site is available. (Please see location map.)

#### Questions?

Please contact the Commission offices:

Conference program—Mr. Gary K. Korb, UW-Extension  
Regional Planning Educator  
General questions—Ms. Luella M. Fredrickson, Registrar  
916 N. East Avenue  
P. O. Box 1607  
Waukesha, WI 53187-1607

Telephone: (414) 547-6721  
Telecopier: (414) 547-1103



## A NEW TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN

### 8:00 - 9:00 REGISTRATION

- Continental breakfast and informal discussion

### 9:00 - 9:15 WELCOME AND INTRODUCTION

- Mr. David B. Falstad, Chairman, SEWRPC

### 9:15 - 10:00 EARLY MORNING PLENARY SESSION

- Transportation Planning and Programming Issues—A National Viewpoint

Mr. Lowell B. Jackson, Vice President,  
Transportation/Structures, Greenhorne &  
O'Mara, Inc.

- Questions and Answers

### 10:00 - 10:15 COFFEE BREAK

### 10:15 - 11:30 LATE MORNING PLENARY SESSION

- Overview of the Transportation System Planning Process and Alternatives Considered

Mr. Philip C. Evenson, Assistant Director,  
SEWRPC

- Overview of the New Regional Transportation System Plan: Preliminary Demand Management, Transit, and Highway Recommendations

Mr. Kenneth R. Yunker, Assistant Director,  
SEWRPC

- Overview of the New Regional Transportation System Plan: Preliminary Bicycle and Pedestrian Recommendations

Ms. Nancy A. Holguin, Transportation Planner,  
SEWRPC

### 11:45 - 1:00 LUNCHEON PROGRAM

- Keynote address by Mr. James R. Klauser, Secretary, Wisconsin Department of Administration

### 1:15 - 2:30 EARLY AFTERNOON CONCURRENT SESSIONS —PARTICIPANTS SELECT A, B, C, or D

#### Session A—Focus on Land Use Site Design: The Potential to Influence Travel Demand

Mr. Anthony F. Balestrieri, SEWRPC Commissioner,  
Presiding

- Presenter: Mr. Edward A. Beimborn, Professor of Civil Engineering, University of Wisconsin-Milwaukee

- Reactor Panel: Mr. Harlan E. Clinkenbeard, Administrator/Planner, Town of Pewaukee

Mr. Patrick J. Meehan, President,  
Meehan & Company, Inc., Franklin

Mr. J. Michael Mooney, Mooney LeSage  
Group, Brookfield

- Staff: Mr. Dan A. Wilson, Community Resource Development Agent, University of Wisconsin-Extension, Washington County

Questions and Answers

#### Session B—Focus on Public Transit: Details of the New System Plan

Mr. Paul G. Vrakas, SEWRPC Commissioner, Presiding

- Presenter: Mr. Kenneth R. Yunker, Assistant Director, SEWRPC

- Reactor Panel: Mr. Lawrence J. Kenny, Supervisor, Milwaukee County

Mr. Robert L. Turner, Alderman,  
City of Racine; State Representative,  
61st District

Mr. James A. Beckwith, Chief of Transit  
System Development, Wisconsin  
Department of Transportation

- Staff: Mr. Albert A. Beck, Principal Planner, SEWRPC

Questions and Answers

#### Session C—Focus on Financing: Paying for the Plan

Mrs. Sheila M. Siegler, SEWRPC Commissioner,  
Presiding

- Presenter: Mr. Patrick Marchese, P.E., Foth & Van Dyke, Milwaukee; SEWRPC Commissioner

- Reactor Panel: Mr. Roger L. Schrantz, Administrator, Division of Planning and Budget, Wisconsin Department of Transportation

Ms. Kathryn C. Bloomberg, Mayor, City  
of Brookfield

Mr. Kenneth S. Kinney, Strategic  
Planning Director, City of Milwaukee

- Staff: Mr. Philip C. Evenson, Assistant Director, SEWRPC

Questions and Answers



#### **Session D—Focus on Clean Air: The Role of Transportation**

**Mr. Daniel S. Schmidt**, SEWRPC Commissioner,  
Presiding

- **Presenter:** **Mr. Donald F. Theiler**, Director, Bureau of Air Management, Wisconsin Department of Natural Resources
- **Reactor Panel:** **Mr. John B. Torinus**, Chief Executive Officer, Serigraph, Inc., West Bend  
**Ms. Susan Mudd**, State Director, Citizens for a Better Environment  
**Ms. Lynne B. Judd**, Chief, Environmental Strategies Section, Bureau of Strategic Planning, Wisconsin Department of Transportation
- **Staff:** **Mr. Donald R. Martinson**, Chief Transportation Planner, SEWRPC

Questions and Answers

2:30 - 2:45 **SODA/JUICE BREAK**

2:45 - 4:00 **LATE AFTERNOON CONCURRENT SESSIONS**  
—PARTICIPANTS SELECT E, F, G, or H

#### **Session E—Focus on Transportation Demand Management Measures: Costs, Benefits, and Practicalities**

**Mr. Daniel J. Diliberti**, SEWRPC Commissioner,  
Presiding

- **Presenter:** **Mr. Rob Kennedy**, State Coordinator, New Transportation Alliance
- **Reactor Panel:** **Mr. Ernest Stetenfeld**, Director of Public and Government Relations, Wisconsin Division, American Automobile Association  
**Mr. Peter W. Beitzel**, Vice President of International Trade, Transportation, and Business Development, Milwaukee Metropolitan Association of Commerce  
**Mr. Kenneth J. Leonard**, Director, Bureau of Strategic Planning, Wisconsin Department of Transportation
- **Staff:** **Mr. Wayne H. Faust**, Community Resource Development Agent, University of Wisconsin-Extension, Waukesha County

Questions and Answers

#### **Session F—Focus on Highways: Details of the New System Plan**

**Mrs. Jean M. Jacobson**, SEWRPC Commissioner,  
Presiding

- **Presenter:** **Mr. Kenneth R. Yunker**, Assistant Director, SEWRPC

- **Reactor Panel:** **Mr. Robert R. Packee**, District Director, Wisconsin Department of Transportation

**Mr. Frederick J. Patrie**, Director of Public Works, Kenosha County

**Mr. William Schaefer**, Transportation and Land Use Specialist, Citizens for a Better Environment

- **Staff:** **Mr. Donald R. Martinson**, Chief Transportation Planner, SEWRPC

Questions and Answers

#### **Session G—Focus on the New State Transportation Plan: Its Implications for the State and Region**

**Mr. Duane H. Bluemke**, SEWRPC Commissioner,  
Presiding

- **Presenter:** **Mr. Randall E. Wade**, Chief, Statewide System Planning, Division of Planning and Budget, Wisconsin Department of Transportation
- **Reactor Panel:** **Mr. Benjamin J. Coopman**, Highway Commissioner, Walworth County  
**Mr. Philip J. Scherer**, Executive Director, Transportation Development Association of Wisconsin  
**Mr. Marc S. Bentley**, Government Relations Director, Wisconsin Motor Carriers Association
- **Staff:** **Mr. Otto P. Dobnick**, Principal Planner, SEWRPC

Questions and Answers

#### **Session H—Focus on Urban Sprawl: Prospects for Implementing the Regional Land Use Plan**

**Ms. Patricia A. Strachota**, SEWRPC Commissioner,  
Presiding

- **Presenter:** **Mr. Richard W. Cutler**, Chairman, SEWRPC Technical and Intergovernmental Advisory Committee on Regional Land Use Plan Implementation
- **Reactor Panel:** **Ms. Sandra K. Beaupré**, Chief, Urban Transportation Strategies Section, Wisconsin Department of Transportation  
**Mr. Arnold L. Clement**, Planning and Development Director, Racine County  
**Mr. Brian B. Burke**, State Senator, District 3, Milwaukee
- **Staff:** **Mr. Philip C. Evenson**, Assistant Director, SEWRPC

Questions and Answers



## **SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

The Commission was established in 1960 under Section 66.945 of the Wisconsin Statutes as the official areawide planning agency for the seven-county Region comprised of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. These seven counties have an area of 2,689 square miles, or about 5 percent of the area of the State, and a resident population of about 1.9 million persons, or about 37 percent of the population of the State. The counties provide about one million jobs, or about 39 percent of the total employment in Wisconsin. They contain real property worth about \$70.9 billion as measured in equalized valuation, or 41 percent of the tangible wealth in the State. There are 154 general-purpose local units of government in the Region—all participating members in the Commission's work.

The Commission consists of 21 members, three from each of the seven member counties. One Commissioner from each county is appointed by the County Board and is an elected County Board Supervisor. The remaining two are appointed by the Governor, one from a list prepared by the County Board. The Commission is assisted in its work by 28 advisory committees of elected and appointed public officials and interested citizens, with a combined membership of nearly 600 persons.

The areawide planning which the Commission was created to perform has become increasingly accepted as a necessary government function in the large metropolitan regions of the United States. This acceptance is based on a growing awareness that issues of physical and economic development and of environmental impacts transcend the geographic limits and fiscal capabilities of local units of government—and that sound resolution of associated problems requires the cooperation of all units and agencies of government, and private interests as well. A regional basis is necessary to provide a meaningful technical approach to the proper planning and design of highway and transit, sewerage and water supply, and park and open space facilities. Such a basis is also essential to provide a sound approach to the resolution of such environmental problems as flooding, air and water pollution, natural resource base deterioration, and changing land use.

Private as well as public interests are vitally affected by these kinds of areawide problems and by the proposed solutions. It appears neither desirable nor possible for any

one level or agency of government to impose the decisions required to resolve these kinds of problems. Such decisions can better come from a consensus among the public and private interests concerned, based on a common interest in the welfare of the entire Region. Regional planning is essential to promote this consensus and the necessary cooperation among urban and rural; local, State, and Federal; and public and private interests. In this light, regional planning is not a substitute for Federal, State, or local public planning or for private planning. Rather, regional planning is a vital supplement to such planning.

The work of the Regional Planning Commission is entirely advisory in nature. Therefore, the regional planning program in Southeastern Wisconsin has emphasized the promotion of close cooperation among the various governmental agencies concerned with land use development and with the provision of supporting public services. The Commission believes that the highest form of areawide planning combines accurate data and competent technical work with the active participation of knowledgeable and concerned public officials and private citizens. In this way, the formulation of plans also addresses clearly identified needs and problems. Such planning is intended to lead not only to a more efficient regional development pattern but also to a more desirable environment in which to live and work.

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### **COMMISSION MEMBERS**

#### **KENOSHA COUNTY**

Leon T. Dreger  
Sheila M. Siegler

#### **MILWAUKEE COUNTY**

Daniel J. Diliberti  
William Ryan Drew  
Patrick Marchese

#### **OZAUKEE COUNTY**

Leroy A. Bley  
Thomas H. Buestrin,  
Treasurer  
Elroy J. Schreiner

#### **RACINE COUNTY**

David B. Falstad,  
Chairman  
Jean M. Jacobson,  
Secretary  
Martin J. Itzin

#### **WALWORTH COUNTY**

John D. Ames  
Anthony F. Balestrieri  
Allen L. Morrison,  
Vice-Chairman

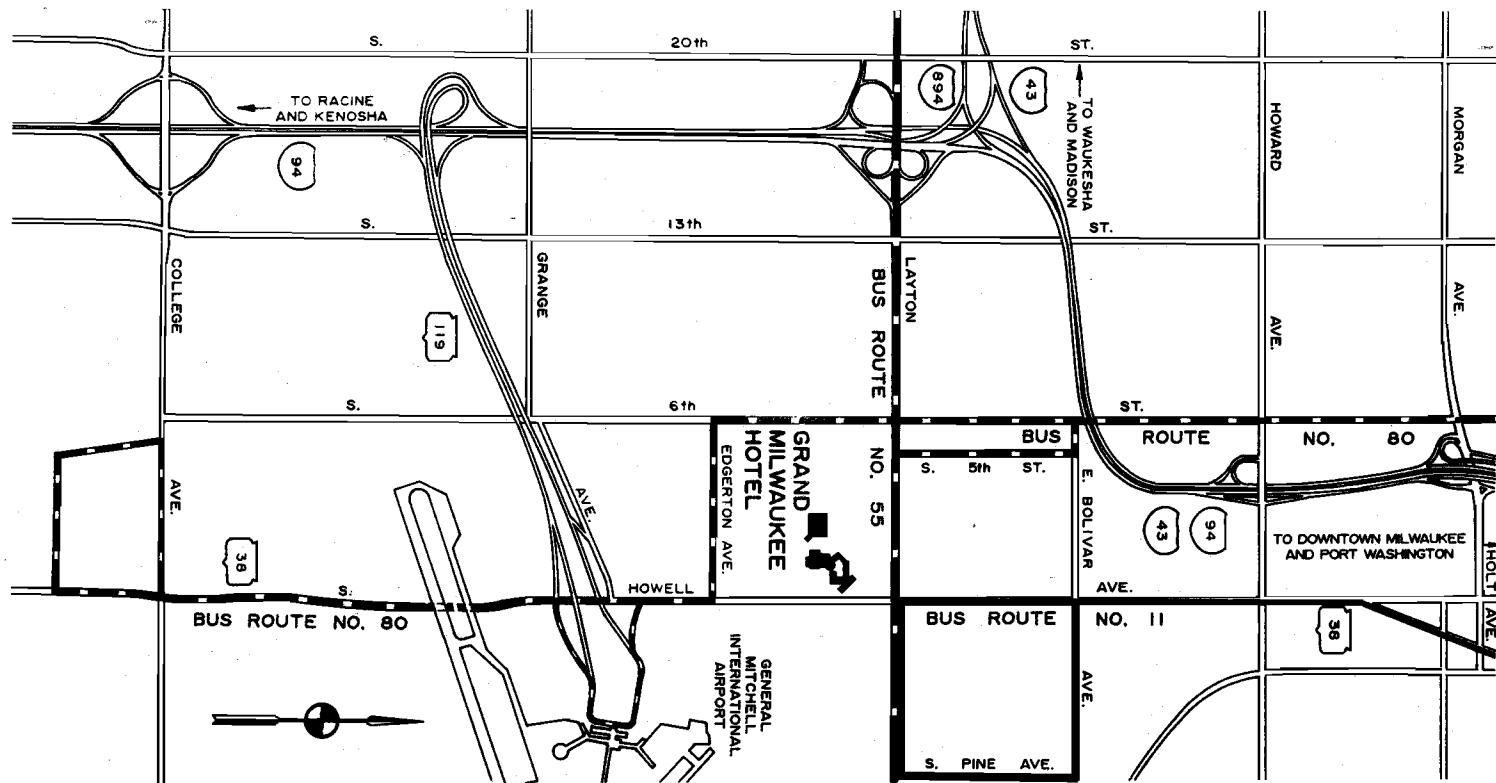
#### **WASHINGTON COUNTY**

Daniel S. Schmidt  
Patricia A. Strachota  
Frank F. Uttech

#### **WAUKESHA COUNTY**

Duane H. Bluemke  
Robert F. Hamilton  
Paul G. Vrakas





LOCATION MAP

Personal Record of Concurrent Session Choices: 1:15 p.m. \_\_\_\_ A \_\_\_\_ B \_\_\_\_ C \_\_\_\_ D; 2:45 p.m. \_\_\_\_ E \_\_\_\_ F \_\_\_\_ G \_\_\_\_ H

### REGISTRATION FORM

Please complete this form indicating choice of sessions, and return it by June 22, 1994, to:

17th REGIONAL  
PLANNING  
CONFERENCE  
June 27, 1994

CONFERENCE REGISTRAR  
Southeastern Wisconsin Regional Planning Commission  
Old Courthouse, P. O. Box 1607  
Waukesha, Wisconsin 53187-1607  
FAX (414) 547-1103

\$20 REGISTRATION FEE  
(Includes refreshment breaks,  
luncheon, and a copy of  
the conference proceedings)

#### Concurrent Sessions

Here and above, please indicate your first and second choices for each time slot (1 = preferred session, 2 = second choice)

#### Early Afternoon (1:15-2:30 p.m.)

- \_\_\_\_ A. Land Use Site Design  
\_\_\_\_ B. Public Transit Details  
\_\_\_\_ C. Financing the Plan  
\_\_\_\_ D. Clean Air and Transportation

#### Late Afternoon (2:45-4:00 p.m.)

- \_\_\_\_ E. Transportation Demand Management Measures  
\_\_\_\_ F. Highway Details  
\_\_\_\_ G. State Transportation Plan  
\_\_\_\_ H. Urban Sprawl/Regional Land Use Plan

NAME \_\_\_\_\_

PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE \_\_\_\_\_

ORGANIZATION \_\_\_\_\_

SPECIAL NEEDS \_\_\_\_\_

PLEASE MAKE CHECK PAYABLE TO: Southeastern Wisconsin Regional Planning Commission.



## PUBLIC REVIEW PERIOD AND HEARINGS ON NEW TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN

The public is invited to submit comments through August 13, 1994, on a preliminary Regional Transportation System Plan for the Southeastern Wisconsin Region, including Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. The new plan is intended to meet the existing and anticipated transportation needs of the seven-county Region to the year 2010. Major plan elements include transportation system management, public transit, arterial streets and highways, and bicycle and pedestrian ways.

SEWRPC Newsletter Vol. 34, No. 3 summarizes the recommended plan. Newsletter copies may be obtained from the SEWRPC offices, at which staff are available 8 a.m. - 5 p.m. weekdays to answer questions.

A series of public informational meetings and hearings will be held. The meeting/hearing for Washington County is listed below. Maps and other plan-related materials may be reviewed in an "open house" format from 4-7 p.m. preceding each hearing, with Commission staff available. The public hearings will begin at 7:00 p.m.

**July 11, 1994, Washington Co. Public Agency Ctr.,  
Room 1113 A & B; 333 E. Washington Street, West Bend, WI**

Persons with special needs are asked to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be site access and/or mobility during meetings, materials review or interpretation, or active participation including the submission of comments.

Written comments should be received or postmarked no later than Saturday, August 13, 1994. Please submit them to: Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607, 916 N. East Avenue, Waukesha, Wisconsin 53187-1607. Phone: (414) 547-6721 Fax: (414) 547-1103

West Bend Daily News  
July 8, 1994

### PUBLIC REVIEW PERIOD AND HEARING ON NEW TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN

The public is invited to submit comments through August 13, 1994, on a preliminary Regional Transportation System Plan for the Southeastern Wisconsin Region, including Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. The new plan is intended to meet the existing and anticipated transportation needs of the seven-county Region to the year 2010. Major plan elements include transportation system management, public transit, arterial streets and highways, and bicycle and pedestrian ways.

SEWRPC Newsletter Vol. 34, No. 3 summarizes the recommended plan. Newsletter copies may be obtained from SEWRPC offices, at which staff are available 8 a.m.-5 p.m. weekdays to answer questions.

A series of public informational meetings and hearings will be held. The meeting/hearing for Kenosha County is listed below. Maps and other plan-related materials may be reviewed in an "open house" format from 4-7 p.m. preceding each hearing, with Commission staff available. The public hearings will begin at 7:00 p.m.

<u>Date</u>	<u>Building/Room</u>	<u>Location</u>
July 13, 1994	Kenosha City Hall Room 200B	625 - 52nd Street Kenosha, Wisconsin

Persons with special needs are asked to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be site access and/or mobility during meetings, materials review or interpretation, or active participation including the submission of comments.

Written comments should be received or postmarked no later than Saturday, August 13, 1994. Please submit them to:

Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607, 916 N. East Avenue  
Waukesha, Wisconsin 53187-1607

Phone: (414) 547-6721  
July 10, 1994

Fax: (414) 547-1103

Kenosha News  
July 10, 1994



## PUBLIC REVIEW PERIOD AND HEARINGS ON NEW TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN

The public is invited to submit comments through August 13, 1994, on a preliminary Regional Transportation System Plan for the Southeastern Wisconsin Region, including Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington and Waukesha Counties. The new plan is intended to meet the existing and anticipated transportation needs of the seven-county Region to the year 2010. Major plan elements include transportation system management, public transit, arterial streets and highways, and bicycle and pedestrian ways.

SEWRPC Newsletter Vol. 34, No. 3 summarizes the recommended plan. Newsletter copies may be obtained from the SEWRPC offices, at which staff are available 8 a.m.-5 p.m. weekdays to answer questions.

A series of public informational meetings and hearings will be held as listed below. Maps and other plan-related materials may be reviewed in an "open house" format from 4-7 p.m. preceding each hearing, with Commission staff available. The public hearings will begin at 7:00 p.m.

Date	Building/Room	Location
July 11, 1994	Washington Co. Public Agency Ctr. Room 1113 A & B	333 E. Washington Street West Bend, Wisconsin
July 13, 1994	Kenosha City Hall Room 200B	625 - 52nd Street Kenosha, Wisconsin
July 14, 1994	Racine Co. Office Building Auditorium	14200 Washington Avenue Ives Grove, Wisconsin
July 25, 1994	Ozaukee Co. Administration Ctr. Auditorium	121 W. Main Street Port Washington, Wisconsin
July 27, 1994	Walworth Co. Highway Department (west end of Lakeland complex)	W4097 County Road NN Elkhorn, Wisconsin
July 28, 1994	Waukesha Co. Exposition Ctr. Auditorium	N1 W24848 Northview Road Pewaukee, Wisconsin
August 3, 1994	Milwaukee Co. Courthouse Annex 3rd Floor Assembly Room	907 N. 10th St. (Level D) Milwaukee, Wisconsin

Persons with special needs are asked to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be site access and/or mobility during meetings, materials review or interpretation, or active participation including the submission of comments.

Written comments should be received or postmarked no later than Saturday, August 13, 1994. Please submit them to:

**Southeastern Wisconsin Regional Planning Commission**  
P.O. Box 1607, 916 N. East Avenue, Waukesha, Wisconsin 53187-1607  
Phone: (414) 547-6721 Fax: (414) 547-1103

The Milwaukee Journal  
July 10, 1994

## PUBLIC REVIEW PERIOD AND HEARINGS ON NEW TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN

The public is invited to submit comments through August 13, 1994, on a preliminary Regional Transportation System Plan for the Southeastern Wisconsin Region, including Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. The new plan is intended to meet the existing and anticipated transportation needs of the seven-county Region to the year 2010. Major plan elements include transportation system management, public transit, arterial streets and highways, and bicycle and pedestrian ways.

SEWRPC Newsletter Vol. 34, No. 3 summarizes the recommended plan. Newsletter copies may be obtained from the SEWRPC offices, at which staff are available 8 a.m. - 5 p.m. weekdays to answer questions.

A series of public informational meetings and hearings will be held. The meeting/hearing for Racine County is listed below. Maps and other plan-related materials may be reviewed in an "open house" format from 4-7 p.m. preceding each hearing, with Commission staff available. The public hearings will begin at 7:00 p.m.

Date	Building/Room	Location
July 14, 1994	Racine Co. Office Building Auditorium	14200 Washington Avenue Ives Grove, Wisconsin

Persons with special needs are asked to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be site access and/or mobility during meetings, materials review or interpretation, or active participation including the submission of comments.

Written comments should be received or postmarked no later than Saturday August 13, 1994. Please submit them to:

**Southeastern Wisconsin Regional Planning Commission**  
P.O. Box 1607, 916 N. East Avenue  
Waukesha, Wisconsin 53187-1607  
Phone: (414) 547-6721 Fax: (414) 547-1103

The Journal Times (Racine)  
July 10, 1994



# COMMISSION LETTERS OF NOTIFICATION REGARDING PUBLIC INVOLVEMENT EFFORTS

## SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

910 N. EAST AVENUE • P.O. BOX 1807 • WAUKESHA, WISCONSIN 53187-1807 • TELEPHONE (414) 547-6721  
TELECOPIER (414) 547-1103

January 28, 1994

Serving the Counties of: DANE, DECATUR, GREEN, ILLINOIS, JEFFERSON, KANE, KENOSHA, KOSCIUSKO, MADISON, MONROE, ROCK, STURGEON, TAYLOR, WASHINGTON, WAUKESHA

## SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

910 N. EAST AVENUE • P.O. BOX 1807 • WAUKESHA, WISCONSIN 53187-1807 • TELEPHONE (414) 547-6721  
TELECOPIER (414) 547-1103

April 5, 1994

Serving the Counties of: DANE, DECATUR, GREEN, ILLINOIS, JEFFERSON, KANE, KENOSHA, KOSCIUSKO, MADISON, MONROE, ROCK, STURGEON, TAYLOR, WASHINGTON, WAUKESHA

To: Parties Interested in Regional Transportation System Planning

Dear Sir or Madam:

You should have recently received a copy of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Newsletter. This publication announces the initiation of work on the preparation of a new transportation system plan for the seven-county Southeastern Wisconsin Region; contains an overview of the current status of the regional transportation system; and presents information on travel habits and patterns in the Region. The Newsletter has been sent to you in the belief that you may have an interest in the regional transportation planning process--a process that will influence not only the development of the transportation system within the Region, but ultimately the land use pattern, economy, and overall quality of life within the Region.

In the coming months, there will be other Commission Newsletter issues that focus on the transportation planning process and on the new regional transportation system plan. Enclosed with this letter you will find a prepaid postcard for use in indicating your interest in receiving additional material from the Commission. By checking the appropriate box on the postcard and returning it to us, you may choose to receive all future issues of the Commission Newsletter, which is published six times per year; to receive only those Commission Newsletters that focus on transportation planning and development, as well as other transportation related materials; or you may choose to receive no additional materials at all from the Commission. We would very much appreciate your returning the card to us. If you do not return the card, we will assume that you have no interest in receiving any materials and, accordingly, remove your name from the mailing list.

The Commission is very much interested in broadening public understanding and involvement in the preparation of the new transportation system plan. Thus, we welcome any questions or comments you may have. Please feel free to contact the Commission staff at (414) 547-6721, or to write us at the above address.

Thank you for your attention to this matter. Again, please feel free to contact us with any specific interests or for further information.

Very truly yours,

*David B. Falstad*  
David B. Falstad  
Chairman

DBF/GKK/rj  
Enclosure  
Korb.ltr

### RESPONSE TO INQUIRY ABOUT RECEIVING COMMISSION NEWSLETTERS AND OTHER MATERIALS

- ☐ Please place my name on the list to receive all Commission Newsletters and other public information materials
- ☐ Please place my name on the list to receive only transportation related Newsletters and public information materials
- ☐ Please remove my name from your mailing list.  
I do not wish to receive any additional materials

To: New Transportation Alliance Members of Southeastern Wisconsin Interested in Regional Transportation System Planning

Dear Sir or Madam:

As suggested to us by the leadership of the New Transportation Alliance, we are providing to you herewith two items for your information: 1) a copy of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) Newsletter; and 2) an announcement of the 17th Regional Planning Conference, scheduled to be held on June 27, 1994, in Milwaukee.

The Newsletter discusses the preparation of a new transportation system plan for the seven-county Southeastern Wisconsin Region; contains an overview of the current status of the regional transportation system; and presents information on travel habits and patterns in the Region. The Conference will provide a forum for public review of a preliminary draft of the new transportation system plan.

These materials are being provided to you in the hope that you will have an interest in the regional transportation planning process--a process that will influence not only the development of the transportation system within the Region--but ultimately the land use pattern, economy, and overall quality of life--for many years to come.

In the coming months, there will be other Commission materials and events that focus on the transportation planning process and on the new regional transportation system plan. Enclosed with this letter you will also find a prepaid postcard for use in indicating your interest level. By checking the appropriate box on the postcard and returning it to us, you may choose to receive all future issues of the Commission Newsletter, which is published six times per year; to receive only those Commission Newsletters that focus on regional transportation planning, as well as other transportation-related announcements and materials; or to receive no additional materials at all from the Commission. We would appreciate your returning the card to us. If you do not return the card, we will assume that you have no interest in receiving further materials and, accordingly, remove your name from the mailing list.

New Transportation Alliance Members  
April 5, 1994  
Page 2

The Commission is very interested in broadening public understanding of, and involvement in, the preparation of the new transportation system plan. Thus, we welcome any questions or comments you may have. Please feel free to contact the Commission staff at (414) 547-6721, or to write us at the above address.

Thank you for your attention to this matter.

Very truly yours,

*David B. Falstad*  
David B. Falstad  
Chairman

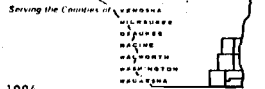
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COPY

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

515 N. EAST AVENUE • P.O. BOX 1607 • WAUKESHA, WISCONSIN 53187-1607 • TELEPHONE (414) 547-6721  
TELECOPIER (414) 547-1103



May 3, 1994

TO: Local Elected Officials in Southeastern Wisconsin,  
Care of City, Village, and Town Clerks

Dear Local Official:

As you may know, the Southeastern Wisconsin Regional Planning Commission is in the process of preparing a new long-range transportation system plan for the seven-county Southeastern Wisconsin Region. The purpose of this letter is to inform your local governing body and any related commissions and committees you might deem appropriate of the options to become updated or involved. Perhaps your officials will feel that their current level of exposure to this planning program is sufficient, or that the items summarized below will offer sufficient opportunity. If not, however, the Commission staff stands ready to provide a local briefing.

Volume 33, No. 5 of the SEWRPC Newsletter was distributed in January 1994 to local officials and other key interested parties throughout the Region. That publication discusses the initiation of work on the new long-range transportation plan; contains an overview of the current status of the regional transportation system; and presents information on travel habits and patterns. Prior to distribution, the Commission's public involvement mailing list was augmented substantially. Nevertheless, if anyone is not receiving the SEWRPC Newsletter and feels that they should, we would appreciate being informed.

Persons on the public involvement mailing list--both traditional recipients and recent additions--will also be receiving other transportation-related materials and announcements. Enclosed is one such piece pertaining to the 17th Regional Planning Conference scheduled for June 27, 1994, in Milwaukee.

As the announcement indicates, the conference constitutes a major event for public review of a preliminary draft of the new regional transportation system plan. Other public informational meetings are also being planned prior to the conference. These will help explain, in more localized terms, the findings of the long-range transportation planning process and any preliminary recommendations, as well as offer opportunities to comment. Following the conference, a series of more formal public meetings/hearings will be held around the Region to provide further information and solicit additional comments.

Overseeing the entire long-range transportation system planning program is the Regional Planning Commission itself. The Commission consists of 21 members, three from each of the seven member counties. Mr. Leon T. Dreger and Ms. Sheila M. Siegler represent Kenosha County on the Regional Planning Commission. A third Kenosha County seat on the Commission is currently vacant.

May 3, 1994  
Page 2

Assisting the Commission in this planning program by providing immediate guidance is the SEWRPC Technical Coordinating and Advisory Committee on Regional Transportation System Planning. That committee is meeting regularly, with the agendas, minutes, attendance, and all other matters of business open to the public. We are pleased to have Mr. Joseph McCarthy, representing the City of Kenosha, serving upon this committee. Similarly, helping to provide guidance is the Commission's Technical and Citizen Advisory Committee on Regional Bicycle and Pedestrian Facilities Planning. We are pleased to have Mr. Randal LeClaire, representing the City of Kenosha, serving on this committee.

Finally, the Commission will soon be forming a Citizen Advisory Committee on Regional Transportation System Planning, staffed under interagency contract by the University of Wisconsin-Extension. This committee, we hope, will provide additional valuable input regarding public preferences and information needs, and insights regarding the prospective implementability of plan recommendations and alternatives. We would also hope, through this Citizen Advisory Committee, to inform and involve constituencies that may not traditionally have participated in such planning programs. If you know of someone who might be appropriate for this committee, we would appreciate having their name forwarded to us for consideration.

The Commission is very interested in broadening public understanding and involvement in the preparation of the new transportation system plan, as we hope the above helps indicate. Thus, we welcome any questions or comments you may have; and again, our staff would be pleased to arrange for a local briefing if your officials would find it beneficial.

Please feel free to contact the Commission by calling (414) 547-6721, or to write us at the above address.

Thank you for your attention and consideration.

Sincerely,

Kurt W. Bauer  
Executive Director

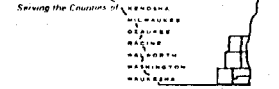
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cc: SEWRPC Commissioners  
Regional Transportation System Planning Committee Members  
Regional Bicycle and Pedestrian Facilities Planning Committee Members

Copies of this letter, modified only with respect to the listing of the Commissioners representing each county of the Region and with respect to any city, village, or town representatives serving on the two advisory committees involved, have been sent to city, village, and town clerks throughout the Region.

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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TELECOPIER (414) 547-1103



## MEMORANDUM

TO: County, City, Village, and Town Clerks in Southeastern Wisconsin

FROM: Kurt W. Bauer, Executive Director, SEWRPC

DATE: July 1, 1994

RE: Public Meeting/Hearing Schedule for the Recommended Year 2010  
Regional Transportation System Plan

Dear Clerk:

As you may know, the Southeastern Wisconsin Regional Planning Commission is in the process of publicly presenting, and soliciting comments regarding, a proposed new long-range transportation system plan for Southeastern Wisconsin. The Commission would, therefore, very much appreciate your bringing the enclosed notice to the attention of the members of your council or board and to any other officials that you believe would be interested in the subject matter.

The Commission believes that the preliminary recommended plan proposes a balanced, achievable transportation system for the Region and its 154 constituent county and local units of government. The planned system would provide the arterial streets and highways, transit facilities, and bicycle and pedestrian facilities needed to serve the developing land use pattern of the Region in a cost-effective manner.

To implement the plan and its improvements for both highways and transit would require additional revenue--roughly equivalent to an 11 cent per gallon increase in motor fuel tax. However, preserving the economic viability of the Region while offering realistic transportation alternatives was believed to be necessary by the broadly representative Commission Technical Coordinating and Advisory Committee which advanced the recommended new plan. Other plan alternatives not selected by the Committee would have, on the one hand, provided significant additional transit service, but at a cost increase of about \$1.10 per gallon of fuel for automobile operation. Some interests are currently promoting a version of that alternative plan. On the other hand, a lower-cost "no-build" alternative was also considered which would not serve to keep the Region as economically competitive--or as attractive a place to live and work--as the recommended plan.

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The final plan to be considered by the Commission for adoption may be different than the preliminary plan depending upon the public reaction to that plan. Therefore, the Commission believes it to be especially important that local elected officials and key staff are informed and make their opinions concerning the draft plan known. The representative position of the elected officials makes those individuals particularly well qualified to speak for the broad community needs and preferences concerned.

Transportation system planning is a dimension of regional planning that, perhaps more so than others, touches the daily lives of Southeastern Wisconsin's residents. Thus, the Commission would appreciate any and all of your efforts related to the notification request made herein.

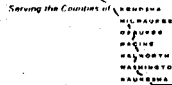
Should you have any questions concerning this matter, please do not hesitate to call.

KWB/GKK/hh  
enclosure  
gkk\clerk.mam



# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

315 N. EAST AVENUE • P.O. BOX 1607 • WAUKESHA, WISCONSIN 53187-1607 • TELEPHONE (414) 547-8721  
TELECOMPER (414) 547-1103



July 29, 1994

Dear Community Leader:

We are writing to invite you to a special public meeting concerning the future of transportation in Milwaukee County and the rest of Southeastern Wisconsin. Although often taken for granted, good transportation facilities are essential to the economic development of an area and to personal access to employment, goods, and services.

As some of you may know, a new regional plan is under preparation which will help guide transportation system development in this Region through the year 2010. The plan is being prepared by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). A series of public hearings is currently being held to get reactions to a preliminary recommended plan. The hearing for Milwaukee County is scheduled to be held on August 3, 1994, at 7:00 p.m. in the 3rd Floor Assembly Room of the Milwaukee County Courthouse Annex, 907 N. 10th Street. The hearing will follow a 4 to 7 p.m. "open house" providing an opportunity to review the plan in detail and to ask questions about it, as well as to make individual comments. Your attendance at this open house and public hearing would be sincerely welcome.

Still, we are concerned about reaching people who may not wish to attend the meeting downtown. In the past, SEWRPC has held supplemental meetings at inner city locations to facilitate public participation in the planning work and would like to do this again in cooperation with the University of Wisconsin-Extension (UWEX). Thus, a special meeting has been scheduled to allow people of diverse cultural backgrounds to more directly participate in the plan review process.

**Date/Time:** Wednesday, August 10, 1994  
5:30 Materials Review and Questions  
6:00 Meeting and Public Comments

**Location:** Department of Natural Resources (DNR), Room 140-141  
2300 N. Dr. Martin Luther King Drive  
Milwaukee

Parking is available behind the DNR building off N. 2nd Street. Milwaukee County Transit Route 19 (north-south) and Route 21 (east-west) stop at the intersection of Dr. Martin Luther King Drive and North Avenue, where the building is located.

Page 2  
July 29, 1994

By inviting community leaders to this meeting, it is hoped that those having good knowledge of inner city needs and preferences will attend. The definition of the term "leader" is not narrow. We recognize the value of leaders from within neighborhoods and churches, for example. So, please share this invitation with others you feel may be interested.

Enclosed are three of the key recommended plan maps for Milwaukee County. Briefly, the plan presently calls for an expansion of transit system capacity by 72 percent, and an expansion of highway system capacity by 17 percent. These would together help provide better service and transportation choices. Congestion on many streets and highways would be relieved, while public transit would reach more places, more frequently. Such improvements were felt important for jobs and the economy, cleaner air, and the quality of life. They would cost about 11 cents more per gallon of gasoline to implement.

We seek practical reactions on how well inner city transportation needs are likely to be met by the plan. For instance, do inner city residents favor improved transit service, better highways, or both? Would most support an increase in gasoline or other taxes, if the money were spent on better bus service or light rail? Or, for those with a car, or wanting one, is it preferable to keep the operating costs as low as possible, even if it means less growth in transit service? These are the types of issues we hope to hear comments on.

Once again, feel free to attend either or both of the August meetings in Milwaukee County. If both present a conflict, feel free to send or telephone your questions or comments to the SEWRPC offices as listed above. A Newsletter describing the preliminary plan will be available at the meetings, and is enclosed.

Thank you and we hope to see you especially on Wednesday, August 10.

Sincerely,

*Johnnie Johnson*  
Johnnie Johnson  
Assistant Professor  
UWEX-Milwaukee County

*Gary K. Korb*  
Gary K. Korb  
Regional Planning Educator  
UWEX working with SEWRPC

*Kurt W. Sauer*  
Kurt W. Sauer  
Executive Director  
SEWRPC

GKK/JJ/KWS/lb  
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Enclosures



# COMMISSION NEWS RELEASE NO. 94-1

## SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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## News Release

February 8, 1994  
Release No. 94-1

### FOR IMMEDIATE RELEASE

For more information,  
contact Kurt V. Bauer,  
Executive Director, at  
(414) 547-6721

### REGIONAL PLANNING COMMISSION PROGRESSES TOWARD NEW LONG-RANGE REGIONAL TRANSPORTATION SYSTEM PLAN

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) recently moved one step closer toward completion of a new long-range regional transportation system plan for the seven-county Southeastern Wisconsin Region. On January 18, the agency received unanimous approval of its proposed plan design methodology from a 34-member Advisory Committee overseeing development of the plan. The design procedures approved will be followed by the Commission in developing at least four alternative regional transportation system plans from which the final plan will be selected. Once completed, the final plan will serve as an important guide to transportation system development within the Region to the year 2010. The Commission, which was created in 1960 to provide the areawide planning needed to promote the sound development of the Southeastern Wisconsin Region, is responsible for, among other things, areawide transportation, environmental, and land use planning. The Region consists of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties.

Like most of the large urbanizing areas of the United States, Southeastern Wisconsin has witnessed substantial changes over the last two decades that have affected, and will continue to affect, the personal and commercial use of the Region's transportation system as well as needed improvements in that system. Since the adoption of the current regional transportation system plan in 1978,

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February 8, 1994  
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the Region has experienced marked increases in the number of jobs and households, and in the participation of women in the labor force. Declining automobile operating costs as well as urban sprawl have led to a substantial increase in personal auto ownership and use, while, at the same time, there have been significant reductions in transit ridership and service. The decline of transit service is especially critical because the number of persons within the Region living in poverty, those traditionally transit-dependent, increased by 47 percent between 1970 and 1990. These changing conditions underscore the need for a new long-range regional transportation system plan.

The recently approved plan design methodology calls for a sequential approach to transportation planning that emphasizes the use of transportation control measures and public transit improvements prior to any consideration of costly and disruptive arterial street and highway construction. This approach provides a creative and cost-effective planning framework intended to maximize the use of existing transportation facilities and to help the Region meet the new air quality and expanded transportation plan development requirements set forth in the Federal Clean Air Act Amendments (CAAA) of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. The new Federal regulations require that "severe non-attainment" areas for ozone air pollution, like six of the seven counties in the Southeastern Wisconsin Region, take into consideration the air quality consequences of all transportation plans and consider a wide range of transportation control measures, including: ordinances to reduce trip making; measures that increase the cost of automobile travel; the improvement of public transit facilities and services; improved traffic signalization systems; and the provision of bicycle lanes and auto-free zones.

The four alternative plans to be developed under this approach will represent different combinations of major and modest levels of transportation control measures and public transit expansion. After careful evaluation of these alternatives, the Advisory Committee will select the one containing control measures and transit improvements judged as most effective for the Region's transportation needs. The system deficiencies that remain will then be resolved

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February 8, 1994  
Page 3

through proposed improvements to the Region's arterial street and highway system. The chosen transportation control measures and transit improvements, together with the proposed arterial street and highway improvements, will form a preliminary new long-range regional transportation system plan.

At the same time that the four alternatives are being developed, a fifth plan alternative will be developed that would propose maintaining the existing transportation system and only include expansion or improvement projects that are already committed to being implemented. This fifth alternative, commonly called the "no-build" alternative, will be assessed on the basis of its ability to meet the Region's transportation needs and will provide an important point of comparison for the four alternative plans to be considered by the Advisory Committee.

The current regional transportation system planning program is being carried out under the careful supervision of the Regional Planning Commission's Technical Coordinating and Advisory Committee on Regional Transportation System Planning. The objectives of the new plan are concerned primarily with providing an accessible multi-modal transportation system that alleviates traffic congestion, reduces travel times and accidents, and minimizes the financial and environmental costs associated with transportation.

At the next Advisory Committee meeting, scheduled for February 26 at the Commission offices, 916 N. East Avenue, Waukesha, committee members will begin to evaluate the transportation and financial impacts of the "no-build" alternative. Formal adoption of the final plan is scheduled to be considered by July 1994.

A recent issue of the Commission Newsletter is available which describes the long-range transportation planning process in detail. Anyone interested in obtaining a copy of this Newsletter or other information is encouraged to call the Commission offices at (414) 547-6721.

\*\*\*

[A roster of the Advisory Committee membership is attached.]

### ROSTER

#### TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION SYSTEM PLANNING

Patrick Marchese	Chairman	P.E., Foth & Van Dyke and Associates, Inc.
Kurt V. Bauer	Executive Director	Southeastern Wisconsin Regional Planning Commission
Edward A. Beinborn	Professor of Civil Engineering and Mechanics	University of Wisconsin-Milwaukee
Peter W. Beitzel	Vice President of International Trade, Transportation, and Business Development	Metropolitan Milwaukee Association of Commerce
John M. Bennett	City Engineer	City of Franklin
Richard A. Bolte	Director of Transportation	Waukesha County
Benjamin J. Coopman, Jr.	Highway Commissioner	Walworth County
John A. Erickson	City Engineer	City of Milwaukee
Joel P. Ettinger	Regional Administrator	Region V, Federal Transit Administration, U. S. Department of Transportation
Michael J. Glasheen	Transit Planner	City of Racine
George E. Hall	Chief, Boundary Review Section	Bureau of Intergovernmental Relations, Wisconsin Department of Administration
Michael L. Hansen	Chairman	Wisconsin Coach Lines, Inc.
Donald K. Holland	Administrator	City of Kenosha
Milton L. Howell	Director of Public Works	City of New Berlin
Thomas A. Howells	President	Wisconsin Motor Carriers Association
Dennis M. Johnson	Acting City Engineer	City of West Allis
Robert C. Johnson	Transit Coordinator	City of Waukesha
Kenneth S. Kinney	Strategic Planning Director	Department of Administration, City of Milwaukee
David A. Kuenmuel	Associate Professor	Civil and Environmental Engineering, Marquette University
Thomas P. Kujawa	Managing Director	Milwaukee County Transit System
Glenn Lampark	Deputy Public Works Director	Racine County
Joseph McCarthy	Director of Transportation	City of Kenosha
George A. Mitchell	Director	Public Works and Development, Milwaukee County
D. Michael Mucha	Acting City Engineer	City of Mequon
Robert R. Packee	District Director	Transportation District 2, Wisconsin Department of Transportation
Frederick J. Patrie	Director of Public Works	Kenosha County
James E. St. John	Division Administrator	Federal Highway Administration, U. S. Department of Transportation
William Schaefer	Transportation and Land Use Specialist	Citizens for a Better Environment
Franklin B. Scharrer	Highway Commissioner	Washington County
Philip J. Scherer	Executive Director	Transportation Development Association of Wisconsin
Roger L. Schrantz	Administrator	Division of Planning and Budget, Wisconsin Department of Transportation
Donald F. Theiler	Director	Bureau of Air Management, Wisconsin Department of Natural Resources
Rodney Vanden Noven	Director of Public Works	City of Waukesha
Sylvester N. Weyker	Highway Commissioner	Ozaukee County



# COMMISSION NEWS RELEASE NO. 94-3

## SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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June 21, 1994  
Release No. 94-3

## News Release

FOR IMMEDIATE RELEASE

For more information,  
contact Kurt V. Bauer,  
Executive Director, at  
(414) 547-6721

### NEW REGIONAL TRANSPORTATION SYSTEM PLAN TO BEGIN PUBLIC REVIEW PROCESS AT JUNE 27 REGIONAL PLANNING CONFERENCE IN MILWAUKEE

A proposed new, third-generation regional transportation system plan for the seven-county Southeastern Wisconsin Region will be presented to the public at a daylong Regional Planning Conference to be held on June 27, 1994, at The Grand Milwaukee Hotel, 4747 S. Howell Avenue, Milwaukee. The conference is being co-sponsored by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), which prepared the plan, and the University of Wisconsin-Extension. The conference registration fee is \$20.00. The conference will mark the beginning of a summer-long series of public informational meetings and hearings at which interested citizens will have the opportunity to review and comment upon the preliminary proposed plan. Once completed, the final plan will serve as an important guide to transportation system development within the Region to the year 2010.

The plan is intended to update and extend the currently adopted regional transportation system plan, which has a design year of 2000 and was adopted by SEWRPC in 1978. The SEWRPC was created in 1960 pursuant to State law to provide the areawide planning needed to promote the sound development of the Southeastern Wisconsin Region. The agency is responsible for, among other things, areawide transportation, environmental, and land use planning. The Region consists of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties.

-more-

News Release 94-3  
June 21, 1994  
Page 2

In addition to being presented at the conference, the new plan is summarized in the May-June 1994 issue of the Commission Newsletter. Copies of this issue of the Newsletter, the last in a series of three issues describing the planning process, will be sent to over 2,300 citizens and organizations throughout Southeastern Wisconsin, including elected and appointed officials, transportation engineers and planning professionals, transportation advocates, and interested private citizens. This Newsletter is expected to be available to the public on June 25, and at the June 27 conference. SEWRPC will provide a copy of the Commission Newsletter to any interested citizen upon request.

The new plan is designed to provide the Region with an integrated, multimodal transportation system that will effectively serve and promote desirable regional land use patterns, as such patterns are set forth in the SEWRPC regional land use plan adopted in 1992. The new regional transportation plan has been designed to serve the future travel demands anticipated under the regional land use plan by calling for the development of highway and transit facilities to serve those areas of the Region where land use development is recommended to occur. This is intended to encourage compact, centralized, and economical land use development in the Region, as opposed to areawide urban sprawl.

The plan also seeks to minimize capital investment in highway facilities, and treats highway capacity expansion as a measure of last resort in addressing traffic congestion problems. Under the plan, the regional arterial street and highway system, which in 1991 totaled 3,274 route-miles, is recommended to be expanded to a total of 3,614 route-miles, or by about 10 percent, by the year 2010. This is recommended to be done through a combination of construction of new arterials and highways and widening and preservation of existing ones. The plan will provide the facilities needed to meet anticipated future travel demand in the Region at an adequate level of service, thus abating traffic congestion, reducing travel time and costs, and reducing accident exposure. If the plan recommendations are fully implemented, the percentage of arterial street and

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Page 3

highway facilities in the Region considered to be operating under congested traffic conditions, now about 12 percent of all such facilities, is expected to be reduced to about 5 percent by the year 2010. Under a "no-build" scenario, that percentage is expected to increase to about 20 percent.

The plan is designed to provide for a balanced transportation system, including both highway and public transit facilities. For an increased proportion of the Region's population, the plan would enable trips to be made by either automobile or transit, thus enhancing choice in trip making. The plan seeks to reverse the historic and continuing decline in transit use in the Region by providing a system of rapid transit, express transit, paratransit, and conventional local transit facilities and services. While less than 5 percent of total travel demand in the Region is now, and may in the future be expected to be, accommodated by public transit, the plan strongly emphasizes transit, proposing that 37 percent of the total financial resources for transportation be allocated to transit, and that overall transit system capacity be expanded by 72 percent, while highway system capacity would be expanded by only 17 percent.

The plan is designed to meet environmental concerns by providing for reductions in energy consumption and air pollutant emission levels, in comparison with those anticipated under a "no-build" scenario. Because the new regional transportation plan is designed to be compatible with and to support the adopted regional land use plan, the transportation plan will promote the preservation of primary environmental corridor lands, wetlands, and prime agricultural lands within the Region, anticipating a loss of less than 0.3 percent of all such lands as a result of highway and transit facility construction proposed under the plan. The new plan also supports the land use plan objectives of discouraging further urban sprawl and decentralization of jobs in the Region.

The plan emphasizes the importance of proper maintenance of the Region's existing transit and arterial street and highway infrastructure. The plan provides for the rehabilitation and renewal of the existing greater-Milwaukee-area freeway

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June 21, 1994  
Page 4

system, which now carries far more traffic than its current design allows it to carry safely, and much of which is now structurally obsolete and increasingly dangerous. To address this serious problem facing the "backbone" of the Region's arterial street and highway system, the plan recommends the redesign and reconstruction of the Marquette, Stadium, and Zoo Interchanges, the replacement of bridges, and the performance of major pavement and bridge maintenance. The plan also provides for the needed resurfacing and reconstruction of county and local arterials in the Region, which have been neglected in recent years, with current levels of maintenance proving inadequate to maintain current pavement conditions into the future.

The plan also accommodates many long-planned and needed improvements of the Region's public transit and arterial street and highway systems. Under the plan, rapid transit service, measured in terms of average weekday vehicle-miles of service, would be increased by nearly 400 percent. Such service would be provided over a 16-mile busway in the main east-west travel corridor of the Region, and potentially over 36 additional miles of busways in other travel corridors. Express transit service, measured in terms of average weekday vehicle-miles of service, would be increased by over 500 percent. Such service would be provided over 15 miles of light railway in the main east-west and northeast travel corridors of the Region, and potentially over 35 additional miles of light railway or exclusive bus lanes in other travel corridors. Conventional local transit service, measured in terms of average weekday vehicle-miles of service, would be increased by about 28 percent. As noted above, overall transit service in the Region would, by the year 2010, be increased by about 72 percent.

The new plan is also designed to be financially realistic and achievable in light of existing financial considerations and constraints facing the Region and its citizens. The balancing of costs and benefits associated with the plan and its implementation was done only after careful consideration and rejection of several potential alternative plans, one of which envisioned the equivalent of a motor

-more-



fuel tax increase of \$1.10 per gallon in order to discourage automobile use. This alternative was rejected, in part, because of the improbability of its implementation in the near future.

In contrast, the costs of implementing the recommended plan have been estimated as requiring only the equivalent of a relatively modest increase in the price of motor fuel in the Region--an increase of 11 cents per gallon, from the current estimated \$1.10 per gallon to \$1.21 per gallon. In terms of total automobile operating costs, this translates to an increase from 28.0 cents per mile to 28.5 cents per mile. This modest increase is estimated to be sufficient to implement the necessary maintenance and long-planned improvement of the public transit and county and local arterial street systems of the Region, and to provide the funding necessary for the essential major rehabilitation of the area's freeway system, much of which is now near the end of its physical and economic life.

The Commission will in the near future announce the times and places of the public informational meetings and hearings designed to give interested citizens an opportunity to find out more about and comment on the proposed new plan. Based upon comments and concerns which may be raised regarding the plan during the public review process, the plan is subject to potential modification prior to its consideration and expected adoption by the Regional Planning Commission. If public reaction to the preliminary recommended plan indicates significant opposition to the increased revenues and expenditures proposed for implementation of plan recommendations, those revenues and expenditures, as well as specific transportation system improvements proposed in the plan, may be scaled back.

Anyone interested in finding out more about the June 27 conference, the proposed new regional transportation system plan, or other SEWRPC programs is encouraged to contact:

Southeastern Wisconsin Regional Planning Commission  
916 N. East Avenue  
P. O. Box 1607

-more-

Waukesha, Wisconsin 53187-1607  
Telephone: (414) 547-6721  
Telecopier: (414) 547-1103

\* \* \*

[A copy of the June 27 Regional Planning Conference brochure, which describes conference details and lists conference participants, is enclosed.]



## ANNOUNCEMENT OF OZAUKEE COUNTY FORUM ON LONG-RANGE TRANSPORTATION PLANNING

### **How Can Citizens & Businesses Have More Input Into Ozaukee County's Long Range Transportation Planning Process?**

Plan to attend a public forum outlining Ozaukee County's long range transportation plan and learn how you can participate in the transportation planning process in your region, community, and neighborhood. How transportation looks and works in your community is largely up to you. Take time to be involved!

Date: Wed. April 27th  
Time: 7-9 pm  
Place: Cedarburg Cultural Center\*  
W62N546 Washington Avenue

\*Parking available in lot behind building (enter Mill Street east, then turn north into lot)

Sponsors: Cedarburg Chamber of Commerce  
League of Women Voters of Ozaukee County  
Southeastern Wisconsin Regional Planning Commission

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Four panelists from transportation planning agencies and organizations will discuss present and future transportation needs and patterns in Ozaukee County. Six responders will then raise the long range transportation needs of seniors, businesses, disabled people, school districts, commuters, bicyclists, and pedestrians. Audience members are invited to ask general questions about their involvement in the transportation planning process. Questions about specific projects or improvements will be referred to the appropriate agency.

#### **Panelists**

- Southeastern Wisconsin Regional Planning Commission:  
Kenneth R. Yunker, Assistant Director.
- Southeastern Wisconsin Coalition for Transit Now:  
Mike Cummings, Education Committee.
- Southeast Wisconsin's New Transportation Alliance:  
Robert J. Bauman, Legislative Chair.
- Wisconsin Department of Transportation, District 2: Speaker to be announced.

#### **Responders**

- Ozaukee County Aging Services: Sharon Freeman, Director.
- Southeastern Wisconsin Center for Independent Living: Sebastian Gomez, Chair, Board of Directors.
- Cedarburg School District: Gail Latsch, Business Manager.
- Others to be announced.

#### **Moderator**

- Vivian M. "Kit" Keller, Cedarburg Chamber of Commerce & League of Women Voters member, & newly elected member of the Cedarburg Common Council

For further details, call Kit Keller at 375-6180



## ANNOUNCEMENT OF 17TH REGIONAL PLANNING CONFERENCE

ANNOUNCING

### THE 17TH REGIONAL PLANNING CONFERENCE

#### "A NEW TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN"

Sponsored by the  
SOUTHEASTERN WISCONSIN  
REGIONAL PLANNING COMMISSION  
and  
UNIVERSITY OF WISCONSIN-EXTENSION

Monday, June 27, 1994

The Grand Milwaukee Hotel  
4747 S. Howell Avenue  
Milwaukee, Wisconsin

The Commission and UW-Extension cordially invite you to attend a one-day conference focusing on the important topic of a new long-range transportation system plan for the seven-county Southeastern Wisconsin Region. Socio-economic trends since 1978, the time at which the Commission completed its year 2000 regional transportation system plan, have resulted in greater trip lengths, declining ridesharing and transit use, increasing highway traffic, and more severe traffic congestion. These changing conditions, coupled with the Clean Air Act Amendments of 1990 and the Intermodal Surface Transportation Efficiency Act of 1991, underscore the need for the preparation of a new regional transportation system plan at this time.

The 17th Regional Planning Conference will provide a forum for public review of a preliminary draft of the new transportation system plan. The new plan, presently under preparation, will help guide transportation system development in the Region through the year 2010. Since the Commission and UW-Extension are very much interested in broadening public understanding and involvement in the plan preparation process, the Conference has been structured to provide both a broad regional context and the opportunity for localized review preparatory to public hearings on the plan.

Opening plenary sessions will review the current status of the regional transportation system; present information on travel habits and patterns in the Region; identify the proposed transportation system development objectives; and describe proposed alternative plans and the preliminary recommended plan selected for public review. Concurrent sessions will examine in greater detail various facets of the regional transportation system planning process and background on the preliminary recommended plan. Included will be sessions which discuss potential impacts of the transportation system plan upon such things as land use and environmental quality. County review and comment sessions concluding the day's events will provide an opportunity for important local questions and answers. Detailed maps and materials, with staff available, will lend themselves to "open-house" types of discussion.

We hope you will attend what promises to be an important conference event. The planning process under consideration will influence not only the development of the transportation system within Southeastern Wisconsin, but ultimately the land use pattern, economy, and overall quality of life as well.

#### WHO SHOULD ATTEND?

The 17th Regional Planning Conference should be of interest to local elected and appointed officials; citizens concerned with transportation, land use, and environmental issues; planners and engineers; business and industry representatives; land developers; and others concerned about transportation issues in Southeastern Wisconsin.

#### REGISTRATION FEE

\$20.00—includes coffee and rolls, luncheon, and a copy of the Conference proceedings. A half-day fee of \$10.00 is available for persons unable to attend the luncheon.

#### SET ASIDE JUNE 27, 1994

Registration at 8:00 a.m.—Sessions ending around 4:00 p.m.

#### ADDITIONAL INFORMATION

A brochure, including session descriptions, a detailed agenda, and registration materials, will be mailed in early May.

Public transportation to the Conference site is available, and persons with special needs are encouraged to contact us so that appropriate arrangements can be made.

Questions may be directed to Gary K. Korb, UW-Extension working with SEWRPC, Telephone (414) 547-6721.



CONFERENCE COMMENTS/QUESTIONS FORM AND EVALUATION FORM

PLAN COMMENTS OR QUESTIONS  
17TH REGIONAL PLANNING CONFERENCE

"A New Transportation System Plan for Southeastern Wisconsin"

Monday, June 27, 1994  
Milwaukee, Wisconsin

Name

Affiliation

Mailing Address

If you have a comment or question regarding the preliminary recommended Year 2010 Regional Transportation System Plan that you wish to submit in writing, please feel free to do so today or via mail. Written comments may be recorded on the back of this sheet, with any attached pages as necessary, and taken to the "open house" located in Directors Room 1, or given to Southeastern Wisconsin Regional Planning Commission staff.

Additional comments will be accepted during any one of the county-by-county public meetings/hearings held during July and early August 1994; or, they may be submitted through August 13, 1994, to the Commission offices, 916 N. East Avenue, P.O. Box 1607, Waukesha, Wisconsin 53187-1607; telephone (414) 547-6721, FAX (414) 547-1103.

Thank you.



**17th REGIONAL PLANNING CONFERENCE**  
**"A New Transportation System Plan for Southeastern Wisconsin"**

June 27, 1994  
 Milwaukee, Wisconsin

**EVALUATION FORM:** Please complete and place on the table at the back of the room.

	<u>Excellent</u>	<u>Very Good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
1. Overall, the conference was: _____	_____	_____	_____	_____	_____
2. The program organization was: _____	_____	_____	_____	_____	_____
3. The educational value was: _____	_____	_____	_____	_____	_____
4. The hotel facilities were: _____	_____	_____	_____	_____	_____
Session Name (Please rate)	<u>Excellent</u>	<u>Very Good</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
5. Morning - National Viewpoint _____	_____	_____	_____	_____	_____
6. Morning - Plan Overviews _____	_____	_____	_____	_____	_____
7. Luncheon Address _____	_____	_____	_____	_____	_____
8. Early Afternoon Session: <u>(Circle one attended)</u> A. Land Use Site Design B. Public Transit Details C. Financing the Plan D. Clean Air and Transportation	_____	_____	_____	_____	_____
9. Late Afternoon Session: <u>(Circle one attended)</u> E. Trans. Demand Management F. Highway Details G. State Transportation Plan H. Urban Sprawl/Land Use Plan	_____	_____	_____	_____	_____
10. Which session or speaker was the most interesting?					
11. Which session or speaker was the most informative?					
12. What did you learn today that you will be able to use immediately?					

(OVER)



13. What could/should we do further to disseminate information?

14. Have you attended our previous Regional Planning Conferences?

15. Please indicate your role in attending today: (Check all that apply)

<input type="checkbox"/> Agency Official	<input type="checkbox"/> Elected Official
<input type="checkbox"/> Business or Industry Rep.	<input type="checkbox"/> Engineer
<input type="checkbox"/> Citizen Group Member	<input type="checkbox"/> Environmentalist
<input type="checkbox"/> Commissioner - Local/Regional	<input type="checkbox"/> Farmer
<input type="checkbox"/> Consultant	<input type="checkbox"/> Highway Dept. Representative
<input type="checkbox"/> Contractor/Developer	<input type="checkbox"/> Media Representative
<input type="checkbox"/> Economic/Community Dev. Specialist	<input type="checkbox"/> Planner
<input type="checkbox"/> Educator	<input type="checkbox"/> Student
<input type="checkbox"/> Other, or Clarification _____	

16. Feel free to comment at length in the remaining space.

THANK YOU!



NOTICE OF PUBLIC MEETINGS/HEARINGS

YEAR 2010 REGIONAL TRANSPORTATION SYSTEM PLAN

Formal Announcement

The Southeastern Wisconsin Regional Planning Commission hereby announces a series of public information meetings/hearings on a preliminary recommended regional transportation system plan for 2010.

The series of public information meetings/hearings will be conducted as follows:

<u>Date</u>	<u>Open House</u>	<u>Meeting Time</u>	<u>Location</u>
July 11, 1994	4:00 p.m.	7:00 p.m.	Washington Co. Public Agency Center Room 1113 A & B 333 E. Washington Street West Bend, Wisconsin
July 13, 1994	4:00 p.m.	7:00 p.m.	Kenosha City Hall Room 200 B 625 52nd Street Kenosha, Wisconsin
July 14, 1994	4:00 p.m.	7:00 p.m.	Racine County Office Building 14200 Washington Avenue Ives Grove, Wisconsin
July 25, 1994	4:00 p.m.	7:00 p.m.	Ozaukee County Administration Center Auditorium 121 W. Main Street Port Washington, Wisconsin
July 27, 1994	4:00 p.m.	7:00 p.m.	Walworth County Highway Department W4097 County Road NN Elkhorn, Wisconsin
July 28, 1994	4:00 p.m.	7:00 p.m.	Waukesha County Exposition Center Auditorium N1 W24848 Northview Road Pewaukee, Wisconsin
August 3, 1994	4:00 p.m.	7:00 p.m.	Milwaukee County Courthouse Annex 3rd Floor Assembly Room 907 N. 10th Street Milwaukee, Wisconsin

Event Format

Each of the meetings/hearings will be preceded by an informal "open house" session in which Commission staff will be present. During this time, participants are free to review maps and other plan materials, to ask specific and individualized questions, and to offer comments for the record.

Following the open house at each of the county meetings/hearings, an approximately half-hour presentation related to the plan will summarize and highlight important matters for attendees.



The public hearing will begin at about 7:30 p.m. Comments on the new plan will be solicited. As appropriate, the Commission staff will answer questions relevant to the new plan.

#### Comment Period

The public record will be held open for a period of 10 days following the last of the public meetings/hearings in Milwaukee, concluding with materials postmarked by August 13, 1994. Interested parties are invited to submit comments at any time prior to, during, or following their county's respective meeting/hearing date. Any and all comments provided apart from the scheduled dates will be given the same due consideration as testimony recorded at the public hearing.

#### Materials Review Procedures

Three issues of the SEWRPC Newsletter document the inventory procedures and findings, alternative plans considered, and preliminary recommended plan. These are Vol. 33, No. 5, "Work Begins on a New Regional Transportation System Plan"; Vol. 34, No. 2, "Alternative Regional Transportation System Plans Designed and Evaluated"; and Vol. 34, No. 3, "New Regional Transportation System Plan Readied for Public Review".

The Newsletters were each sent to about 2,500 citizens and organizations throughout Southeastern Wisconsin, including elected and appointed officials, transportation engineers and planning professionals, transportation advocates, other interested groups, and private citizens. The Newsletters are available from the Commission, upon request, and can be reviewed at public libraries within the Region as well as county, city, village, and town government centers.

A copy of the draft recommended plan, in its entirety, is available at the Commission offices during normal business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday.

Persons with special needs are encouraged to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be such considerations as site access and/or mobility during meetings, materials review or interpretation, or active participation including the submission of comments.

#### Disposition of Comments

Following the conclusion of the comment period, the Commission staff will summarize the public reaction expressed and, based upon that reaction, present any suggested plan changes to the Commission's Technical Coordinating and Advisory Committee on Regional Transportation System Planning. The Committee will consider any suggested changes and then recommend a final plan to the Regional Planning Commission for adoption and certification as required by Federal and State law.

Persons wishing to obtain additional copies of the summary Newsletters, to review the full draft plan document, or to forward written comments, may do so by contacting the Commission offices at:

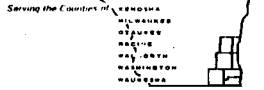
916 N. East Avenue  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
Telephone (414) 547-6721



# COMMISSION NEWS RELEASE NO. 94-4

## SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

916 N. EAST AVENUE • P.O. BOX 1607 • WAUKESHA, WISCONSIN 53187-1607 • TELEPHONE (414) 547-6721  
TELECOPIER (414) 547-1103



## News Release

FOR IMMEDIATE RELEASE

June 28, 1994  
Release No. 94-4

For more information,  
contact Kurt W. Bauer,  
Executive Director, at  
(414) 547-6721

### SEWRPC TO HOLD PUBLIC INFORMATIONAL MEETINGS/HEARINGS ON PROPOSED NEW REGIONAL TRANSPORTATION SYSTEM PLAN

The Southeastern Wisconsin Regional Planning Commission (SEWRPC), the official planning agency for the seven-county Southeastern Wisconsin Region, has scheduled a series of public informational meetings/hearings to be held on a proposed new, third-generation transportation system plan for the Region. The informational meetings/hearings are intended to give interested citizens an opportunity to review and comment upon the proposed plan. Once completed, the final plan will serve as an important guide to transportation system development within the Region to the year 2010.

The dates, times, and locations of the public informational meetings/hearings are as follows:

Date	Open House	Meeting Time	Location
July 11, 1994	4:00 p.m.	7:00 p.m.	Washington County Public Agency Center Room 1113 A and B 333 E. Washington Street West Bend, Wisconsin

-more-

News Release No. 94-4  
June 28, 1994  
Page 2

July 13, 1994	4:00 p.m.	7:00 p.m.	Kenosha City Hall Room 200 B 625 52nd Street Kenosha, Wisconsin
July 14, 1994	4:00 p.m.	7:00 p.m.	Racine County Office Building 14200 Washington Avenue Ives Grove, Wisconsin
July 25, 1994	4:00 p.m.	7:00 p.m.	Ozaukee County Administration Center Auditorium 121 W. Main Street Port Washington, Wisconsin
July 27, 1994	4:00 p.m.	7:00 p.m.	Walworth County Highway Department V4097 County Road NW Elkhorn, Wisconsin
July 28, 1994	4:00 p.m.	7:00 p.m.	Waukesha County Exposition Center Auditorium N1 W24848 Northview Road Pewaukee, Wisconsin
August 3, 1994	4:00 p.m.	7:00 p.m.	Milwaukee County Courthouse Annex 3rd Floor Assembly Room 907 N. 10th Street Milwaukee, Wisconsin

During the informal "open house" period preceding each meeting/hearing, participants will be free to review maps and other plan-related materials, to ask Commission staff specific questions regarding the plan, and to offer comments for the record.

-more-

News Release No. 94-4  
June 28, 1994  
Page 3

Each meeting/hearing will open at 7:00 p.m. with a presentation lasting approximately one-half hour summarizing and highlighting important aspects of the plan. Immediately after the presentation, public comments on the plan will be solicited. As appropriate, Commission staff will answer questions relevant to the new plan.

In addition, the public record will be held open for a period of 10 days following the last of the public informational meetings/hearings, concluding with materials submitted to the Commission and postmarked by August 13, 1994. Interested parties are invited to submit comments at any time prior to, during, or following their county's respective meeting/hearing date. Any and all comments provided apart from the scheduled hearing dates will be given the same due consideration as testimony recorded at the hearings.

Persons with special needs are encouraged to contact the SEWRPC offices in advance so that appropriate arrangements can be made. Affected may be such considerations as site access and/or mobility during the meetings/hearings, review or interpretation of materials, or active participation, including the submission of comments.

Following the conclusion of the comment period, Commission staff will summarize the public reaction expressed and, based upon that reaction, present any suggested changes in the proposed plan to the SEWRPC Technical Coordinating and Advisory Committee on Regional Transportation System Planning. The Committee will consider any suggested changes and then recommend a final plan to the Regional Planning Commission for adoption and certification as required by Federal and State law.

The most recent SEWRPC regional transportation inventories and their findings, the alternative transportation system plans considered, and the preliminary recommended plan are respectively summarized in three issues of the SEWRPC Newsletter. These are: Volume 33, No. 5 (September-October 1993), "Work Begins on a New Regional Transportation System Plan"; Volume 34, No. 2 (March-April

-more-

News Release No. 94-4  
June 28, 1994  
Page 4

1994), "Alternative Regional Transportation System Plans Designed and Evaluated"; and Volume 34, No. 3 (May-June 1994), "New Regional Transportation System Plan Readied for Public Review." These Newsletters have each been sent to about 2,500 citizens and organizations throughout Southeastern Wisconsin, including elected and appointed officials, transportation engineers and planning professionals, transportation advocates, other interested groups, and interested private citizens. These Newsletters are available from the Commission upon request, and can also be reviewed at public libraries and county and local government centers throughout the Region.

A copy of the draft recommended plan, in its entirety, is available for review at the Commission offices during normal business hours, 8:00 a.m. to 5:00 p.m., Monday through Friday.

Anyone wishing to obtain additional copies of the SEWRPC Newsletters summarizing the planning process and the preliminary recommended plan, to review the full draft plan document, or to forward written comments, may do so by contacting the Commission at:

Southeastern Wisconsin Regional Planning Commission  
916 N. East Avenue  
P. O. Box 1607  
Waukesha, Wisconsin 53187-1607  
Telephone: (414) 547-6721  
Telecopier: (414) 547-1103

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# **SCHEDULE OF PUBLIC INFORMATIONAL MEETINGS/PUBLIC HEARINGS MAILED TO LOCAL ELECTED OFFICIALS AND DISTRIBUTED AT MEETINGS/HEARINGS AND WISCONSIN DEPARTMENT OF TRANSPORTATION TRANSLINKS 21 FORUMS**

## **NOTICE OF PUBLIC MEETINGS/HEARINGS**

### **YEAR 2010 REGIONAL TRANSPORTATION SYSTEM PLAN**

#### **Formal Announcement**

The Southeastern Wisconsin Regional Planning Commission hereby announces a series of public information meetings/hearings on a preliminary recommended regional transportation system plan for 2010.

The public information meetings/hearings will be conducted as follows:

<u>Date</u>	<u>Open House</u>	<u>Meeting Time</u>	<u>Location</u>
July 11, 1994	4:00 p.m.	7:00 p.m.	Washington Co. Public Agency Center Room 1113 A & B 333 E. Washington Street West Bend, Wisconsin
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July 27, 1994	4:00 p.m.	7:00 p.m.	Walworth County Highway Department (west end of Lakeland Complex) W4097 County Road NN Elkhorn, Wisconsin
July 28, 1994	4:00 p.m.	7:00 p.m.	Waukesha County Exposition Center Auditorium N1 W24848 Northview Road Pewaukee, Wisconsin
August 3, 1994	4:00 p.m.	7:00 p.m.	Milwaukee County Courthouse Annex 3rd Floor Assembly Room 907 N. 10th Street (Level D Parking) Milwaukee, Wisconsin

#### **Event Format**

Each of the meetings/hearings will be preceded by an informal "open house" session in which Commission staff will be present. During this time, participants are free to review maps and other plan materials, to ask specific and individualized questions, and to offer comments for the record.

Following the open house at each of the county meetings/hearings, an approximately half-hour presentation related to the plan will summarize and highlight important matters for attendees.

The public hearing will begin at about 7:30 p.m. Comments on the new plan will be solicited. As appropriate, the Commission staff will answer questions relevant to the new plan.

#### **Comment Period**

The public record will be held open for a period of 10 days following the last of the public meetings/hearings in Milwaukee, concluding with materials postmarked by August 13, 1994. Interested parties are invited to submit comments at any time prior to, during, or following their county's respective meeting/hearing date. Any of the meetings/hearings may be attended, should the locally scheduled date(s) pose a conflict. Any and all comments provided apart from the scheduled dates will be given the same due consideration as testimony recorded at the public hearings.

#### **Materials Review Procedures**

Three issues of the SEWRPC Newsletter document the inventory procedures and findings, alternative plans considered, and preliminary recommended plan. These are Vol. 33, No. 5, "Work Begins on a New Regional Transportation System Plan"; Vol. 34, No. 2, "Alternative Regional Transportation System Plans Designed and Evaluated"; and Vol. 34, No. 3, "New Regional Transportation System Plan Readied for Public Review".

The Newsletters were each sent to about 2,500 citizens and organizations throughout Southeastern Wisconsin, including elected and appointed officials, transportation engineers and planning professionals, transportation advocates, other interested groups, and private citizens. The Newsletters are available from the Commission, upon request, and can be reviewed at public libraries within the Region as well as county, city, village, and town government centers.

A copy of the draft recommended plan, in its entirety, is available at the Commission offices during normal business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday.

Persons with special needs are encouraged to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be such considerations as site access and/or mobility during meetings, materials review or interpretation, or active participation including the submission of comments.

#### **Disposition of Comments**

Following the conclusion of the comment period, the Commission staff will summarize the public reaction expressed and, based upon that reaction, present any suggested plan changes to the Commission's Technical Coordinating and Advisory Committee on Regional Transportation System Planning. The Committee will consider any suggested changes and then recommend a final plan to the Regional Planning Commission for adoption and certification as required by Federal and State law.

Persons wishing to obtain additional copies of the summary Newsletters, to review the full draft plan document, or to forward written comments, may do so by contacting the Commission offices at:

916 N. East Avenue  
P.O. Box 1607  
Waukesha, Wisconsin 53187-1607  
Telephone (414) 547-6721  
Fax (414) 547-1103



**PUBLIC REVIEW PERIOD AND PUBLIC HEARING ON  
SOUTHEASTERN WISCONSIN REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM: 1995-1997**

The public is invited to review and submit comments on the draft Transportation Improvement Program for Southeastern Wisconsin: 1995-1997 during the public comment period through November 3, 1994. The Transportation Improvement Program (TIP) is a federally required listing of federally and non-federally funded highway and transit projects proposed by Southeastern Wisconsin Region local governments and the State of Wisconsin Department of Transportation (WisDOT). The proposed projects are located in Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. The projects are intended for development between January 1, 1995 and December 31, 1997. Proposed projects include resurfacing and repair of arterial roads and bridges; construction, equipment acquisition, and operating funds for transit services; safety improvements; bicycle and pedestrian facilities; traffic management system; construction of new arterial streets; widening of existing arterial streets; and other improvements to the regional transportation system.

Copies of the draft TIP may be reviewed starting October 26, 1994 at the Commission offices. Staff will be available weekdays between 8:00 a.m. and 5:00 p.m. to meet with the public to answer any questions concerning the TIP.

Public comments on the draft TIP are encouraged and welcome. Written comments may be submitted to the Regional Planning Commission during the public comment period. In addition, a public informational meeting will be held at the Milwaukee County Courthouse Annex, 3rd floor Assembly Room, 907 N. 10th Street, Milwaukee, Wisconsin, on Thursday, November 3, 1994. Staff will be available in an "open house" format from 6:00 p.m. to 7:00 p.m. to individually answer questions and provide information about the TIP. The public hearing will begin at 7:00 p.m.

Persons with special needs are asked to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be site access and/or mobility during meetings, materials review or interpretation, or active participation including the submission of comments.

Written comments should be received no later than Thursday, November 3, 1994. Please submit them to:

**Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607, 916 East Avenue  
Waukesha, Wisconsin 53187-1607  
Phone: (414) 547-6721 FAX: (414) 547-1103**

The Milwaukee Journal  
October 26, 1994

**PUBLIC REVIEW PERIOD AND PUBLIC HEARING ON  
SOUTHEASTERN WISCONSIN REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM: 1995-1997**

The public is invited to review and submit comments on the draft Transportation Improvement Program for Southeastern Wisconsin: 1995-1997 during the public comment period through November 3, 1994. The Transportation Improvement Program (TIP) is a federally required listing of federally and non-federally funded highway and transit projects proposed by Southeastern Wisconsin Region local governments and the State of Wisconsin Department of Transportation (WisDOT). The proposed projects are located in Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. The projects are intended for development between January 1, 1995 and December 31, 1997. Proposed projects include resurfacing and repair of arterial roads and bridges; construction, equipment acquisition, and operating funds for transit services; safety improvements; bicycle and pedestrian facilities; traffic management system; construction of new arterial streets; widening of existing arterial streets; and other improvements to the regional transportation system. The draft TIP also includes an assessment of the TIP relative to the State of Wisconsin Air Quality Implementation Plan.

Copies of the draft TIP may be reviewed starting October 26, 1994 at the Commission offices. Staff will be available weekdays between 8:00 a.m. and 5:00 p.m. to meet with the public to answer any questions concerning the TIP.

Public comments on the draft TIP are encouraged and welcome. Written comments may be submitted to the Regional Planning Commission during the public comment period. In addition, a public informational meeting will be held at the Milwaukee County Courthouse Annex, 3rd floor Assembly Room, 907 N. 10th Street, Milwaukee, Wisconsin, on Thursday, November 3, 1994. Staff will be available in an "open house" format from 6:00 p.m. to 7:00 p.m. to individually answer questions and provide information about the TIP. The public hearing will begin at 7:00 p.m.

Persons with special needs are asked to contact the Commission offices in advance so that appropriate arrangements can be made. Affected may be site access and/or mobility during meetings, materials review or interpretation, or active participation including the submission of comments.

Written comments should be received no later than Thursday, November 3, 1994. Please submit them to: Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607, 916 N. East Avenue, Waukesha, Wisconsin 53187-1607. Phone: (414) 547-6721, FAX: (414) 547-1103.

The Milwaukee Journal  
November 2, 1994



## Appendix F

### RECOMMENDED ARTERIAL HIGHWAY CAPACITY IMPROVEMENT AND EXPANSION PROJECTS IN THE REGIONAL TRANSPORTATION SYSTEM PLAN IN THE 1996 AND 2001 BASELINE TRANSPORTATION SYSTEMS

Year Open to Traffic	County	Improvement Type	Facility	Termini	Description
1996	Milwaukee	Widening	CTH G	Mill Road to Bradley Road	Widen from two to four traffic lanes
1996			CTH U	Grange Avenue to Rawson Avenue	Widen from two to four traffic lanes
1996			CTH Y	Pennsylvania Avenue to STH 32	Widen from two to four traffic lanes
1996			Cleveland Avenue	Waukesha County line to 113th Street	Widen from two to four traffic lanes
1996			Drexel Avenue	STH 38 to Pennsylvania Avenue	Widen from two to four traffic lanes
1996			Howard Avenue	Thompson Avenue to STH 32	Widen from two to four traffic lanes
1996			Howard Avenue	A point east of Iowa Avenue to Lake Parkway	Widen from two to four traffic lanes
1996			Pennsylvania Avenue	College Avenue to Layton Avenue	Widen from two to four traffic lanes
1996			124th Street	Hampton Avenue to CTH VV	Widen from two to four traffic lanes
1996		Expansion	Howard Avenue extension	Lake Parkway to Thompson Avenue	Construct four lanes on new alignment
1996	Racine	Expansion	21st Street extension	STH 31 to Oakes Road	Construct two lanes on new alignment
1996			Oakes Road extension	21st Street to 16th Street	Construct two lanes on new alignment
1996	Washington	Widening	STH 33	CTH Z to Valley Avenue	Widen from two to four traffic lanes
1996			STH 60	STH 83 to Wilson Avenue	Widen from two to four traffic lanes
1996		Expansion	USH 41	CTH K	Construct new interchange
1996			USH 41	CTH D	Construct new interchange
1996			USH 41	STH 28	Construct new interchange
1996	Waukesha	Widening	STH 83	Monroe Avenue to STH 60	Construct two lanes on new alignment
1996			18th Avenue extension	Park Avenue to Jefferson Street	Construct two lanes on new alignment
1996			IH 94	CTH T to STH 16	Widen from four to six traffic lanes
1996			STH 164	STH 74 to STH 190	Widen from two to four traffic lanes
1996			CTH W	Pilgrim Road to STH 175	Widen from two to four traffic lanes
1996			CTH W	STH 175 to Milwaukee County line	Widen from two to four traffic lanes
1996			Brookfield Road	USH 18 to a point approximately 1,000 feet north	Widen from two to four traffic lanes
1996			Calhoun Road	Gebhardt Road to North Avenue	Widen from two to four traffic lanes
1996		Expansion	Pilgrim Road	STH 175 to USH 41/USH 45	Widen from two to four traffic lanes
1996			124th Street	Hampton Avenue to CTH VV	Widen from two to four traffic lanes
1996			CTH SS extension	CTH G to CTH T	Construct two lanes on new alignment
1996			Moorland Road extension	CTH L to IH 43	Construct two lanes on new alignment
1996			Shady Lane extension	St. Thomas Drive to STH 175	Construct two lanes on new alignment
2001	Kenosha	Widening	STH 50	Walworth County line to 381st Avenue	Widen from two to four traffic lanes
2001	Milwaukee	Widening	USH 45/STH 36	Waukesha County line to STH 100	Widen from two to four traffic lanes
2001			Good Hope Road	Waukesha County line to USH 41/USH 45	Widen from two to four traffic lanes
2001		Expansion	Lake Arterial	Lincoln Avenue to CTH Y 0.5 mile north of Donges Bay Road	Construct four lanes on new alignment
2001	Racine	Widening	STH 31	CTH MM to STH 32	Widen from two to four traffic lanes
2001			STH 36/STH 83	Wegge Road to STH 20	Widen from two to four traffic lanes
2001			STH 36	STH 20 to Waukesha County	Widen from two to four traffic lanes
2001	Walworth	Widening	STH 50	USH 12 to the Kenosha County line	Widen from two to four traffic lanes
2001	Washington	Widening	USH 41	STH 145 to Dodge County	Convert expressway to freeway
2001			STH 33	18th Avenue to STH 144	Widen from two to four traffic lanes
2001			STH 167	River Lane to Pilgrim Road	Widen from two to four traffic lanes
2001			CTH Q	CTH V to STH 175	Widen from two to four traffic lanes
2001		Expansion	USH 41	STH 33	Construct new interchange
2001	Waukesha	Widening	STH 36	Racine County line to Milwaukee County line	Widen from two to four traffic lanes
2001			STH 59	CTH X to Sunset Drive	Widen from two to four traffic lanes
2001			STH 59	Calhoun Road to Milwaukee County line	Widen from two to four traffic lanes
2001			STH 175	Roosevelt Drive to CTH Q	Widen from two to four traffic lanes
2001		Expansion	Pilgrim Road realignment	North Avenue to a point about 700 feet north	Construct four lanes on new alignment

Source: SEWRPC.